

# BEST FLYING **A** SITES OF **THE ALPS**

FIRST ENGLISH EDITION



The complete guidebook for hang glider and paraglider pilots

## OLIVER GUENAY

DIGITAL VERSION  
PDF



# Best flying sites of the ALPS

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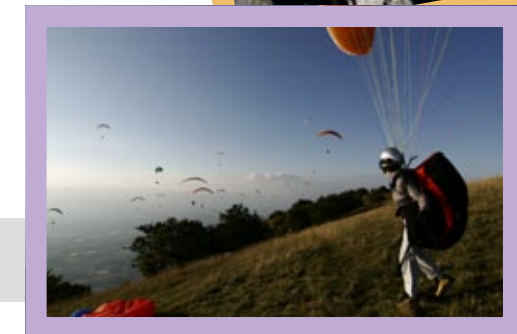
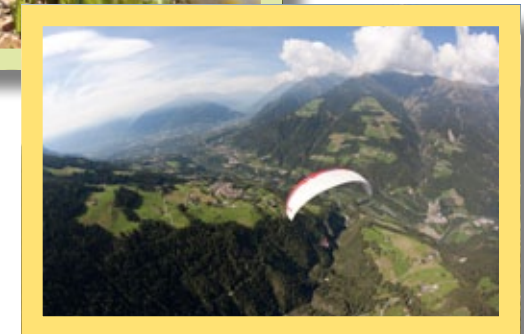
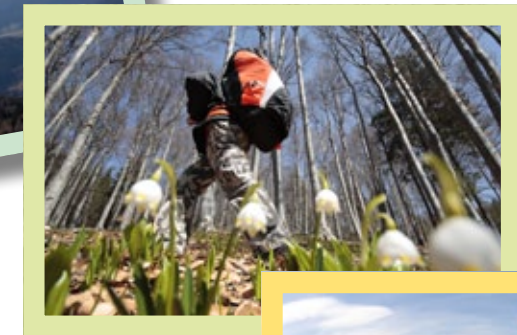
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## BEST FLYING SITES OF THE ALPS

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hang glider and paraglider pilots  
by OLIVER GUENAY

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We've worked hard to research this book and to  
make sure it is packed with the most up to date  
information. But things change. So stay connected  
and **join the mailing list** on the website. You can  
also help us by sending your feedback or new site  
details to **[news@bestflyingplaces.com](mailto:news@bestflyingplaces.com)**

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# Foreword



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After some time, I developed an extensive knowl-  
edge of where to fly in the Alps and how to find  
the best conditions. In 1992 I found a publisher for  
the first German version of this book. Three more  
successful editions followed, the last in 2005.

I was often asked by foreign pilots about the chance  
of an English translation. Unfortunately I was unable to  
find an interested publisher, until now.

Together with Greg Hamerton, I could finally over-  
come these difficulties and produce a book which  
in its new presentation leaves all former versions  
far behind and will hopefully be an inspiration and  
guide for your trips to the best flying areas in the  
region. Enjoy the variety and wonder of the Alps:  
the major playground of our sport.

Fly safely and may you always have happy landings!

*Oliver Guenay*

[oliverguenay@gmail.com](mailto:oliverguenay@gmail.com)

Late afternoon flight at  
Col de Videman, Gstaad



# GERMANY: Bavaria, a dream in blue and white

*The Alps stretch over 180 km along the southern border of Germany, from Lake Konstanz in the west across the highlands of Bavaria to Salzburg in the east. Hidden along this jagged rim of mountains are eleven of the best German flying sites, described in detail in this chapter.*

This northern limit of the Alps is characterised by steep and rugged peaks with few meadows, when compared to the soft and rounded hills of many Austrian flying sites. This northern region was formed by glaciers during the last Ice Age. Narrow valleys often end in lakes, left by the retreating glaciers. What makes the flying in Bavaria so very scenic is the diversity of its landscape. A series of lakes creates a dotted line below your feet; the mountains drop away into the rolling hills of the Bavarian plateau. You never feel squeezed between deep, narrow valleys and mountain ridges – you have freedom.

As with all flying areas, Bavaria has some unique weather patterns and characteristic winds. It is more exposed to weather changes and winds at altitude than sites within the Alps. The traditional Bavarian wind (a NE caused by a high pressure in summer) blows from May–August, sometimes into October and September. On sites facing other directions, you have to factor this into your flight planning. On the other hand, there is always an easy escape route – into the plains.

There are no real beginners’ sites in Bavaria (although beginners do flock to **Unternberg**, **Buchenberg** and **Mittag** on the weekends). These flying sites have their tricky sides, so read the sites guide before rushing up there.

For the regular or XC pilot, some places like **Hochfelln**, **Wank**, **Brauneck** and **Wallberg** have a great potential in spring, but you will have to fight to get away because the flying isn’t ‘paint by numbers’. For scenic splendour, sites like **Breitenberg**, **Nebelhorn** and **Tegelberg** (with the famous king’s castle



just below) must be visited. See it yourself! The flying clubs are well organized here and they have lots of information for newcomers. Unfortunately there is very little to study in English, but don’t hesitate to approach people because most of the pilots speak good English and are very helpful.

## Federation

The German DHV ([www.dhv.de](http://www.dhv.de)) is organized at Gmund, not far away from the Wallberg flying site. You will find some information in English (safety notes, glider info, etc.) on the website. The DHV has roughly 35,000 members and is probably the largest free flying organisation on the planet.

## Licences

You are required to have third party insurance and an internationally recognised licence when flying the sites in Germany, Switzerland and Austria. To get insurance you will probably need a licence anyway. Contact your national association to get an IPPI card (internationally recognised conversion) to be shown with your current licence. Note that to fly cross country you are expected to have IPPI Level 5, which has some advanced requirements.

## Weather

For those with some knowledge of German, visit the DHV website, click on ‘Wetter’ and follow the links for details for the entire Alps! Unfortunately the very specific collection of professional weather forecasts for pilots is not available in English. There is a summary written by Volker Schwaniz, often twice a day.

The **Deutsche Segelflugwetterbericht** (German glider forecast) is an essential foundation for planning your flight (currently on the right hand



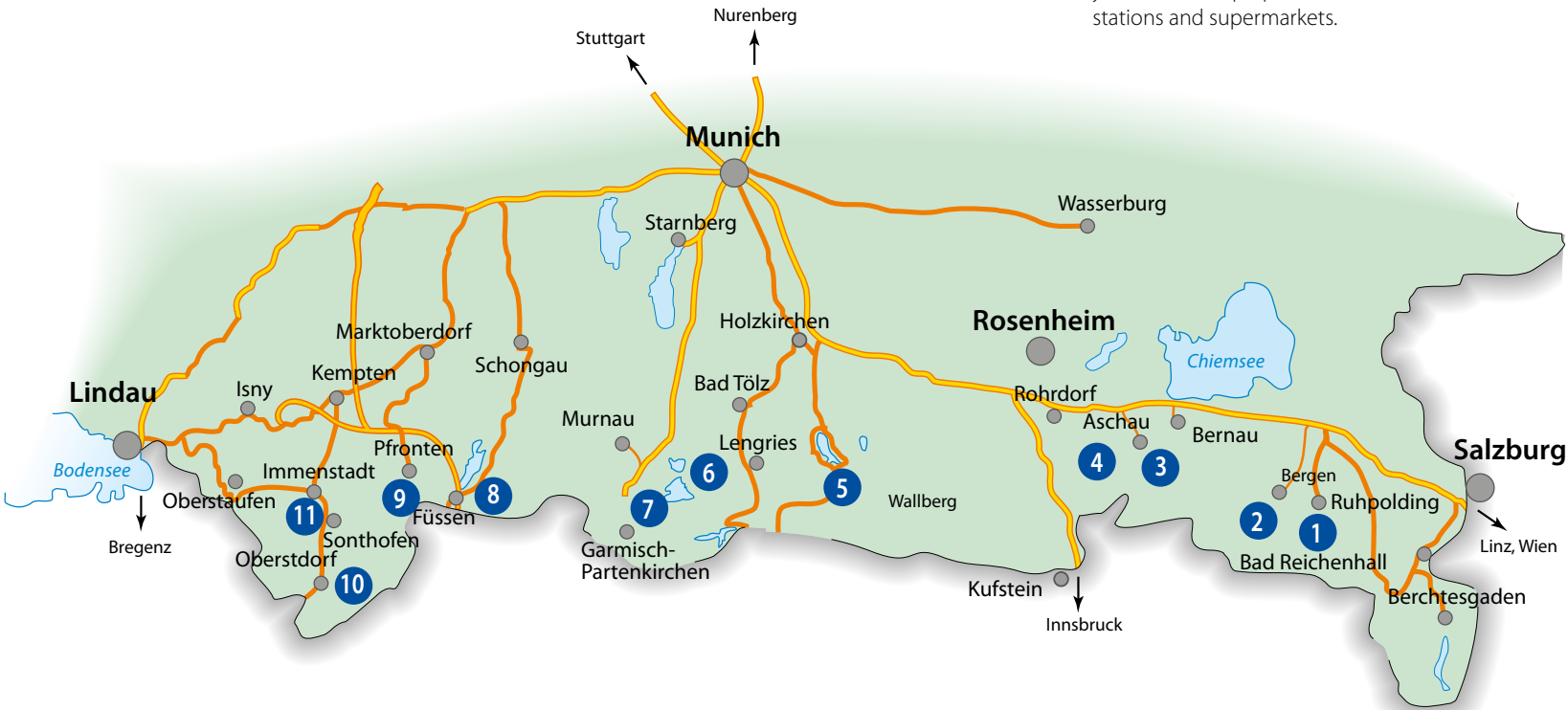
side of the DHV-Wetter site under ‘Deutschland/ Flugwetter’). Find a colleague to translate it for you! One of the best sources of information is **www.gleitsegelwetter.de**, but you have to subscribe to it and pay an annual fee. It is run by a meteorologist and pilot, and it offers detailed thermal and XC predictions not just for Bavaria but for major parts of the Alps as well.

Alternatively, there is the more general **www.wetteronline.de** with the cities and the weather stations on **Zugspitze** and **Wendelstein** that give you a good idea of the weather in the forthcoming 3 to 6 days. But you won’t find anything about the German Alps in its English version which is based in the US. Last, not least, on each flying site page in this book you will find suggestions for sources of local weather information.




## Telephones

The code for Germany is +49. If you have a cellphone (free of network restrictions) you may want to purchase a local simcard to save money. The cheapest lines are Discotel, Blau.de and O2. Tariff offers are subject to changes, so check them yourself! These prepaid simcards are available at fuel stations and supermarkets.






# Ruhpolding



HEIGHT  
660m – 1015m



UNTERNBERG 1425 m RAUSCHBERG 1671 m

The basin of Ruhpolding lies in the eastern part of the Chiemgau region of Upper Bavaria. Rauschberg is one of the first flying sites established in the early days of hang gliding. It is a steep peak for experts (and hang glider pilots), while Unternberg to the west is more suitable for beginners and offers enjoyable soaring flights.

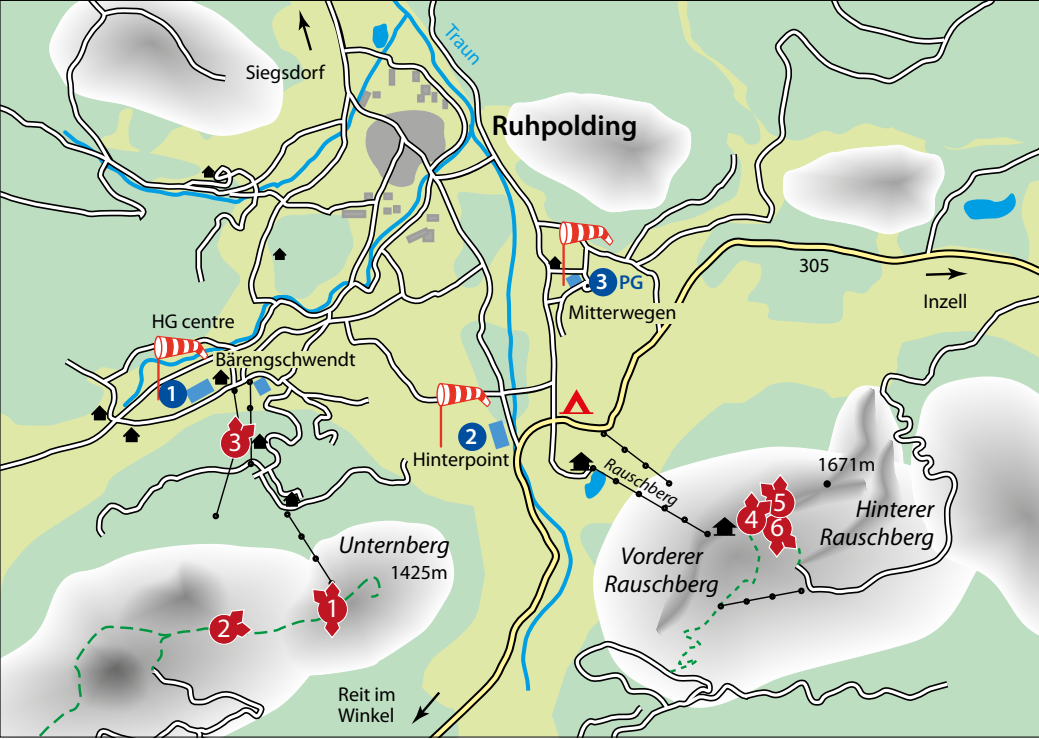
## Launch

- UNTERNBERG
- 1. (N/NW/S)** 1410m, easy, W of the cablecar. GPS: 47°43'42.46"N, 12°38'18.99"E
  - 2. (NE/E)** 1370m, easy, upon the saddle of the ski slopes. From the summit descend E for 15 min, following the ridge. GPS: 47°43'35.34"N, 12°37'31.98"E
  - 3. Training slope (N/NE)** beside the top of the ski-lift at Bärengschwendt (see landing 1); above the landing field and right of the cablecar station. Not permitted when the PG school is operating.

- RAUSCHBERG
- 4. (N/NE)** 1650m, medium, E of the cablecar (5 min walk), HG takeoff but possible for PG. Rotor with W wind! Check the windsock upon the rock on the left. GPS: 47°43'58.92"N, 12°41'8.53"E
  - 5. (N/NW)** 1655m, medium, PG takeoff 50m E of the HG takeoff, short, only recommended with direct wind, not with E wind! Nil wind is difficult or dangerous. GPS: 47°43'58.98"N, 12°41'13.09"E
  - 6. (S/SE)** 1655m, medium, from the hill E of the cablecar on a flat slope. There is also a small ramp for HG (S). GPS: 47° 43' 59"N, 12° 41' 13"E

## Landing

**1. Bärengschwendt** (710m) HG&PG, on the small plateau below Unternberg base station. Please check the approach instructions shown on the poster! This landing can be reached from both flying sites. GPS: 47°44'40.41"N, 12°37'33.15"E. Access: drive from the centre of Ruhpolding to the junction with traffic lights. Turn right towards Unternberg. On the access road to the cablecar turn right (signed Bärengschwendt) to the



Bavaria | Chiemgauer Alps | Ruhpolding

parking area and walk to the landing field. The first landing section below the ski lift is reserved for students under instruction! The big meadow 100m further on is the general landing.

**2. Hinterpoint** / Boider (640m) the main landing area for Rauschberg. GPS: 47°44'28.05"N, 12°39'18.66"E. Pass Ruhpolding on the B305 south towards Reit im Winkl. At the junction with the Rauschberg road (left) follow the signs to the landing area (straight). After 200m you reach it at

Hinterpoint road (windsock). You are 15 min from the cablecar station: walk E across the main road.

**3. Mitterwegen** (Fischerwirt) (640m) GPS: 47°45'7.54"N, 12°39'56.01"E. Only for PG! East of landing 2 at the Ruhpolding golf course. From the main junction in Ruhpolding (traffic lights) turn E to the T-junction then turn right towards Rauschbergbahn. Proceed to the next junction, turning left to **Fischerwirt**. The landing is behind the restaurant.

## Flying

Excellent in summer, but in winter these sites have no wind, except for the south side of Rauschberg on days with a very light thermal breeze. **Unternberg** is a typical summer valley-wind site. Thermal development is very limited so it's an ideal place for weekend pilots. It has a reputation for long soaring and restitution flights in the evenings from May to July. With westerly winds, take care in the hollow W of launch. The house thermals are on the spine E of the main launch or directly above the landing at Hinterpoint. **Rauschberg** is a more challenging flight, only recommended for regular pilots. The thermals can become very powerful here. The 'canon gully' is just W of the cablecar, be very careful! Rauschberg is a significant XC launch for HG, comparable to Hochfelln (which is easier for PG). The south launch should be used only on very calm days (with thermals, no wind at altitude and gentle valley-winds).

## Caution!

Unternberg is crowded on weekends during the season. Don't launch if S winds are forecast. Rauschberg, especially, should be avoided with stronger winds. The Ruhpolding valley accelerates the wind a lot in the afternoon. Rauschberg is quite exposed so avoid it if strong or changing weather conditions are predicted.

## Cross country

The simplest task is crossing to either neighbouring site or touring around the Ruhpolding basin – easy in restitution conditions! From Rauschberg, follow the ridges E across the three Staufen peaks, the following Untersberg escarpment into Austria and the Tennengebirge mountains towards Werfenweng. If you decide to take a more southerly course, the trap is the area around Loferer Steinberge where it is very tricky to find thermals. Rather avoid it, using a N course around Steinplatte. For a W course, first head towards Hörndlwand







Hustle and bustle on Unternberg launch



Landing approach at Bärengschwendt

(after a good thermal) and then towards Kaisergerbirge / Kössen where you join the main XC routes and many other colleagues, on good days!

### Useful info

**Getting there:** The nearest airports are Salzburg and Munich. Trains run from Munich and Rosenheim or from Salzburg via Traunstein to Ruhpolding. Travelling by car, from the Munich-Salzburg A8 highway, exit at Siegsdorf and follow the B305 into Ruhpolding to the prominent (and only) big junction with traffic lights.

- Getting up**
- Unternbergbahn, Tel. +49 (0)8663 9878, [www.unternbergbahn.de](http://www.unternbergbahn.de)
  - Rauschbergbahn, Tel. +49 (0)8663 1381, [www.ruhpolding.de/rauschbergbahn](http://www.ruhpolding.de/rauschbergbahn)

**Weather:** Refer to the club's page. 'Wetter' links to the weather station on Rauschberg.

**Meeting pilots:** the club is [dcb-ruhpolding.de](http://dcb-ruhpolding.de). Pilots meet at the restaurants near the landing areas like Fischerwirt or Bärenstüberl at Unternberg.

**Flying school:** Flugzentrum Ruhpolding, Tel. +49 (0)8663 668, [www.flugzentrum-ruhpolding.de](http://www.flugzentrum-ruhpolding.de)

- Staying there:** see [www.ruhpolding.de](http://www.ruhpolding.de)
- Camping Ortnhof, Tel. +49 (0)8663 1764, [www.ruhpolding.de/camping](http://www.ruhpolding.de/camping)
  - Butznwirt, Tel. +49 (0)8663 1422, [www.butznwirt.de](http://www.butznwirt.de)
  - Brandstätter Hof, Tel. +49(0)8663 9407, [www.brandstaetter-hof.de](http://www.brandstaetter-hof.de)
  - Guesthouse Kecht, Tel. +49 (0)8663 2673

**Map:** RV Wanderkarte, Ruhpolding (1:30,000)

**Alternative sites**

- Hochfelln (see site page)
- Jenner (NW-SW) at Schöna, Königssee lake, [www.jennerbahn.de](http://www.jennerbahn.de)
- Gaisberg (S/W/N) at Salzburg, by car / bus 151 from Salzburg railway station
- Predigtstuhl (NE/S; experts only) at Bad Reichenhall, [www.predigtstuhlbahn.de](http://www.predigtstuhlbahn.de)

**Other activities**

- MTB, hiking, golf, several swimming pools around Ruhpolding
- Nationalpark Berchtesgaden: [www.nationalpark-berchtesgaden.bayern.de](http://www.nationalpark-berchtesgaden.bayern.de)
- Climbing Hörndlwand and the Kaiser Mountains
- Canyoning and rafting
- Salzburg: city of Mozart and celebrations

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2

Hochfelln

HOCHFELLN 1671 m



HEIGHT  
996m



The challenging but rewarding Hochfelln dominates the village of Bergen in the central Chiemgau region and is one of the best XC sites of the northern Alps. Due to its complicated relief and the distance to landing it is definitely not for Sunday pilots. Hochfelln in spring offers a solid house thermal, with many XC hounds in it, waiting for the opportunity to make good distance!

Launch

- 1. Hochfelln (SE/S)** 1660m, easy, main launch on summit slope, beside the restaurant, S of the cablecar (5 min walk). GPS: 47°45'42.08"N, 12°33'34.10"E
- 2. Hochfelln (S/SW)** 1660m, HG (normal) and PG (difficult), steep short slope just below the chapel, follow the slope from the other launch site (for 5 min). GPS: 47°45'41.53"N, 12°33'32.33"E

Landing

**Bergen sports field** (564m), GPS: 47°48'1.83"N, 12°35'34.95"E, just E of the cablecar station (5 min walk). A big meadow with a windsock, N and W of two sports fields and between two sections of the village, bordering the road (B306 Grassau-Siegsdorf). Hang gliders please use the side of Lindenhofstrasse for de-rigging your glider.

Flying

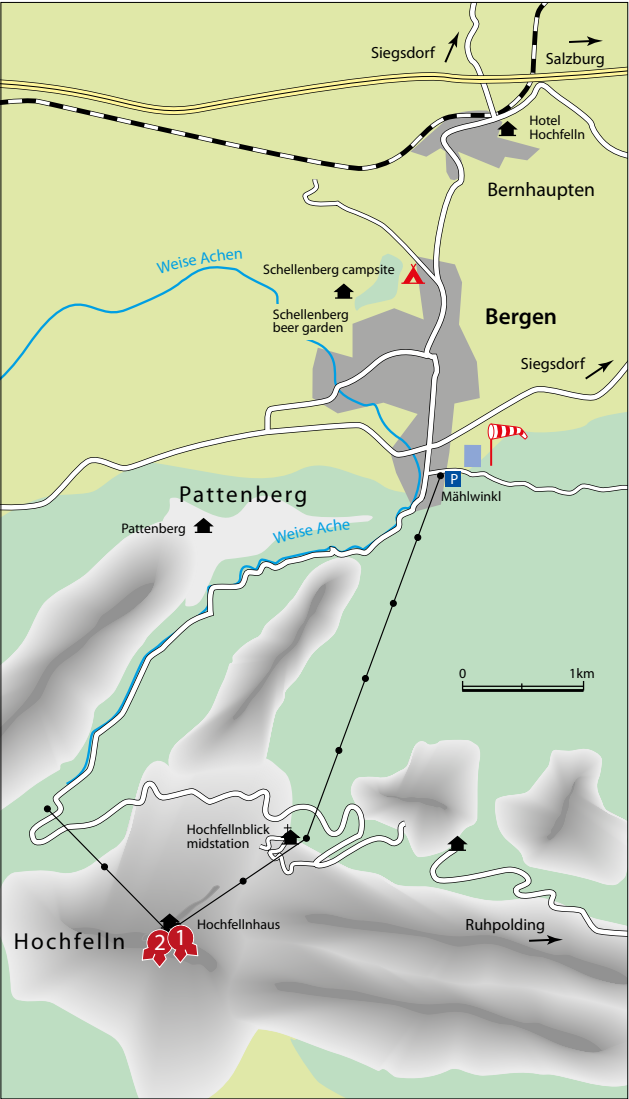
Hochfelln works as a purely thermic site, when there are no strong winds at altitude. From the two official launches to the landing field is 6 km on glide. After 11h00 (between May and September) you will have the Bavarian wind (NE) blowing towards the mountain, which cuts your glide ratio by 40%. Beyond the cablecar line is a forested ridge and narrow valleys with little or no emergency landing. If you don't follow the valley you have a lower ridge to cross between Hochfelln and Bergen. In midsummer conditions, only launch if you can catch the house thermal (to the ridge S of the summit). From there you'll reach the landing field with height to spare. If you're considering a straight glide down, it is best attempted in nil wind conditions.

Caution!

This is a restricted site, for advanced pilots only. It gets intense if you miss the thermals or get blown into a side valley when low, because there are only a few emergency landing spots to the SE and W. Never ever try Hochfelln with strong winds at altitude of any direction because the surrounding valleys will become leeseid traps!

Cross country

Paragliders have flown over 180 km from Hochfelln. In the past ten years this peak has become increasingly popular for PG and HG kilometre-hunters in the main season (from April until mid July). You can fly in almost every direction from Hochfelln, but the best is toward the E and S. It can get tense with all the pilots coming on those days. But it has a house thermal that works from 10h30 onward, so expect a long day to complete your task! Plan your return carefully – Hochfelln and the surrounding areas are very tricky to complete (especially via Gurnwandkopf or Steinplatte) due to the NE Bavarian wind. It's better to choose a place nearby such as Weitsee, Seegatterl or Urschlau (check your map) where you can return to more easily. You'll have a better chance returning to Hochfelln on a hang glider!



Bavaria | Chiemgauer Alps | Bergen

The main objective for the hardcore XC pilots are the huge triangles into Pinzgau near the W end of that valley and back from the E of Zell am See via the Loferer and Leoganger Mountains and Steinplatte into Chiemgau (170-190 km and 8-9 hours flying)!

**Flying South towards Schmittenhöhe:** Follow the ridge towards Haaralmschneid (try to get maximum height) then cross to Gurnwandkopf (get height) and cross to Dürrnbachkopf – Hochgimpling – Steinplatte (follow the ridges and check the formation of clouds) – Sonnwendhorn – cross to Ulrichshorn (Loferer Steinberge). From there you have a choice: towards Lofer (E), Fellhorn or Kössen (W). If you reach Lofere Steinberge with enough altitude (above 3000m) continue straight to Geiselhorn and fly around the restricted area LOD22 (14000 feet ASL limit!) by continuing E then cross

into Leoganger Steinberge at the narrowest section of the valley below you. Follow the ridge, cross the Glemm valley and reach Schmittenhöhe at the Pinzgau valley.

**Flying North:** For days with low cloudbase within the Alps. Fly to Gleichenberg – Hammerberg – Ramberg – across the A8 towards Daxlberg, and so on.

**Flying West:** Don't fly straight to Hochgern, as the following crossing is often too far for PG. Rather fly SW first, toward Haaralm (as described under Flying South). A cloudbase of around 2000m is sufficient. Continue to Rachelspitz, Wolfslahner, Schwarzberg, across Taubensee lake and across the Tiroler Ach river valley towards Rudersburg. Continue to Brennkopf via Rote Wand and fly on to Kranzhorn, which is the key to crossing the Inn valley and

joining the ridges leading into Karwendel above the Inn valley. At Kranzhorn you need to get as high as possible.

**Flying East:** Follow the route Strohnshneid–Rauschberg, along the ridge to Zenokopf, cross the valley at Inzell via Kienberg and Falkenstein, across the ridge of Zwiesel and the three Staufen peaks to Reichenhaller Hut (good turnpoint) ... and back.

Useful info

**Getting there:** The closest airports are Munich and Salzburg. By train: from Munich or Salzburg, change at Traunstein. Take a bus from the railway station to the cablecar. By car: follow the A8 Munich–Salzburg and exit at Bergen. Cross down into the village and



Launching from Hochfelln



continue to the cablecar parking (signed).

**Getting up:** Hochfellnbahn, Tel. +49 (0)8662 8511, all pilots must register! ([www.hochfellnseilbahn.de](http://www.hochfellnseilbahn.de))

**Weather:** Hochfelln webcam is on the club's page

- Some info available from Hochfellnhaus
- [www.hochfellnhaus.de](http://www.hochfellnhaus.de), Tel. +49 (0)8662 8233
- [www.wetter.com/deutschland/bergen/hochfell-nhaus/DE0000984013.html](http://www.wetter.com/deutschland/bergen/hochfell-nhaus/DE0000984013.html)

**Meeting pilots:** Pilots usually meet at the summit restaurant (Hochfellnhaus) or at the cablecar and landing field. The club website [www.hochfelln-flieger.bergen.de](http://www.hochfelln-flieger.bergen.de) has detailed site pictures.

**Flying school:** The nearest flying school is Flugzentrum Ruhpolding, Tel. +49 (0)8663 668, [www.flugzentrum-ruhpolding.de](http://www.flugzentrum-ruhpolding.de)

**Staying there:** info on [www.bergen.de](http://www.bergen.de)

- Campingplatz Wagnerhof , Tel. +49 (0)8662 8557
- Hotel Hochfelln, Chris & Ingrid speak English and offer a shuttle from the train and to the cablecar. There is also a possible landing nearby. My personal recommendation! Tel. +49 (0)8662 66 3075, [www.hotel-garni-hochfelln.de](http://www.hotel-garni-hochfelln.de)

**Map:** Kompass hiking map #10 or #16 (1:50,000)

**Alternative sites**

- Rauschberg-Unternberg (see site page)
- Kampenwand (see site page)
- Jenner (W/NW) at Königssee, [www.jennerbahn.de](http://www.jennerbahn.de)

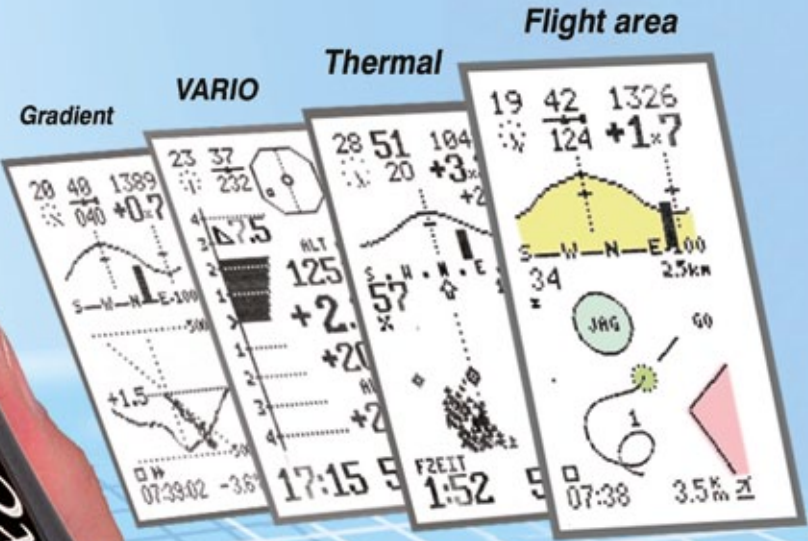
**Other activities**

- MTB and hiking
- Visiting Traunstein, Rosenheim, Salzburg
- Chiemsee lake for swimming, watersports and the castle
- Berchtesgaden national park
- The romantic Ach valley between Schleching and Kössen (canyons)



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# XC-TrainerPro



TAS  
SOG  
99 Mark  
Airspace  
10 Routes  
Windcurve  
Windspeed  
Show track  
Temperature  
224 Waypoints  
Visualised thermal.....

- \* 20 channel GPS
- \*40 hours power
- \* high sensitive VARIO
- \*145 hours flight storage
- \* USB for charge/speed/PC



# Kampenwand



HEIGHT  
730m – 770m



KAMPENWAND 1669m

*"If I had to walk it with my belly, I'd get myself up Kampenwand!" or so goes the saying in Bavaria among hikers and beer-drinkers. The pinnacles of the Kampenwand ridge are famous for superb views, climbing ... and flying. This is the heartland of Bavaria and its summer valley-winds can sometimes be challenging for pilots, but relax – Kampenwand can be also an easy afternoon flight.*

## Launch

- 1. Hirschenstein (N)** 1370m, easy, the main launch for PG and HG. Walk from the cablecar down towards Gorialm (20 min). Hirschenstein is a pinnacle on the left with a windsock on it. In front of it you will find the house thermal, in the afternoon. GPS: 47°45'25.79"N, 12°21'7.72"E
- 2. Cablecar mountain station (NW/W)** 1440m, easy, only allowed 1 October – 31 March! 50m NE of the cablecar. GPS: 47°45'12.53"N, 12°21'3.73"E

## Landing

**Aschau** (620m), nearby each other, W (HG 47°47'1.92"N, 12°19'54.90"E) and S (PG 47°46'54.39"N, 12°19'58.48"E) of the public swimming bath. Check them before flying!

## Flying

Afternoon flying (facing NW). The house thermal on Hirschenstein is very narrow, to the left of the main launch. Alternatively you may try beyond the rocks of Geisstieg and Maiswand. Don't go to Scheibenwand, as it seldom works. On landing don't approach over the swimming area or rope garden nearby. On days with a low level E wind, you can still launch early enough and cross the valley to fly on the other side along its E flanks. Only for pilots experienced with the site!

## Cross country

Difficult due to the NW orientation of the site, the longest PG flight is around 80 km. XC is only feasible in May and June. You have to get to at least 2000m

on the Kampenwand ridge and try to go SE towards Schleching and Kaisergebirge / Kössen. It helps to have N/NW winds at altitude.

## Caution!

Unflyable in E wind and Foehn conditions!

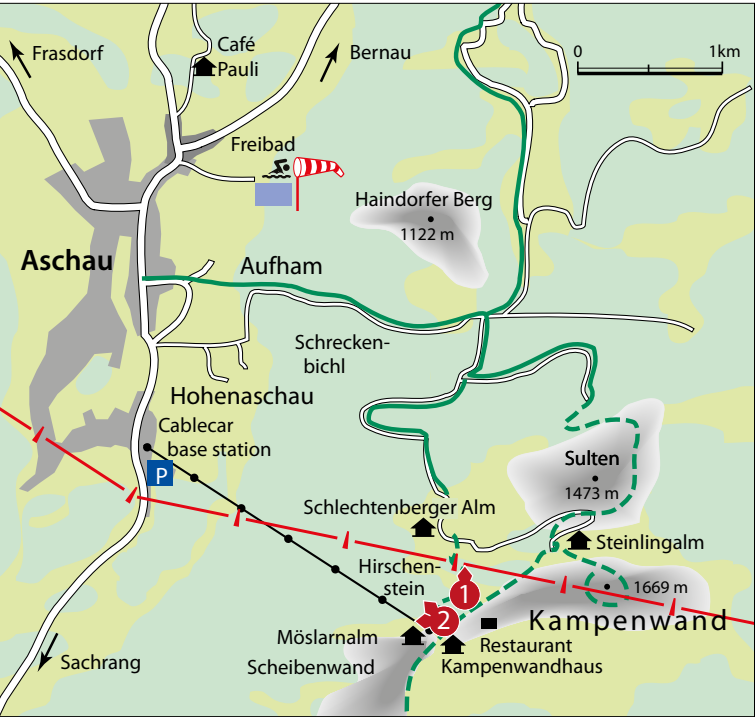
## Useful info

**Getting there:** The nearest airports are Munich and Salzburg. Trains run from Munich and Rosenheim to Aschau. By car from the A8 Munich–Salzburg, exit at Aschau and cross the town to reach the cablecar station signed *Kampenwandbahn*.

**Getting up:** Kampenwandbahn, Tel. +49 (0)8052 4411, [www.kampenwand.de](http://www.kampenwand.de)

**Weather:** See the cablecar website. For the region use the Deutschland page on [www.wetteronline.de](http://www.wetteronline.de) (Aschau + Wendelstein are the nearest mountain weather stations).

**Meeting pilots:** [www.drachen-gleitschirmflieger-club-aschau-kampenwand.de](http://www.drachen-gleitschirmflieger-club-aschau-kampenwand.de), Tel. +49 (0)8031 18170, [info@kampenwand-flieger.de](mailto:info@kampenwand-flieger.de)



**Flying school:** Flugschule Chiemsee, Aschau, Tel. +49(0)8052 9494, [www.flugschule-chiemsee.de](http://www.flugschule-chiemsee.de) – you may find help in English!

**Accommodation:** [www.aschau.de](http://www.aschau.de)

- Camping/ Café am Moor, Tel. +49 (0)8052 4513, [www.camping-am-moor.de](http://www.camping-am-moor.de)
- Pension Café Pauli, Tel. +49(ß)8052 90740, [www.cafe-pauli.de](http://www.cafe-pauli.de)
- Gasthof (Inn) zur Kampenwandbahn, Tel. +49(0)8052 4543

Bavaria | Chiemgauer Alps | Aschau



High above Kampenwand

**Map:** Kompass hiking map #10 (Chiemsee-Simssee) 1:50,000

### Alternative sites

- Hochplatte (E) ramp, only HG, at Marquartstein
- Hochries (see site page)
- Hochfelln (SE/E/NE) at Bergen

### Other activities:

- Climbing & MTB at Kampenwand
- Castle of Hohenaschau
- An excursion to Chiemsee lake and the island with Castle Herrenchiemsee
- Moor swimming bath in Aschau





# Hochries



HEIGHT  
850m – 900m



HOCHRIES 1563 m

Above the Inn valley triangle, this flying site dominates the Samerberg plateau and is an old favourite of the Munich pilots. With regular north and west winds, and soaring conditions, it's the ideal base for flying all year round!

## Launch

- 1. **(N)** 1540m, medium, a takeoff prepared for PG, below the summit station (5 min). GPS: 47°44'54.46"N, 12°15'1.33"E
- 2. **(NW/W)** 1560m, medium, PG & HG, just W of the cablecar. GPS: 47°44'50.60"N, 12°14'53.70"E

## Landing

- 1. **HG landing, below Grainbach** (660m) GPS: 47°46'31.62"N, 12°13'45.06"E, a big field with a windsock and kiosk, open on weekends.
- 2. **PG landing in Grainbach** (690m) GPS: 47°46'16.18"N, 12°13'57.13"E. At the western limit of Grainbach above the HG landing field, halfway to the cablecar station.

## Flying

Due to the windflow in the nearby Inn valley, Hochries has some peculiarities. It is usually an afternoon site, except on days with a constant base wind from the W or N. On high pressure days in summer, in the morning, the Inn valley-wind blows outwards (S–N) and affects the south side of the mountain. Around midday this begins to turn, becoming N after 13h00 and giving launchable conditions. With a predominant E wind, the valley-wind increases at midday and by afternoon there is often too much wind and turbulence for a safe launch, but you will find reliable lift above the flanks of the E ridge (Riesenberg). N or W wind brings less low-level wind and causes a N/NE at the landing – this is the best condition for Hochries. In autumn and winter there's often a S breeze because the S slopes heat up faster. In such conditions you can't launch. There's no landing south of the mountain anyway.

## Caution!

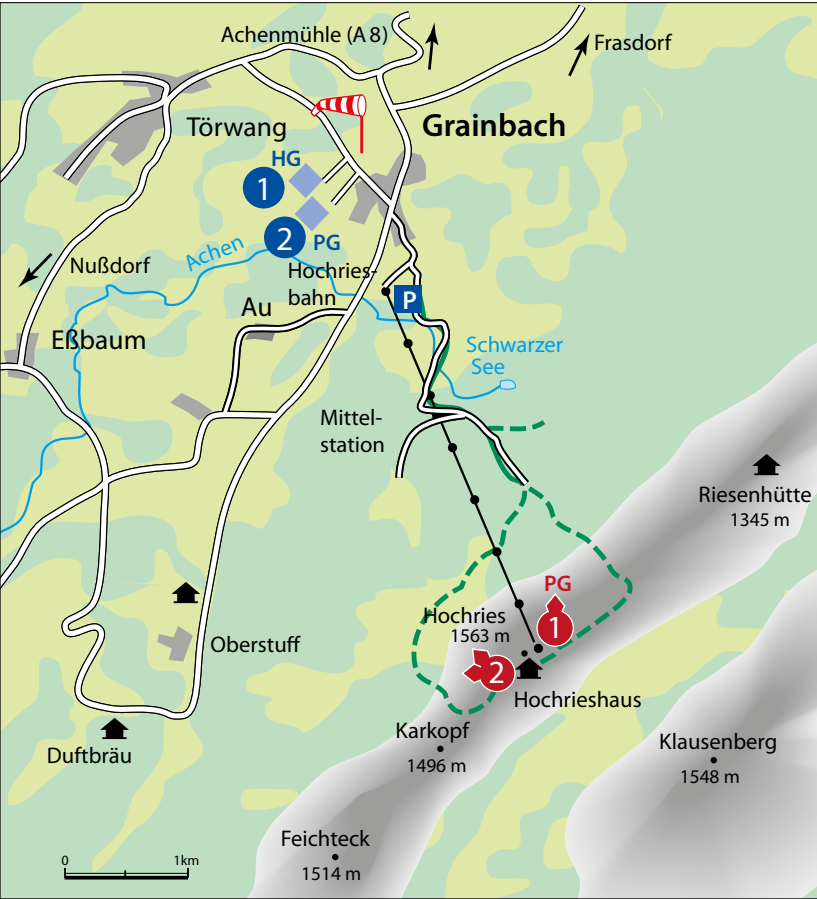
There are only two risky wind conditions: *Foehn* and springtime E. Both are strong and extremely turbulent. Pilots with little experience should ask for instructions at the flying school.

## XC

The best routes are E to Kampenwand or S towards Kössen. Attempts to go W are blocked by the strong winds of the Inn valley. The flatlands (N) are often plagued by too much ground-level NE (the 'Bavarian wind') and by summer inversions. Only springtime (from April – June) offers a chance for XC flights that way.

## Useful info

**Getting there:** The nearest airport is Munich. Take the train from Munich or Salzburg to Rosenheim



Bavaria | Chiemgauer Alps | Samerberg-Grainbach

station. Transfer to the bus stands and take bus No. 9493 towards Roßholzen / Samerberg. By car: from highway A8 (Munich – Salzburg) exit at Achenmühle and continue towards Törwang – Samerberg. In Samerberg, drive through Grainbach to the cablecar station (signed 'Hochriesbahn' all the way).

**Getting up:** Hochriesbahn, Tel. +49 (0)8032 98940, [www.hochriesbahn.de](http://www.hochriesbahn.de)  
**Weather:** See the cablecar's and the club's websites, or weather Tel. Hochries +49 (0)8032 8805  
**Meeting pilots:** GSC Hochries-Samerberg, [www.duschl-elektro.de/paragliding](http://www.duschl-elektro.de/paragliding)

**Flying school:** Flugschule Hochries, Tel. +49 (0)8032 8971, [www.flugschule-hochries.de](http://www.flugschule-hochries.de)  
**Staying there:** [www.samerberg.de](http://www.samerberg.de) for info, or Hotel zur Post, Tel. +49 (0)8032 8013, [www.hotel-post-samerberg.de](http://www.hotel-post-samerberg.de)  
**Map:** Kompass hiking map #10 Chiemsee-Simssee (1:50,000)

Photo © Martin Scheel ([www.wazoom.ch](http://www.wazoom.ch))

- Alternative sites**
- Kampenwand (see site page)
  - Heuberg (SW/W) 2 hr walk from Nußdorf
  - Sulzberg (NE) at Degerndorf, 1 hr walk
  - Rampoldplatte (E) at Brannenburg, 1 hr walk
  - Vogelsang / Oberes Sudelfeld (N/W) above Bayrischzell, road + 15 min walk

- Other activities**
- Hiking and MTB routes on the Samerberg plateau
  - Chiemsee lake with the island castle of Herrenchiemsee
  - Shopping in Rosenheim
  - Kufstein old town
  - Tramway up Wendelstein
  - Tatzelwurm canyon
  - Bavarian dishes at Duftbräu, a traditional restaurant 2 km from the landing field

Hochries launch





# Wallberg



HEIGHT  
865m – 978m



WALLBERG 1723 m

The famous valley of Tegernsee is one of the crown jewels of Bavaria. At its end towers the forested Wallberg, with the offices of the DHV nearby (the German free-flying federation). Everything is well organised and maintained ... there are annual competitions, regular cross country flights as well as fun flying for everyone. Come and see for yourself!

## Launch

- 1. Hintermauer Alm** (SW-N) 1660m, easy-medium. On a saddle 10 min above the cablecar top station and best with W–NW. Be extremely cautious after launch as you cross the short leeside area caused by thermals and wind-shear from the summit to your right. Check for periodic restrictions. Very dangerous with E wind! GPS: 47°39'49.00"N, 11°47'40.72"E
- 2. Kircherl** (N/NE) 1610m, easy. W on the ridge towards Setzberg, below the little chapel and the trail. It's a steep and narrow cut into the forest so make sure you are a capable launcher! Good for stronger N and valley-wind or thermals from the valley. Check the true wind direction carefully (windsocks behind the chapel and on the summit). Rotor is produced with S, E and W wind. GPS: 47°39'38.48"N, 11°47'26.72"E
- 3. West summit** (NW/W/S) 1720m, 3 HG ramps, 15 min hike from the cablecar (signed). When flying S(HG only) turn W to avoid wildlife area.
- 4. Summit** (N) 1723m, medium, 2 min from launch 3. Small, but safer with winds from NE–NW. GPS: 47°39'57.27"N, 11°47'49.04"E.

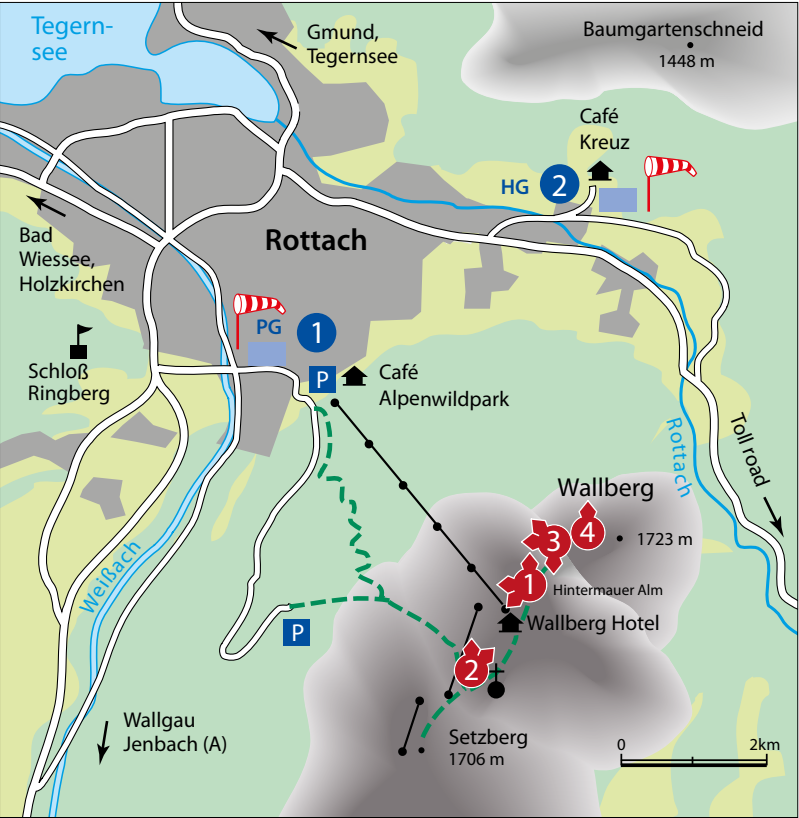
## Landing

- 1. Wallbergstraße** (745m) for PG, on the road to the cable car. Windsock. Approach instructions are signposted, please read them carefully! GPS: 47°40'32.89"N, 11°46'13.80"E
- 2. Café Kreuz** (745m) for HG, a meadow with wind-sock in Rottach-Egern, take Sutzenstrasse and follow the signs for Café Kreuz. Very turbulent approach with E wind! GPS: 47°41'19.90"N, 11°48'16.39"E

## Flying

Due to its position at the end of a north-facing valley, the mountain is clearly influenced by valley winds in the afternoons. North and west winds are ideal if not too strong. For pilots with less experience, the morning flights are calm and straight-forward. Beware of turbulence on the lower launches as described! It's better to use the summit takeoff and to always check the windsocks. After launching, fly to the summit slope – it has the most reliable lift. Always be aware of the true wind direction when you fly this site.

With some height, you can fly SW to Setzberg and Baumgartenschneid or go to Ringsberg. Don't go into the valley to the east (behind Wallberg) in the afternoon (there is strong turbulence caused by the valley-wind!).



Bavaria | Mangfall Mountains | Rottach-Egern

## Caution!

Its position and relief make this flying site suitable for the pilots with some awareness of their environment. Inexperienced pilots should launch in the morning or ask for instruction. The warnings for launch 1 and 2 must be respected. If in doubt, launch on the summit if the winds allow it.

Wallberg lies at the end of a valley and with bad weather (thunderstorms, increasing winds) it can easily become a trap for the unwary pilot!

## Cross Country

Wallberg has a great reputation among its XC community for very nice springtime triangles and straight flights. On good days you'll find more than fifty XC aspirants to follow, but study the map first! In 1995 a flight of 192 km was made on PG and since then flights of over 100 km are regularly completed – mostly straight flights but if you choose your turnpoints carefully you can complete a triangle. The easiest route is around Bayrischzell to the east and back, but watch out for the valley winds. **The main XC routes head east**, passing S of Bayrischzell and either following the N ranges into Chiemgau, crossing the Inn valley W–E to Hochries then going to Kampenwand and Hochgern and Hochfelln etc. (see site pages) or turning towards the Inn valley with a N–S crossing after Thiersee to the N walls of Zahmer Kaiser and continuing to Kössen and the Loferer mountains (check other details under the site page for Unterberghorn). **Heading west**, you must launch early and head across Hirschberg, cross the Isar valley towards Brauneck (see site page). **To the south**, follow the Blaubeerge (Blue Mountains) towards Achsee lake and the Inn valley (refer to the XC advice for Dalfazalm).

## Useful info

**Getting there:** The nearest airport is Munich, where train connections go to Tegernsee Railway Station, then bus #9551 to Wallberg cable car. By car: follow the A8 highway (Munich – Salzburg), exit Holzkirchen. Follow B318 to Gmund. From Gmund follow the Tegernsee lake road to Rottach-Egern, cross the village towards Kreuth and turn left at the junction with Wallbergbahn (signposted). **Getting up:** Wallbergbahn, Tel. +49 (0)8022 70 5370, [www.wallbergbahn.de](http://www.wallbergbahn.de) **Weather:** See the club's and cablecar's websites, or use the weather station with hourly automatic weather report on Tel. +49 (0) 160 9664 3891

**Meeting pilots:** The local club is DGFTT, [www.gleitschirm.de](http://www.gleitschirm.de). You'll find all the latest info about the flying site on the club's page (in German) and a telephone contact for advice (also in English!) Also check the information boards at the cablecar station. Pilots usually meet at the landing place or at Café Alpenwildpark and Café Kreuz. **Flying school:** Tegernsee, [www.paragliding-tegernsee.de](http://www.paragliding-tegernsee.de), Tel. +49 (0)8022 2556 **Staying there**

- General info: [www.rottach-egern.de](http://www.rottach-egern.de)
- Camping Wallberg, Weissach, Tel. +49 (0)8022 5371, [www.campingplatz-wallberg.de](http://www.campingplatz-wallberg.de)
- Youth Hostel Kreuth-Scharling, Tel. +49 (0)8022 99560, [www.kreuth.jugendherberge.de](http://www.kreuth.jugendherberge.de)
- Hotel Fackler, Tel. +49 (0)8022 91760, [www.hotel-fackler.de](http://www.hotel-fackler.de) offers special prices for pilots!

**Map:** Kompass hiking map #8 Tegernseer Tal (1:30,000)

**Alternative sites**

- Bucherhang (NE/N) easy, a soaring and training site near bad Wiessee. Excellent with E, when Wallberg is unflyable. Access fee payable at 'Bucherbauer' (the owner).
- Brauneck (see site page)
- Wildalpjoch (S/SW) at Flintsbach, ask permission at Flugschule Speidel, Tel. +49 (0)8034 8990
- Greiling (N-S), Tel. +49 (0)8041 4778, [www.isv-greiling.de](http://www.isv-greiling.de), interesting towing fields for XC flights in spring.

**Other activities**

- Swimming, sailing, fishing at Tegernsee Lake
- Climbing areas Plankenstein, Roß-and Buchstein
- Casino at Bad Wiessee
- Jachenau: Canyoning and Hiking
- National park at Karwendel





# Brauneck



HEIGHT  
635m – 853m



BRAUNECK 1555 m

*Brauneck is a classic site for pilots from Munich and surrounds. It offers a number of launches and some superb tasks for spring, but the complex relief demands your full attention when the valley winds move in, so the mountain becomes a ‘morning and midday’ site in summer, with some valley soaring possible only late in the afternoon.*

## Launch

- 1. Summit (S/N)** 1555m, S easy, N medium, a meadow on the ridge above the cablecar top station, about 10 min walk (PG slightly E of the HG launch). No simultaneous launching with the hang gliders – one at a time! Beware of the service cable of Brauneck hut nearby! GPS: 47°39'47.73"N, 11°31'23.20"E
- 2. Garlandkessel (E)** 1500m, medium, very turbulent in N wind and with thermals in midsummer, rather try launch 3 or launch late. Walk from the top station towards Garland chairlift (5 min). It has steep relief and is easier in winter than in summer. For advanced pilots only! GPS: 47°39'49.51"N, 11°31'34.55"E
- 3. Umsetzer (N/NE)** 1350m, easy. Walk about 25 min along the E ridge of Brauneck down towards the valley. The site is near the cross at the edge of this ridge, offering clean airflow without turbulence. GPS: 47°40'1.89"N, 11°32'18.63"E

## Landing

- 1. PG** (715m) directly below launch 3, 50m S of the cablecar, a big field behind the treeline. In spring conditions, watch out for strong rotor from the treeline due to the valley-winds. If the wind is S it is best to use the HG landing. GPS: 47°40'27.45"N, 11°33'24.93"E
- 2. HG** (710m) 200m N of the cablecar access road, a field with a windsock. GPS: 47°40'38.05"N, 11°33'20.49"E

## Flying

You will find very detailed explanations on the club's website (in German, but use Google Translate). The southern slopes towards Wegscheid provide good lift as early as February, on calm sunny days. The first



house thermals are 200m to the left of the south launch, at Kotiger Stein and further on at Waxenstein, where the cablecar runs up. Most springtime XC flights begin with thermals from that slope, if you are early enough (before 13h00). When using the south launch, watch out for the service cable of the mountain hut below! Once the valley-winds increase from the N (usually by the end of April) don't fly too late and get low behind the ridge as

you will have to fly around the side to reach the landing on the N side. In that case it is better to land at the Wegscheid ski-lifts – a good distance away from the ridge and its rotor! With valley-wind or N wind, in late spring and throughout summer, launch on the N side and use the dynamic wind until you find a thermal, or simply soar along the valley side of the ridge (later in the day this can last for hours).

## Caution!

Between April and August, the relief and the valley-winds combined with thermals can present beginners with troublesome rotor and turbulence. Rather fly early or late, and stay low. It's a morning to midday site for thermaling and a soaring site with strong winds and gusts in the afternoon. Check your flight route carefully and if in doubt, ask for instruction!

## Cross country

The XC flights here are for the ‘early birds’ with good instincts and a thorough understanding of the surrounding landscape. Study maps and internet. The longest flight so far is 151 km towards Switzerland / Engadin in May 2008. Many triangle flights are done here (usually 40-50 km) which mostly follow the ridgeline W towards Benediktenwand (5 km away) after gaining a minimum altitude of around 2000m, before turning south and flying around Sylvenstein lake or Walchensee lake, following the southern chain back E and finally returning N. The longer courses reach Seefeld and the Inn valley, then N towards the Achensee valley and back into Brauneck's Isar valley or nearby.

## Useful info

**Getting there:** The nearest airport is Munich. From Munich or Salzburg (via Holzkirchen) take the train to Lenggries and a bus from the train station to the cablecar. By car, take the A8 highway (Munich – Salzburg) and exit at Holzkirchen. Go

into Holzkirchen and continue on B13 towards Bad Tölz. Exit Bad Tölz-Süd towards Lenggries / Sylvenstein on B13 until you reach Lenggries. From there follow the signs to Brauneckbahn.

**Getting up:** Brauneckbahn, [www.brauneck-bergbahn.de](http://www.brauneck-bergbahn.de), Tel. +49 (0)8042 503940. Guest pilots require a landing card (€5), valid for 5 flights, available at the cablecar.

**Weather:** on Brauneck Tel. +49 (0)8042 503015. Local weather info is on the cablecar website.

**Emergency:** Mountain rescue Lenggries +49 (0)8042 1616

**Meeting pilots:** The local club is [www.lenggrieser-gleitschirmflieger.de](http://www.lenggrieser-gleitschirmflieger.de). People usually meet at the restaurant near the cablecar.

**Flying school:** Adventure Sports, [www.adventure-sports.de](http://www.adventure-sports.de), Tel. +49(0)8042 9486 (near the cablecar)

**Staying there:**

- General info: [www.lenggries.de](http://www.lenggries.de)
- Guesthouse Merk, Tel. +49(0)8042 3470
- Youthhostel Lenggries, Tel. +49 (0)8042 2424, [www2.lenggries.de/jugendherberge](http://www2.lenggries.de/jugendherberge)

**Map:** Kompass hiking map #182 (1:50,000)

**Alternative sites**

- Blomberg (E/NE-NW) at Bad Tölz, chairlift
- Jochberg at Kochel, (N/S/SW) 1.5 hr hike
- Hörnle at Bad Kohlgrub (NW/NE-SW) chairlift

- Other activities**
- The river Isar offers many water activities with popular wooden raft rides
  - Climbing rocks at Brauneck's Demelspitz
  - Hiking and canyoning around the lake of Sylvenstein
  - Alpamare bath and historical centre of Bad Tölz
  - MTB rides





# Garmisch-Partenkirchen



HEIGHT  
712m – 1282m



WANK 1779m OSTERFELDERKOPF 2050m

When talking about Garmisch-Partenkirchen and its valley, both flying sites should be mentioned. Wank is one of Bavaria's best thermic sites, part of the smaller Estergebirge Mountains, just opposite Germany's highest mountain, Zugspitze. Osterfelderkopf is a knob positioned in a very alpine environment, just below the mighty rock-faces of the Wetterstein mountains, overlooking the basin of Garmisch. On Wank, you use the south slopes before the valley-wind reaches up to the mountain. On Osterfelder you are facing NE and will therefore be soaring rather than thermaling. There are two more flights nearby: Hausberg and Kreuzeck, which are smaller hill sites and good for morning training and late soaring in the summer valley winds – check with the flying club for details.

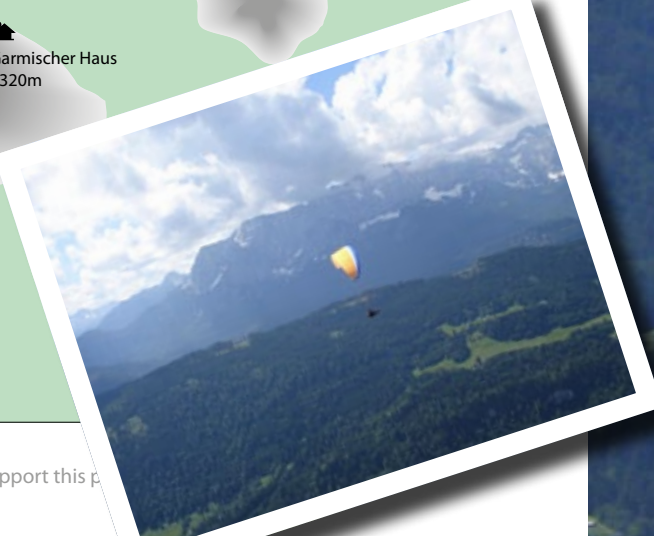
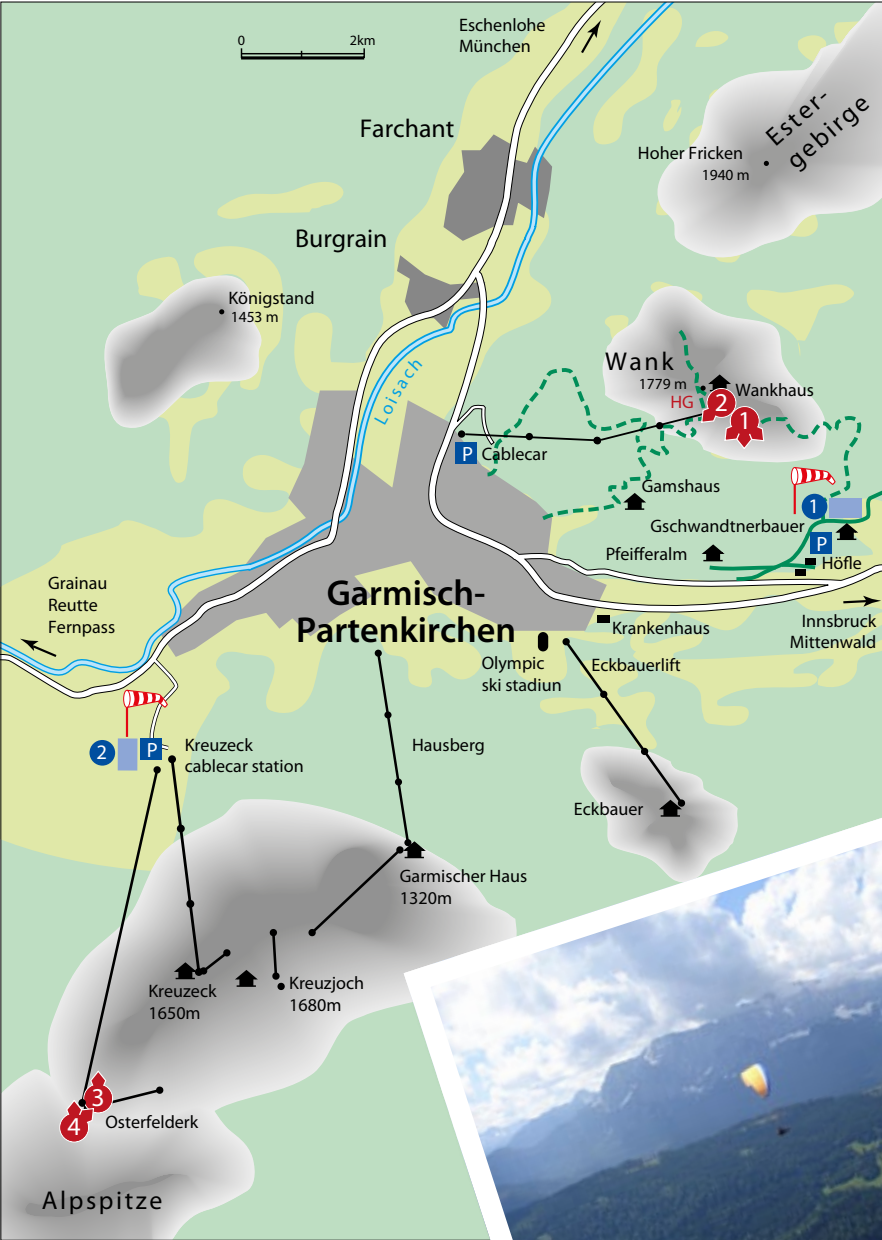
## Launch

- WANK
- 1. (SE-SW)** 1727m, easy, on the ridge about 150m E of the cablecar top station. GPS: 47°30'23.97"N, 11° 8'50.31"E
  - 2. (SW)** 1760m, ramp for HG, just above the cablecar. Only for advanced HG pilots! The only landing area is Osterfelderkopf (2). GPS: 47°30'28.33"N, 11° 8'35.33"E

- OSTERFELDERKOPF
- 3. (N)** 2020m, just E of the cablecar, HG ramp, PG can launch beside it. GPS: 47°26'20.89"N, 11° 3'6.05"E
  - 4. (NE/E)** 2020m easy-medium, at the mountain rescue hut, 50m behind the cablecar. GPS: 47°26'17.84"N, 11° 3'5.28"E

## Landing

- 1. Wank: Gschwandtnerbauer** (1015m), E and below the restaurant. From Garmisch centre go towards Mittenwald. After 5 km at the 'Höfele' turnoff, the landing is signposted. Turn left and continue past the junction that points left to Pfeifferalm: go right to the parking below Gschwandtnerbauer. GPS: 47°29'38.54"N, 11° 9'52.92"E. There is no public transport between the landing field and the cablecar in



Photos © Tobias Ehrmann

Garmisch, but with a few friendly enquiries you may get a lift from visitors or other pilots, if you're lucky!

- 2. Osterfelderkopf** (738m) HG & PG, just north of the cablecar station, marked with a big windsock. GPS: 47°28'27.33"N, 11° 3'37.69"E. Turbulent in the afternoons in summer!

## Flying

The house thermals at **Wank** lie in front of the takeoff. These southerly gullies are active from as early as February but note that Wank is in the lee once the summer valley-wind blows (from

the N) or when a high pressure is dominant (E wind). From the end of April through August it is safe only until noon, afterwards the valley-wind is channelled behind Wank and reaches as high as the launch site. The landing side is usually protected from this wind but it can be turbulent after midday. Thermals can be rude and very strong here. Wank is not recommended when the winds are strong at altitude! The northerly orientation of **Osterfelderkopf** makes this site calmer because thermals cannot develop as easily as on Wank. You must therefore search for the house thermal. Usually you don't fly here with strong winds at altitude – the perfect day is a

## Caution!

**Wank** is often in the lee, so be extremely cautious with the time of the day (in summer) and also with upper winds! In summer, at midday and in the afternoon, the entire south side including the landing field is not a place for occasional pilots! The site is extremely exposed to weather changes and upper winds (Foehn and any type of strong wind forecast). **Osterfelderkopf**, though not a thermal site, is a high alpine environment, equally sensitive to winds and weather changes. The summer winds affect both sites and make them reserved for the experienced pilots only.



## Cross country

### WANK

With the reliable thermal source of the southern slopes you can use the entire Estergebirge Mountains to the north as your playground for triangle tasks, as well as the crossing south into Wetterstein, once cloudbase is high enough (3000m or more) which is often the case from May through August.

**To the west** you must cross the valley before the wind picks up, and turn towards Notkar-Laber (a flying site), follow the Ammergau valley and jump NW to Tegelberg (cloudbase at least 2400m). **To the east** cross Estergebirge towards Herzogstand – Jochberg – Benediktenwand – Brauneck (see site page) and further on to Wallberg (see site page). **To the south** you have to fly around this block of rock called Wetterstein with all the shadowy north faces. You must therefore fly E along Estergebirge until you can jump S from Walchensee lake into the Karwendel mountains and follow on high above Mittenwald – Scharnitz – Seefeld into the river Inn valley where the easiest option is a course E upon the south faces turning around Innsbruck (but beware of the CTR!)

### OSTERFELDERKOPF

You will miss the thermals of Wank here, but you chose the more spectacular environment. It will take time to get high, fighting to catch what's available, but all the more worth it to get above the Wetterstein (for which you will need a soaring wind first). So it will usually be late when you have gained enough height to continue. Cloudbase over Zugspitze can be at 3500m on dry days. And then it's up to you: either go E, NW (both described under Wank) or SW. The easiest direction is towards the Inn valley, by crossing high enough over the Fernpass saddle towards Imst – Landeck and beyond (depending on how early you get up to cloudbase...) Switzerland has been reached before, in 1997!

## Useful info

**Getting there:** The nearest airports are Munich and Innsbruck. Garmisch can be reached by train from Munich and Innsbruck. By car: take the highway (Munich – Garmisch), drive into Garmisch and follow the signs for Wankbahn (cablecar).



Flying in front of the Estergebirge

### Getting up

- Wankbahn, Tel. +49 (0)8821 71617, [www.zugspitze.de/en/summer/berg/wank](http://www.zugspitze.de/en/summer/berg/wank). A day admission for flying is payable here.
- Osterfelderbahn, Tel. +49 (0)8821 7970,
- [www.zugspitze.de/en/summer/berg/garmisch-classic/alpspitzrundfahrt.htm](http://www.zugspitze.de/en/summer/berg/garmisch-classic/alpspitzrundfahrt.htm)

**Weather:** See the cablecar website and at the club's page. Wank weather info Tel. +49 (0)8821 797979

**Meeting pilots:** Gleitschirmfliegerclub Werdenfels [www.drachen-und-gleitschirmflieger.de](http://www.drachen-und-gleitschirmflieger.de). Good

meetings points are both restaurants near the Wank landing field, Gschwandtnerbauer or Pfeifferalm.

**Flying school:** Flugschule Garmisch, [www.gleitschirmschule-gap.de](http://www.gleitschirmschule-gap.de), Tel. +49 (0)8821 74260

### Staying there

- General info: [www.garmisch-partenkirchen.de](http://www.garmisch-partenkirchen.de)
- Recommended: Pfeifferalm, Tel. +49(0)8821 2720
- Camping Grainau, Tel. +49 (0)8821 9669392, [www.campingplatzgrainau.de](http://www.campingplatzgrainau.de)

**Map:** Kompass Hiking map #35 Garmisch (1:50,000)

### Alternative sites

- Kreuzeck (N), cablecar from Garmisch
- Hausberg (N/NE); summer valley-wind soaring for good pilots with chances to gain height for longer flights in the Wetterstein mountains. Access via cable-car from Garmisch.
- Alpspitze (NE/E); very exposed, an alpine launch for experts; access by Osterfelderkopf cablecar and 2 hr by the north face via ferrata or the normal route.
- Laber (N/SE), at Oberammergau; for regular pilots, cable-car Tel. +49 (0) 8822 4770, [www.laber-bergbahn.de](http://www.laber-bergbahn.de)
- Jochberg (NE/S/SW); 1 hr hike from the Kesselbergstrasse; nice flying above Kochelsee lake! Access by bus or hitchhiking from Kochel to the saddle above Walchensee lake (departure for the hike). Club: [www.kocheler-gleitschirmfreunde.de](http://www.kocheler-gleitschirmfreunde.de)

### Other activities

- Hiking, climbing, MTB – a fantastic variety
- A trip to Zugspitze, Germany's highest peak, by cog railway or cablecar or a 2 day hike for mountaineers!
- Visit the canyons of Partnachklamm and Hölentalklamm
- Schachenhaus, King Ludwig's hunting hut
- Ski areas near Garmisch
- Alspitz swimming bath
- Eibsee lake
- More info at [www.zugspitze.de](http://www.zugspitze.de)

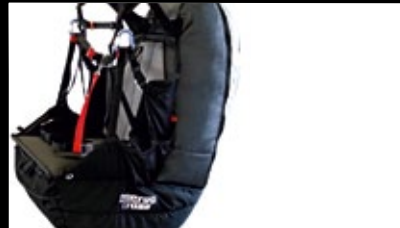
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# Tegelberg & Buchenberg



HEIGHT  
352m – 892m



TEGELBERG 1707 m BUCHENBERG 1142 m

*This is one of the most famous flying and tourist sites in Europe. You can see the historic castles from Tegelberg and even thermal past them as you fly with the spirits of the Bavarian kings. The flying is unforgettable – the Alps descend sharply into the foothills and there are countless lakes and memorable towns like the medieval Füssen. Smaller Buchenberg to the north offers a close alternative, flyable when most of the higher sites have bad weather. The out-and-return between these sites is a must in the summer season – a pleasant journey without too many thrills – a dream in blue and white, as people say in Bavaria!*

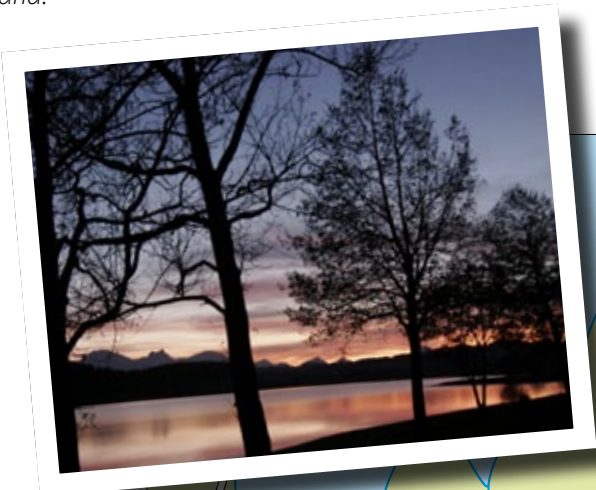
## Launch

- TEGELBERG
- 1. Two ramps: (N/NW)** 1707m, medium (PG&HG) **and (NE)** difficult (only for HG), directly E of the cablecar station. GPS: 47°33'35.37"N, 10°46'47.40"E
  - 2. Täfeleshang (N/NW)** 1520m, easy, from the ski-slope, 15 min descent from the cablecar, often used by PG schools. GPS: 47°33'55.78"N, 10°46'58.13"E
  - 3. Other possibilities** higher up are difficult because of obstacles and rotor! You can launch from Rohrkopf (W) at 1280m.

- BUCHENBERG
- 4. NW (medium) and NE (easy)** 1142m, in front of the Buchenberg restaurant (the western takeoff is also for HG). GPS: 47°36'23.73"N, 10°48'39.73"E

## Landing

- 1. Tegelberg: Schwangau** (815m) E of the cablecar with the big car park nearby. Study the approach instructions carefully, as the lower section of the field is for HG only, while the upper one is for PGs! GPS: 47°34'14.67"N, 10°45'21.75"E
- 2. Buchenberg: Buching** (790m), a huge meadow area with a windsock. 15 min from the chairlift, NW of the road, 300m inland. No parking! GPS: 47°36'46.57"N, 10°47'55.41"E



Bavaria | Ammergauer Alps | Schwangau and Buching

## Flying

After launch at **Tegelberg**, try to find some lift in the hollow E of takeoff, and around the slopes of Alterschrofen. With W winds and when soaring in N you are better off in front of the takeoff at the Gelbewand Schrofen, a number of little rock towers. It is unsafe to soar around the launch site! You might find good thermals around Rohrkopf in the afternoons, when the winds are usually light. With stronger winds aloft you can still soar quite a while above the small Hornburg cliff before landing.

On **Buchenberg**, you normally don't need to soar the slopes and this also causes congestion when other pilots are preparing for takeoff – find your lift a bit further out close to the village of Buching (with E wind). Around midday and with W wind you may try in the hollow W of Buchenberg, towards Tegelberg. Sometimes, late in the day, there is good restitution lift above the east slopes and the exit of the Halblech valley.

## Caution!

Tegelberg has an alpine shape, with all the risks of high mountains, despite of the proximity of the lowlands. Usually bad weather can be avoided, but be careful of the 'lemming-effect' of too many pilots with confidence in each other – use your own judgement. Buchenberg is not as exposed to risks, except for the overcrowding which affects both sites on weekends during the flying season.

## Cross country

As mentioned, the out-and-return or straight flight between Buchenberg to Tegelberg is a good beginner's task (8 km one way) and is fairly easy to complete in spring. Try it in mid-afternoon between April to August. Flights across the back country are more challenging: into the Ammergauer Alps, which at first glance give you the impression of an impenetrable mass of rocks, canyons and forests, a Never-never-land for the unprepared! You need a



cloudbase of 2600-2800m for the adventure S, SE or E towards Garmisch. Carefully study all the flights done before. A slightly easier task is flying around Säuling (with cloudbase at 2200m) into the Lech valley and along the west facing slopes towards Bach or further on then back, or towards Ehrwald, Garmisch and Fernpass. The route west towards the Zwölfer ridge and Breitenberg is even more complicated. You have to cross the windy entrance of the Lech valley. The crossing is wide and the wind can take you down at once from as high as 2600m! On days with a high cloudbase and no W wind at altitude it is feasible if you are a pro.

## Useful info

**Getting there:** The nearest airports are Munich, Innsbruck and Memmingen. Trains run from Munich central station and Augsburg to Füssen, bus from Pfronten to Füssen, connecting with the railway line Innsbruck–Reutte–Kempten, buslink to Buching from Füssen via Schwangau. By car: from the north follow



A96 Ulm–Kempten–Füssen–Reutte, exit Füssen, bypass the centre of Füssen towards B16 (Füssen–Roßhaupten–Marktoberdorf) and turn south, crossing Füssen towards B17 (Romantische Straße) Steingaden etc. In Schwangau take the junction with the *Tegelberg* cablecar sign to the right. Continue on B17 another 8 km until you reach the entrance of Buching. The carpark and Buchenberg chairlift are on your right.

Getting up:

- Tegelbergbahn, Schwangau, Tel. +49 (0)8362-98360, [www.tegelbergbahn.de](http://www.tegelbergbahn.de)
- Buchenberg chairlift, Buching, Tel. +49(0)8368-91250, [www.buchenbergbahn.de](http://www.buchenbergbahn.de)

Weather

- [www.bergfex.de/tegelberg-ostallgaeu/wetter/](http://www.bergfex.de/tegelberg-ostallgaeu/wetter/)
- [www.tegelbergbahn.de/wetter-tegelberg.html](http://www.tegelbergbahn.de/wetter-tegelberg.html)

Meeting pilots

- Tegelberg: at the landing area, and the different bistros and restaurants in Schwangau
- Club: [www.schwangauer-drachenflieger.de](http://www.schwangauer-drachenflieger.de)
- Buchenberg: chairlift bottom station restaurant

Flying schools

- Flugschule Tegelberg, Roßhaupten, [www.abschweb.net](http://www.abschweb.net)
- Flugschule Aktiv, Schwangau, [www.flugschule-aktiv.de](http://www.flugschule-aktiv.de)
- 1.DAEC Flugschule, Rieden, [www.erste-daec-gleitschirm-schule.de](http://www.erste-daec-gleitschirm-schule.de)

Staying there

- General information: [www.schwangau.de](http://www.schwangau.de) and [www.fuessen.de](http://www.fuessen.de)
- Camping Brunnen, [www.camping-brunnen.de](http://www.camping-brunnen.de), Tel. +49 (0)8362-8273
- Camping Bannwaldsee, [www.camping-bannwaldsee.de](http://www.camping-bannwaldsee.de), Tel. +49(0)8362-9300-0
- Youth hostel Füssen, Tel. +49 (0)8362-7754, [www.jugendherberge.fuessen.de](http://www.jugendherberge.fuessen.de)
- Suzanne's B&B, Füssen, [www.suzannes.de](http://www.suzannes.de), Tel. +49 (0)8362-921396
- Café-Pension Gerlinde, Schwangau, Tel. +49 (0)8362-8233, [www.pension-gerlinde.de](http://www.pension-gerlinde.de)

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Contact:  
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[www.gleitschirmurlaub.de](http://www.gleitschirmurlaub.de)  
email: [oliverguenay@gmail.com](mailto:oliverguenay@gmail.com)

Map and literature

- Kompass Walking Map (Füssen-Reutte)1:30.000, available in bookstores
- Outdoor guide *Ostallgäu and Tannheimer Tal* by Oliver Guenay in English, available from the author or in bookstores

Alternative sites

- Säuling (E/NE and W/NW, alpine) 2.5 hr hike from Neuschwanstein castle
- Breitenberg (see site page)
- Hahnenkamm at Reutte-Höfen (SE/S and W/SW), [www.reuttener-bergbahnen.at](http://www.reuttener-bergbahnen.at)

Other activities

- The castles of King Ludwig II and his father Maximilian II
- The historical centre of Füssen, pedestrian zone, summer festivals, and the musical Füssen
- Walk across Pöllat canyon
- Climbing areas at Schwansee lake
- Swimming at Forgensee, Alatsee and Alpsee
- König Ludwig Therme in Schwangau, hot thermal bath and sauna
- MTB and hiking trips into the Ammergauer Alps

# Breitenberg



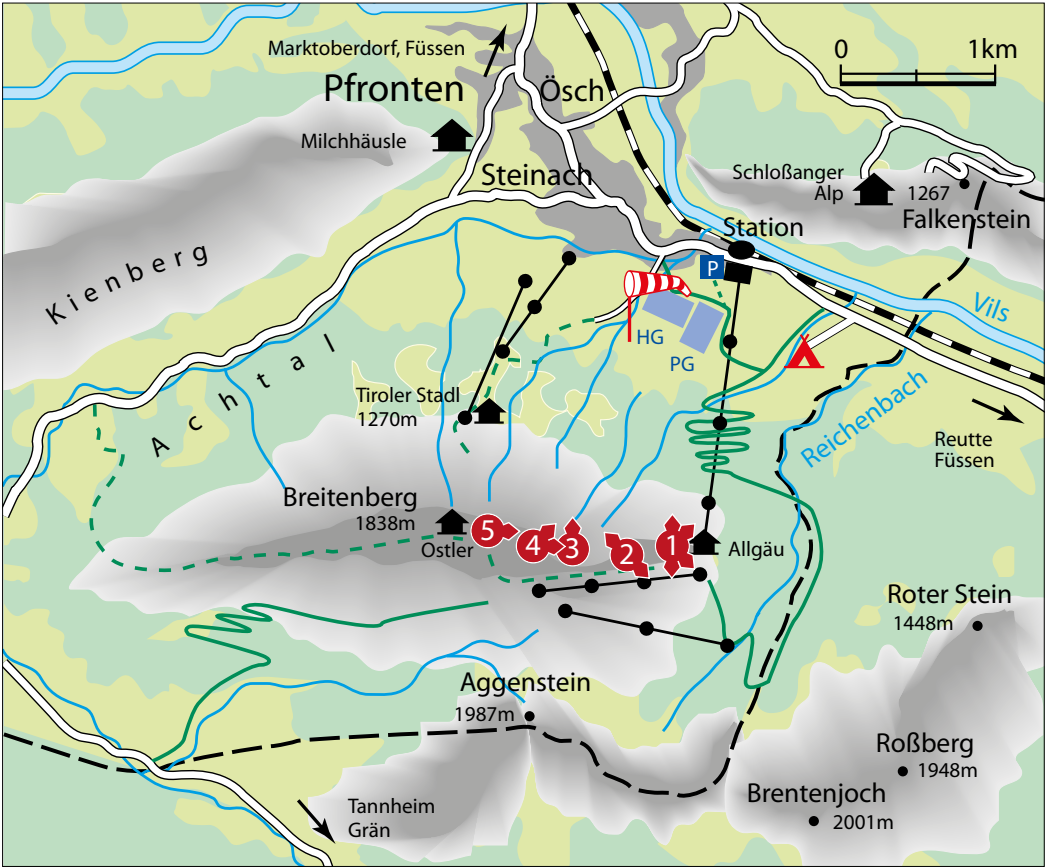
HEIGHT  
720m – 930m



*With easterly conditions or light thermal breezes, a good number of launch sites and beautiful scenic flying, this mountain is popular all year round. Even in winter the opposite ridge of Falkenstein provides thermals and hour-long flying. In spring and summer the valley crossing to Pfronten surrounded by the ridges of the Alpspitz group offers rewarding flights in different directions and even out over the flatlands. The Tannheim mountain to the south presents a challenge for serious pilots and is the gateway into the Lech valley and the Alps. Breitenberg's complexity requires instruction from the local experts for all guest pilots. This is offered by the local PG school or the author of this guidebook.*

## Launch

- 1. Hochalpe HG (NE/N)** 1570m, difficult; **and (S/SE)** medium, directly above the cablecar station, for HG and PG. GPS: 47°32'55.24"N, 10°34'7.97"E
- 2. Hochalpe PG (SE)** 1620m, easy; **and (NW)** difficult, the main takeoff in winter and spring, from the buttress N above the walking trail to Breitenberg. 15 min walk from the cablecar. Beware of N crosswinds. Good in the morning, often in use by PG schools! It is very flat along the ridge. Don't turn towards the valley too close to the cablecar station! GPS: 47°32'51.72"N, 10°33'55.17"E
- 3. Stütze (Pillar) 7 (N)** 1630m, medium, lies in the hollow at the bottom of the Kesselmoos meadows, only visible from the chairlift's upper sections. A good launch on summer afternoons, but beware of rotor from the E! Access via the walkway up to Breitenberg, pass the buttress of launch 2 and walk down into the hollow towards a small hut. Or from the chairlift top station, walk down on the walkway and cross into the hollow. GPS: 47°32'48.57"N, 10°33'43.10"E
- 4. Kesselmoos (E/NE)** 1670m, easy–medium. Nowadays the main summer launch is at the bottom of the steep E-facing summit slopes, where the meadows flatten out, opposite launch 3. Muddy after rains! Walk down from the chairlift station for 10 min or use the old launch site in the steep slope above it. Beware of side rotor in the afternoon, especially when flying out of the hollow! Avoid toplanding! The lower launch is the tandem launch – they have priority. GPS: 47°32'47.71"N, 10°33'34.95"E



**5. Engerle (E)** 1780m, difficult, 15-20 min walk from the chairlift top station towards Breitenberg summit. On the first flat shoulder after the trees. Used rarely,

only advised for good pilots, in the morning. Beware of strong rotor in the afternoon from the gully ahead of launch! GPS: 47°32'51.69"N, 10°33'24.31"E



## Landing

**Pfronten-Steinach** (850m) meadows. PG GPS: 47°33'45.04"N, 10°34'21.05"E, HG (W and below it, parallel to a small road) GPS: 47°33'48.06"N, 10°34'15.25"E. From the cablecar station, follow the path towards Breitenberg from beside BBB-Bistro, behind the parking (10 min). **Take care:** On very thermic days from May to August the landing area becomes extremely turbulent in the afternoon.

There is an info-board instructing you on the different approach routes necessary. Landing on the easier HG field nearby is then advised, if no HG is on approach!

## Flying

In the morning on thermic and easterly days you'll find the first lift around the Hochalpe cablecar station. Later in the day the breeze begins on the N slopes and you'd best fly towards the summit to find thermals. You can often make the summit and get higher! The resident thermal can then be found below the hollow of launch 3. Beware of drifting with the wind – avoid the lee. Don't fly further W than the summit at that level into the Ach valley – it's the 'Bermuda triangle'! In late summer, winter or early spring start from Breitenberg and cross the valley to the Falkenstein ridge in the N (you may notice the castle ruins), which then provides good lift as soon as the trees below have lost their covering of snow. Beware of rotor from a N wind and don't try to thermal close to the trees. Usually the thermals drift towards Breitenberg. Once you've climbed enough you can follow the ridge W towards Füssen. The usual turnpoint is Salober Alm, the first green saddle with a hut. There are many good landing fields all along the Vils valley between Vils and Pfronten. If you fly along the N slopes of the Tannheimer (good from May to July) your first 'fuel station' E of Breitenberg is around the rock of Roter Stein across the small valley below the cablecar.

Thermal and XC seminars are held by Oliver Guenay from May through August.

## Caution!

Breitenberg is a thermal area with hardly any prevailing winds (only with strong E/N), so the winds change with the sun's position and this makes the launch site choice complicated. You have to be very patient or change several times to avoid taking risks. The area is surrounded by high mountains which attract bad weather, like thunderstorms. The valley of Pfronten then becomes a trap without escape! Never, ever try to launch with W wind forecast, because the whole area becomes a leeside! Watch the windsock on the top station of the chairlift carefully in case of doubtful weather!

Support this project on [www.bestflyingplaces.com](http://www.bestflyingplaces.com)

## Cross country

Not an easy one, but here are the main options:

**Flying around the valley**, crossing Pfronten-Breitenberg to Falkenstein-Salober and back then on to Kienberg-Alspitze and back or landing in Nesselwang and returning by train to Steinach – a very nice little task. **Flying to Füssen** and further east, a very difficult traverse of the Lech valley (strong valley winds in summer) best done S of Reutte towards Ehrenberg castle where sailplanes mark the lift. **Flying across the Tannheimer group** via Aggenstein and Füssener Jöchle or around the N side into Lech valley and on to Bach. **Flying W out of the valley** via Alpspitze – Reutter Wanne – Wertach and two difficult traverses, at Grünten and the Iller valley towards Immenstadt and Mittag (see site page).

## Useful info

**Getting there:** Nearest airports: Memmingen, Stuttgart. The train goes via Kempten and Reutte and stops at Steinach opposite the cablecar! By car, from the north highway (A96 towards Füssen) exit towards Pfronten and drive through Pfronten in the direction of Vils / Reutte to the cablecar station.

**Getting up:** Breitenbergbahn, Tel. +49 (0) 8363 - 392 or -5820, [www.breitenbergbahn.de](http://www.breitenbergbahn.de)

**Weather:** for local wind, ask at the cablecar or check [www.bergfex.de/breitenberg-ostallgaeu/wetter/](http://www.bergfex.de/breitenberg-ostallgaeu/wetter/)

**Meeting pilots:** Two clubs are present but only active in high season: Stratos ([www.stratos-pfronten.de](http://www.stratos-pfronten.de)) and Ostallgäuer ([www.oal-dg.de](http://www.oal-dg.de)). The best meeting place is BBB Bistro behind the cablecar station.



### Flying school

- Flugschule Pfronten, Tel. +49 (0)8363 387 158, [www.flugschule-pfronten.de](http://www.flugschule-pfronten.de)
- For flying site instruction, tandem flights, thermaling and XC seminars contact Oliver Guenay, [oliverguenay@gmail.com](mailto:oliverguenay@gmail.com), Tel. +49 (0)8363 944 43
- Site tours with groups in a bus: Kevin Payne (see below under Kev's Lodge)

**Staying there:** Info: [www.pfronten.de](http://www.pfronten.de)

- Camping Pfronten, Tel. +49 (0)8363 8353, 500m from the cablecar towards Vils!
- New in Pfronten: Kev's Lodge, group dorms and self-catering from 10 persons (20€ with breakfast). Kevin is a Scottish PG pilot living here; Tel. +49 (0)176 9641 1934, [info@kevpayne.de](mailto:info@kevpayne.de)
- Guesthouse Schneider, Tel. +49 (0)8363 5284
- Holiday apartments: Herbert Scheidler, a PG pilot (minimum stay 3 days), Tel. + 49 (0)8363 5009
- Apartments Franz Zimmermann, Tel. +49 (0)8363 6489, [www.fewo-pfronten.de](http://www.fewo-pfronten.de), Franz is a very competent ultralight, PG and HG pilot.
- Hochalphut, near launch 1 and 2, comfortable rooms, Tel. +49 (0)8363 1653

### Alternative sites

- Alpspitze (N/E/SE, from Kappeler Alp) with cablecar at Nesselwang and walk from Pfronten-Kappl. More info under [www.alpspitz.de](http://www.alpspitz.de) – site instructions available from [oliverguenay@gmail.com](mailto:oliverguenay@gmail.com)
- Aggenstein (NW/SE/S, alpine) 1 hr mountain walk from the top of the chairlift at Breitenberg.
- Hahnenkamm (SW, E/SE) cablecar from Reutte-Höfen
- Tegelberg (see site page)
- Blösse (N/NW) 1 hr walk from Buron hut, Grünten-see lake, ski area in winter with teleski.
- Neunerköpfle (NE, W) see site page

BEST FLYING SITES OF THE ALPS © Oliver Guenay

### Other activities

- General information for activities can be found in the guidebook: *Outdoor Ostallgäu & Tannheimer Tal* (German / English) by Oliver Guenay, order it from the author or the Füssen bookstore, Bruhns
- Bavarian beer gardens in Pfronten: Adler and Falkenstein, with their own brews!
- Castle ruins at Falkenstein and Eisenberg
- Reichenbach and Höll canyon waterfalls and hikes
- Swimming lakes: Kögelweiher, Alatsee, Schwaltenweiher
- Medieval festivals at Eisenberg & Pfronten (August)
- Superb all-level MTB trails, two MTB shops with info
- Aggenstein climbing area
- Breitenberg and Steinach ski stations

**Map:** Pfronten (1:30,000) by AVA Verlag (Publishers)





# Nebelhorn



HEIGHT  
1097m – 1367m



NEBELHORN 2215 m

The famous ski area and highest flying site of Germany leads you into the wild heart of the Allgäuer Alps. It offers great panoramic sights as well as everything the cross country pilot could want. Nebelhorn is famous for triangles across the Upper Allgäu and on to Tannheimer and the Lech valley.

## Launch

- 1. Edmund Probst House (W/SW)** 1920m, medium, main takeoff (PG&HG) beside and below the cablecar arrival station. GPS: 47°24'50"N, 10°20'47"E
- 2. Zeiger saddle (W/NW)** 1980m, easy, on the S ridge of the U-shaped valley below Nebelhorn, 15 min walk to the saddle then turn left. Better than (1) in N winds. GPS: 47°24'42.00"N, 10°20'59.19"E
- 3. Summit (SE/S)** 2215m (not EI) PG+HG on slope E of station **and (SW/W)** 2180m, medium, on the slope 5 min below the station, **and (S)** 2050m, medium, but because the chairlift doesn't operate in summer it is a long walk (½ hr) and you launch from scree. Steep, only for alpine experts! GPS: 47°25'20"N, 10°20'30"E

## Landing

**Oybele-Wiese** (813m) 300m S of the cablecar, at the river Trettach and the Oybele-Festhalle (a big hall for music events). PG and HG. Huge meadow surrounded by forest on three sides and the road, with parking and houses on the N end. In summer at midday it can be quite turbulent, so be prepared to make a big-ears approach for a safer landing. The approach routes are shown on the club website. GPS: 47°24'8.36"N, 10°17'15.53"E

## Flying

Normally after takeoff you have two options. The classic route goes towards Geissfuss where you often find good lift above the avalanche protections. From there you may fly out to Rubihorn, the corner of the northern ridge, but beware of flying too close to the slopes at the protected game area (study the info at the cable car!). The other route approaches the southern ridge of the 'U' between



Bavaria | Allgäuer Alps | Oberstdorf

Hüttenkopf and Schattenberg with a steep slope above the little lake of Seealp. You often find a good thermal there. Try to follow the ridge and catch what you can – you'll probably find the next good lift E of Schattenberg summit. Don't follow the N ridge with a strong prevailing N as there could be a leeside rotor! Late in the day you have good lift and soaring conditions at Rubihorn's W and N sides. Flight restriction zones: the south side of Schatt-

berg, below ridge level, all year round: prohibited!

## Caution!

High alpine terrain with exposure to bad weather, strong winds and leeside situations when E and N winds are present at altitude. Not recommended for pilots who seldom fly: beware of turbulence in summer and check the landing field before you fly.

## Cross country

The first crossing of the Alps into Italy by paraglider was done here in August 1989! 114 km in those days was a thrill, with many great obstacles. These days, with better performance, knowledge and preparation, many other flights are possible. Here some ideas: **N route** via Geißfuss–Schnippenkopf–Imberger Horn–Iseler–Tannheimer Valley–Bschiesser–Ponten–Neunerköpfe (see site page)–Hahnenkamm and back (40 km). **S route:** Schattberg–Himmelschrofen–Klupper–Wildgundkopf–Fiderepasshut–Riffenkop–Schattberg–Oberstdorf. Beware of strong valley-winds and leesides in summer afternoons when trying to fly low into the southern Lech valley or W into the Kleinwalsertal! Contact the local pros before attempting XC into the Allgäuer Alps. **Nebelhorn is surrounded by restricted areas** which have to be respected as described at the landing area, the cablecar and the club's website. The XC areas around Nebelhorn are serious, narrow valleys where accidents have occurred. **Because of this, XC pilots must register with the club first!**

## Useful info

**Getting there:** Nearest airports: Memmingen and Stuttgart. By train: via Kempten to Oberstdorf. By car: A7 highway Ulm–Kempten–Oberstdorf and exit to Waltenhofen, follow B19 into Oberstdorf and then the signs for Nebelhornbahn.

**Getting up:** Nebelhornbahn, [www.das-hoechste.de](http://www.das-hoechste.de), Tel. +49 (0)8322 9600 1421

**Weather:** [www.odv-allgaeu.de/wetter.html](http://www.odv-allgaeu.de/wetter.html) – shows the webcams on Nebelhorn. Other weather sites listed on the club website.

### Meeting pilots

- Oberstdorfer Drachen- und Gleitschirmflieger, [www.odv-allgaeu.de](http://www.odv-allgaeu.de), you can talk to any of professional tandem pilots at Nebelhorn for advice.
- People meet in the Cafés and Pizzeria opposite the Nebelhorn cable car station.



Launch 1 near the cablecar station

### Flying schools

- Peter Geg, OASE, [www.oase-paraglding.com](http://www.oase-paraglding.com), Tel. +49(0)8326 38036
- Mergenthaler, [www.flugschule-mergenthaler.de](http://www.flugschule-mergenthaler.de), Tel. +49(0)8321 9970

### Staying there

- Info: [www.oberstdorf.de](http://www.oberstdorf.de)
- Camping Oberstdorf, [www.camping-oberstdorf.de](http://www.camping-oberstdorf.de), Tel. +49(0)8322 6525
- B&B: Pension Oberstdorf, [www.pension-oberstdorf.de](http://www.pension-oberstdorf.de), Tel. +49 (0)8322 80 0453 (May–November. cable car ticket included in the price!)

**Map:** Kompass #3 Oberstdorf (1:30,000) available in local bookstores

### Alternative sites

- Weierkopf (SE/NE, easy) at Bolsterlang, cable car, [www.hoernerbahn.de](http://www.hoernerbahn.de), Tel. +49 (0)8326 9091
- Mittag (see site page)

- Grünten (N of the antenna) E/SE/NW (medium) from the ridge and the lower plateau, Grüntenbahn only on Thursdays, late June to October, [www.gruenten-seilbahn.de](http://www.gruenten-seilbahn.de), or 2 hr hike from Rettenberg or Kranzegg
- Launches around Oberjoch: **Hirschalpe / Spieser** (SE/SW, 1.5 hr hike), **Ochsenalpe** (NW), **Imberger Horn** (N/E, cable car) at Hindelang. **Iseler**, (N, cable car). Info: [www.ostrachtaler-gleitschirmflieger.de](http://www.ostrachtaler-gleitschirmflieger.de)

### Other activities

- Hiking, MTB and Mountaineering
- A famous traverse starts in Oberstdorf: Transalp (by MTB) to Lake Garda
- Ski areas: Nebelhorn and the Kleinwalsertal
- Breitach canyon
- Spa (Kristall-therme Oberstdorf)
- Swimming lake at Freiberg
- Via ferrata Hindelanger Klettersteig
- Various mountain huts



# Mittag



HEIGHT  
670m – 760m



MITTAG 1451 m

The mountainous lump of Mittag is a ski and excursion area above Immenstadt and a well known flying site at the entrance to the Upper Allgäu region. Especially with easterly winds, you find many pilots soaring here. On some spring days it is possible to catch a thermal up to cloudbase and make the best of the views!

## Launch

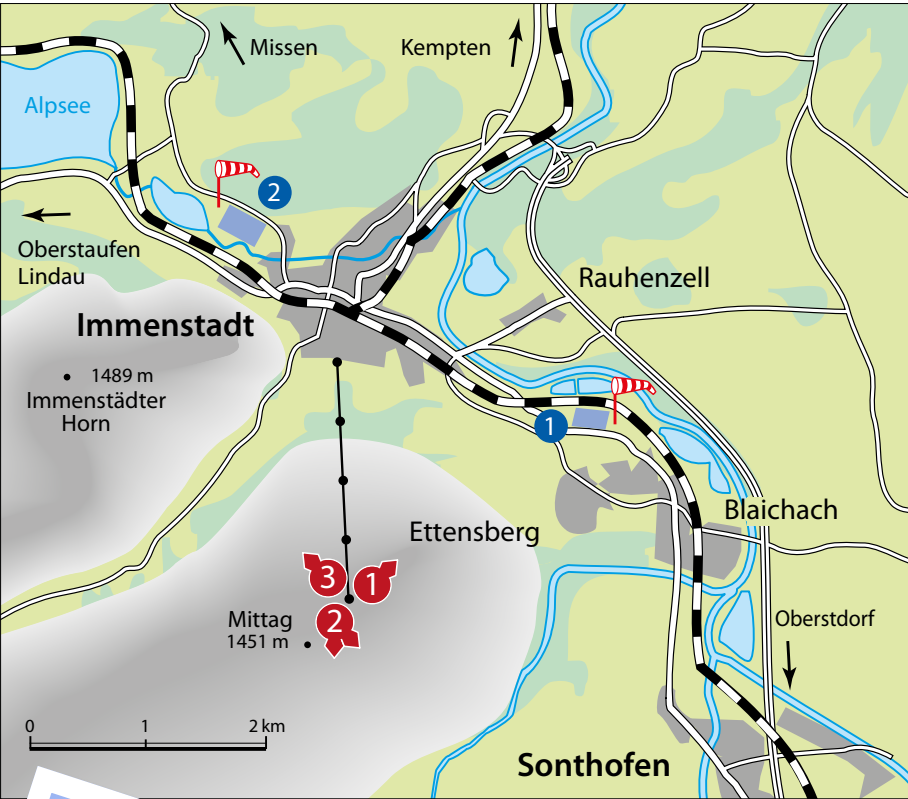
- 1. (NE)** 1400m, easy, main launch for HG/PG, slope and ramp, directly in front of the cablecar station on the steep slope (5 min walk down). You can launch higher, if experienced. Beware of the trees when the wind is crossed. GPS: 47°32'14.81"N, 10°13'6.53"E
- 2. (SE/S)** 1440m, easy, on days with little / no wind, and thermals from the S. Follow the marked path for 5 min. Watch out when the valley-wind picks up here (from the N!) GPS: 47°32'8.05"N, 10°12'54.87"E
- 3. (NW)** 1400m, medium, slope on the ridge with the cable line. Only for days with gentle NW and W wind. Landing area is far from this takeoff. Beware of the opposite ridge – not for beginners! GPS: 47°32'16.16"N, 10°12'58.52"E

## Landing

- 1. Blaichach-Alt mummen** (730m) main landing area beside the road (Immenstadt–Sonthofen), 2 km past Immenstadt. Identified from the air by two little lakes and the railroad behind the landing zone. Don't park cars at the field and don't fly low over the road on approach! GPS: 47°33'2.83"N, 10°14'34.63"E
- 2. Immenstadt-Alpsee** (730m) HG&PG, meadow N of Immenstadt just after the end of town, left of the road towards Missen. Take care with strong N wind! GPS: 47°33'53.96"N, 10°12'25.29"E

## Flying

Springtime soaring with the Bavarian wind (E). Most pilots use launch 1 and fly around that side of the mountain and over to the N ridge called Immenstädter Horn (excellent for evening soaring). Thermals can be found along the E ridge on its S side (when high enough), or in front of the mountain parallel to the cablecar route. In high summer there is not enough gradient for thermals and the winds lower down often turn W.



Bavaria | Allgäuer Alps | Immenstadt



## Caution!

Lots of pilots on weekends. NW launch not advised for inexperienced pilots due to distance to landing. Beware of strong valley winds in springtime, and rotor from the trees on launch 1. Sudden *Foehn* turbulence (on days with pre-*Foehn* conditions) is notorious and extremely severe here and if you are in the air, you're trapped on all sides.

## Cross country

From March to the beginning of June. Catch the narrow thermals along the E ridge of Mittag then there are several routes. **Flying south:** At a minimum altitude of 2200m, cross S to Weiherkopf, where you can follow the ridge of the Hörner group into the higher mountains and turn back on the Nebelhorn side of upper Allgäu (30–40 km, a difficult task). **Flying west:** Go W over the ridge behind Mittag, called Nagelfluh, then towards Hochgrat. Beware of losing altitude there: the valleys are very narrow and full of trees! Rather land on one of the saddles and walk! From Hochgrat you may continue into Austria and eventually get to a ridge (further S) and reach Andelsbuch (40 km). **Flying east:** A rare challenge is to cross the large valley towards Grünten (the huge peak to the E with an antenna on top). Cloudbase must be at least 2200m. From there it's possible to reach Oberjoch and beyond (with some skills and a good cloudbase). Minimum altitude to overfly the glider airport at Agathazell is 1123m (400m above ground). Radio frequency 123.350 Mhz. GPS: 47°33'12.00"N, 10°16'22.63"E

## Useful info

**Getting there:** The nearest airports are Memmingen, Stuttgart and Friedrichshafen. You can get to Immenstadt by train via the Kempten–Oberstdorf line, which is linked to the main railroad network. By car from the A7 Ulm–Kempten head towards Lindau, Oberstdorf on A8, exit B19 towards Oberstdorf and exit at Immenstadt. Drive into the center of Immenstadt and follow the signs to Mittagbahn. Park. To get back from the landing to Mittagbahn (cablecar) link up with other pilots, use the bus, walk (2 km) or hitchhike!  
**Getting up:** Mittagbahn, Tel. +49 (0)8323 6149, [www.mittagbahn.de](http://www.mittagbahn.de)  
**Weather:** [www.mittagbahn.de/wetter/index.html](http://www.mittagbahn.de/wetter/index.html) for detailed local weather information  
**Meeting pilots:** [www.gleitschirmflieger.de](http://www.gleitschirmflieger.de), mail@fabian-schreiner.de, Fabian is a competent teacher and advisor for foreign pilots.  
**Emergency:** Mountain rescue, Tel. +49 (0)831 19222

### Flying school

- Oase, Peter Geg, [www.oase-paragliding.de](http://www.oase-paragliding.de), Tel. +49 (0) 8326 38036
- Mergenthaler, [www.flugschule-mergenthaler.de](http://www.flugschule-mergenthaler.de), Tel. +49(0)8321 9970

### Staying there

- Info: [www.immenstadt.de](http://www.immenstadt.de)
- Reuterhof, Ratholz near Immenstadt, Tel. +49 (0)8325 927929,
- [www.allgaeu-selbstversorgerhaus.de](http://www.allgaeu-selbstversorgerhaus.de)
- Alpsee Camping, Tel. +49 (0)8323 7726, [www.alpsee-camping.de](http://www.alpsee-camping.de)

**Map:** Kompass hiking map, Oberstaufen-Immenstadt (1:25,000)

### Alternative sites

- Grünten (NW, medium), cablecar at Rettenberg, only on Thursdays, July–October, Tel. +49 (0)83 27 / 93 0422 (reservation)
- Nebelhorn (see site page)
- Weiherkopf, (SE-NE), cablecar at Bolsterlang, Tel. +49 (0)8326 9091
- Hochgrat (refer to the site page)
- Immenstädter Horn, (NE-NW), hike 1.5 hr

### Other activities

- MTB and hiking in the Nagelfluh and Hörnerkette
- Swimming and water activities on Großer Alpsee
- Many excursions into the High Allgauer Alps

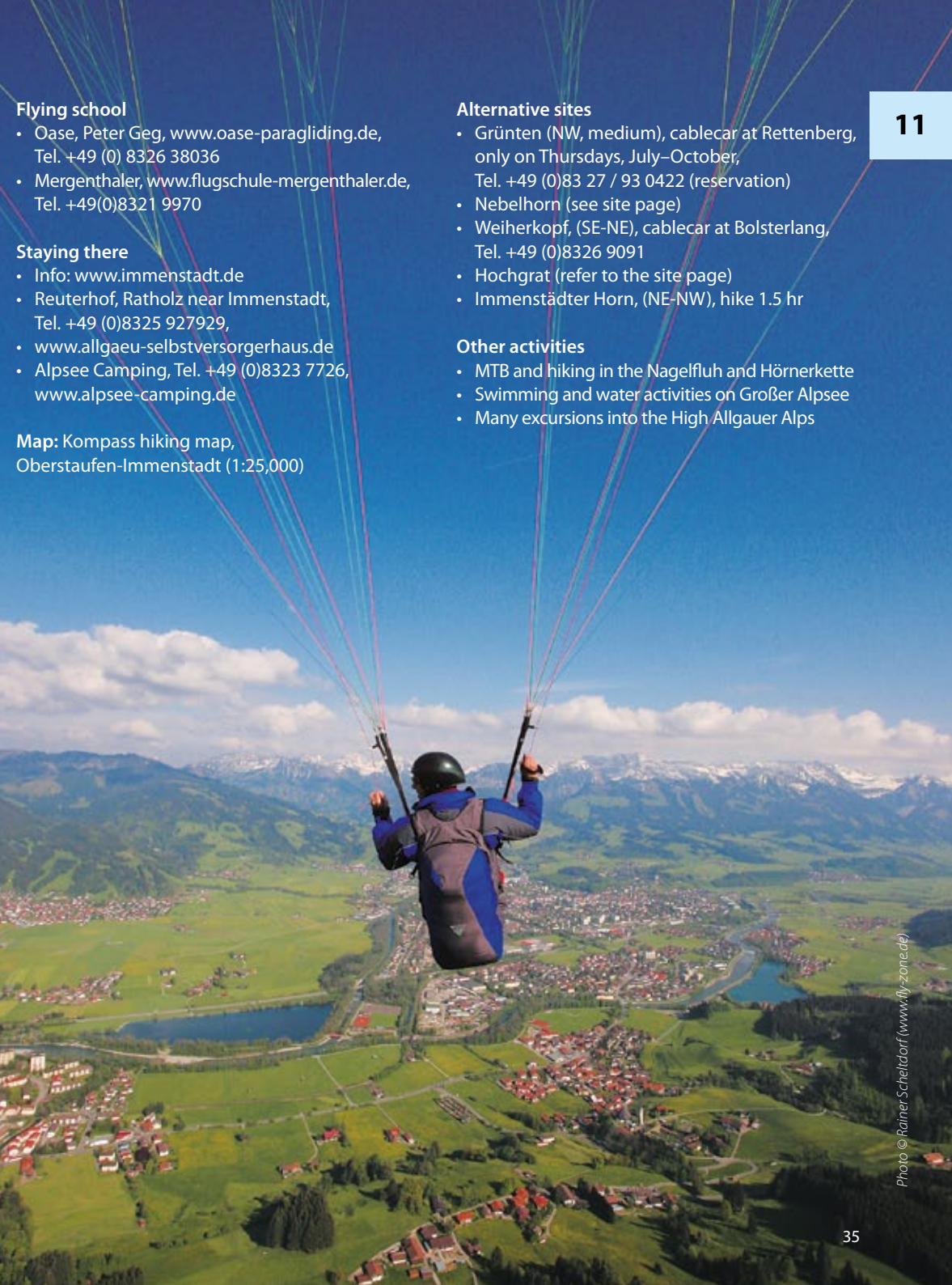


Photo © Rainer Scheldorf ([www.fly-zone.de](http://www.fly-zone.de))



# AUSTRIA: land of variety, and mountains!

Austria, like Switzerland, offers an incredible variety of flying sites and microclimates. These sites run along the eastern arc of the Alps towards the end, on both the north and south sides. The optimal conditions created around this awesome landscape nurtured the growth of freeflying, so paragliding and hang gliding have become very popular here.

There is also a constant flow of weekend pilots who seek out the large easy meadows of Tyrol and Carinthia during their holidays. Many German pilots avoid the tougher Bavarian sites altogether and come directly to the interior of the Alps. Whoever has experienced the thrill of the long XC highways of the east-west valleys of Pinzgau, Enns or Inn will always return for more of this precious flying!

For occasional pilots, I recommend places like **Kössen**, **Stubai**, **Andelsbuch** or the **Zillertal** valley and **Wildschönau**, as they have few obstacles, an almost perfect climate and easy flying conditions.

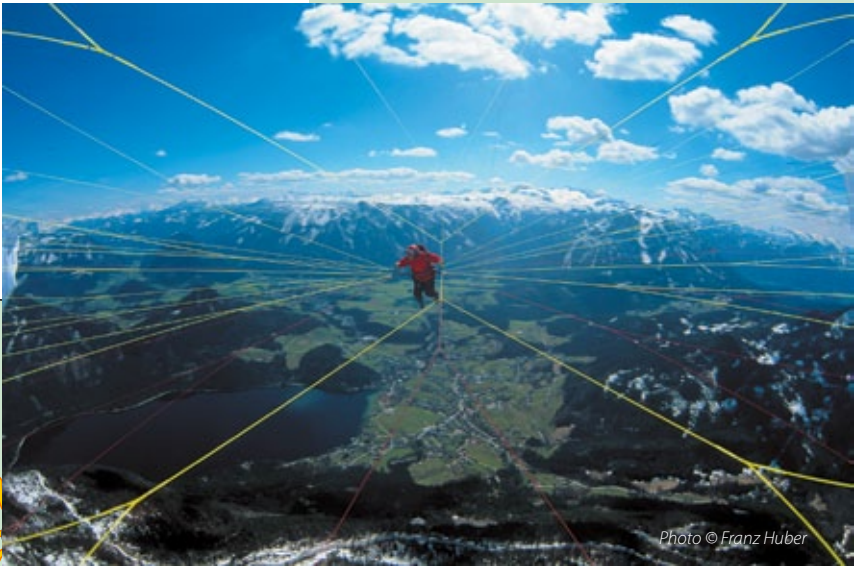


Photo © Franz Huber

## Federation

Hang gliding and paragliding are integrated as sections within the **Österreichischer Aeroclub** (ÖAeC). **www.aeroclub.at** offers a list of clubs and schools, and on **www.fva.at** you can find more details about the schools, clubs and some of the popular flying sites. There are about 8,000 hang gliding and paragliding pilots in Austria.

## Weather

The general weather report for flying sports is made by the Austrocontrol (**www.austrocontrol.at**) but you must register in order to obtain access to the daily glider weather forecasts.

## Telephone

The prefix for Austria is +43, mobile phone numbers contain 3 digits, e.g. 676 as a prefix of the respective company. You can get a prepaid simcard easily from A1 B-free, Klax (T-Mobile), Take One or 3reloadplus.

For more adventurous pilots, there's lots more to discover in this guidebook! My personal favourites are **Venetberg** and **Hinterhornalm**, both powerful XC sites and situated above the long east-west axis of the Inn river valley. Probably the busiest sites are **Emberger Alm**, **Gerlitz**, **Andelsbuch** and **Kössen**. Emburger Alm, in particular, is a very easy XC site on the south side of the Alps. Sites that are rewarding but a bit more difficult are around the Enns valley and Dachstein (**Looser** and **Stoderzinken**), or the upper Salzburg country (**Fulseeck** and **Bischling**) and also in the west of Austria at **Predigberg** and **Hochjoch**.

Many flying sites are easy to reach by train and bus, and they are close enough to each other to link them in a week's holiday that shows the rich diversity here!

For exploring beyond the comprehensive range of sites featured in this guidebook, more information is available on **www.paraglidingearth.com** (but be aware that not all of it is accurate).



Photo © Hannes Mayr



# Schöckl



HEIGHT  
485m – 643m



SCHÖCKL 1445 m

Schöckl ridge dominates the forested crests north of Graz, the capital of Steiermark. It is the major XC site in eastern Austria and the most interesting flying site in a pretty big area, so don't be surprised to see many pilots on the weekends during flying season. There is a cablecar and a road up (for hang glider transport only).

## Launch

- 1. (NW)** medium, 1445m. At the summit cross. From the cablecar go west, passing the antennas, to the summit. 10 min walk. GPS: 47°11'54.35"N, 15°27'29.93"E
- 2. (SE)** ramp for HG and meadow for PG, easy, 1423m. Launches lie side by side; HG on the ramp have priority! From the cablecar go 100m across the forest to the E antenna and the grassy dome behind (10 min walk). GPS: 47°11'59.12"N, 15°28'14.17"E

## Landing

- 1. Plenzengreith** / PG north (960m), on a meadow near the forest above the school. The wind is usually W here. Access: follow the road across St. Radegund and around Schöckl into Plenzengreith. On light wind days you can fly E around Schöckel to land in St. Radegund. GPS: 47°12'49.10"N, 15°28'47.46"E
- 2. St. Radegund** / PG south (780m). Meadow beside cablecar station, surrounded by some obstacles. The best approach is to circle down above the rehabilitation centre (a star-shaped building) and then turn towards the cablecar and left baseleg-to-final to finish towards the sports field. Check the approach details sketch on the club's website or at the cablecar. GPS: 47°11'7.38"N, 15°29'2.55"E
- 3. HG** (665m), 200m before St. Radegund, left of the main road. GPS: 47°10'21.21"N, 15°29'46.87"E

## Flying

An easy flight without obstacles. The main thermals can be found below the south takeoff, over the rocks. The surrounding domes offer good spring thermals (from March–April).

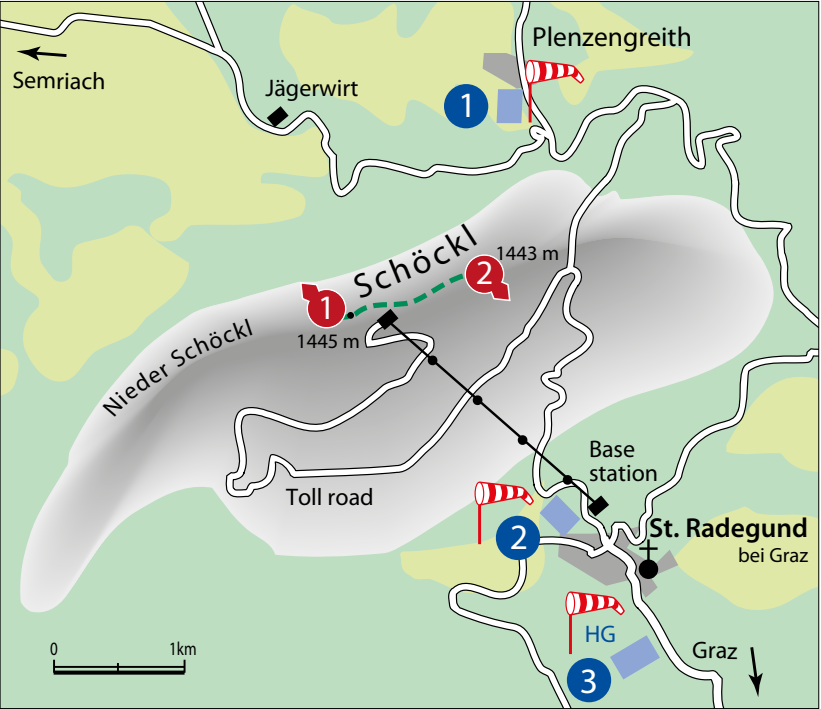
## Caution!

Simple topography: a site without many obstacles, though at times exposed to strong wind. The NW takeoff has leeside turbulence in stronger N/NE winds! Beware of the CTR Graz to the SW, and the restricted airspace SRA 1 (above 2150m) and SRA 2 (above 1250m) just in front of Schöckl – the HG landing field being beneath SRA 2.

## Cross country

A very good XC site with potential for triangles over 200 km! It is more of a flatland site to the SE and connects to alpine ridges when going north. The main routes are NE and NW towards the mountain ranges on either side of the Mürz valley and SE towards Slovenia. Going NW you fly towards Bruck – Leoben – Admont or Bruck – St. Lorenzen – Afflenz, going SE follow the Ilz valley, Gleisdorf – Markt Hartmannsdorf – Regensburg – Szentgotthard and

you can return along both axes to complete triangle flights. To the NE the route usually goes towards Mürzzuschlag–Reichenau/Rax. Please check the coordinates of the local airspace restrictions before you fly: SRA 1, SRA 2 and the Graz CTR. Details can be found on the club's website. Contact pilots to help you translate!



Steiermark | Grazer Voralpen | St. Radegund

## Useful info

**Getting there:** The nearest airports are Graz, Vienna and Klagenfurt. Graz railway station connects to Vienna, Klagenfurt and Salzburg. From the station use the local bus to Jakominiplatz, then bus 250 to the Schöckl cablecar in St. Radegund. By car: when coming from Vienna, take highway A2 towards Graz, exit Graz-Ries, Ludersdorf, B65 to Eggersdorf, turn onto B72 to Fasslberg, where you turn towards St. Radegund and pass through the village up to the cablecar. From the west: A2 (Klagenfurt) or A9 (Salzburg) exit B67a Graz-Andritz and drive to the junction Andritz / St. Veit. Turn left and follow Rinnegger Landstrasse to St. Radegund (left again).

**Getting up:** Schöcklbahn, Tel. +43 (0)3132 2332, [www.schoeckel.at](http://www.schoeckel.at)

**Weather:** Local info on the cablecar's website (see above).

**Meeting pilots:** [www.paragleitclub-steiermark.at](http://www.paragleitclub-steiermark.at). There is a day membership fee for guest pilots, payable at the cablecar! Meet at the main landing and the restaurant Gasthof Lamprecht in St. Radegund.

**Flying school:** [www.flugschule-steiermark.at](http://www.flugschule-steiermark.at), Tel. +43(0)316 573844

### Staying there

- General info: [www.radegund.info](http://www.radegund.info)
- Gasthof Lamprecht, St. Radegund, Tel. +43 (0)3132 2319
- Pension Kalvarienberg, St. Radegund, Tel. +43(0)3132 3785
- [www.camping-steiermark.at](http://www.camping-steiermark.at)
- Camping Central, Graz, Tel. +43(0)676 3785102



**Map:** Freytag & Berndt Hiking map #131 Grazer Bergland (1:50,000)

### Alternative sites

- Gelderkogel (SE) Fladnitz
- Teichalm (S/SW) north of Fladnitz
- Polster (all directions) Präbichl
- Aflenzer (SE) Bürgeralm

- Hochkar (S/SW/NW) Ybbs valley
- Gemeindealpe (all directions) Mitterbach
- Schneeberg (S/SW) Neuberg

**Other activities:** Hiking, MTB, Downhill, visit the centre of Graz or go swimming in the lakes.



# Ternberg



HEIGHT  
482m – 683m



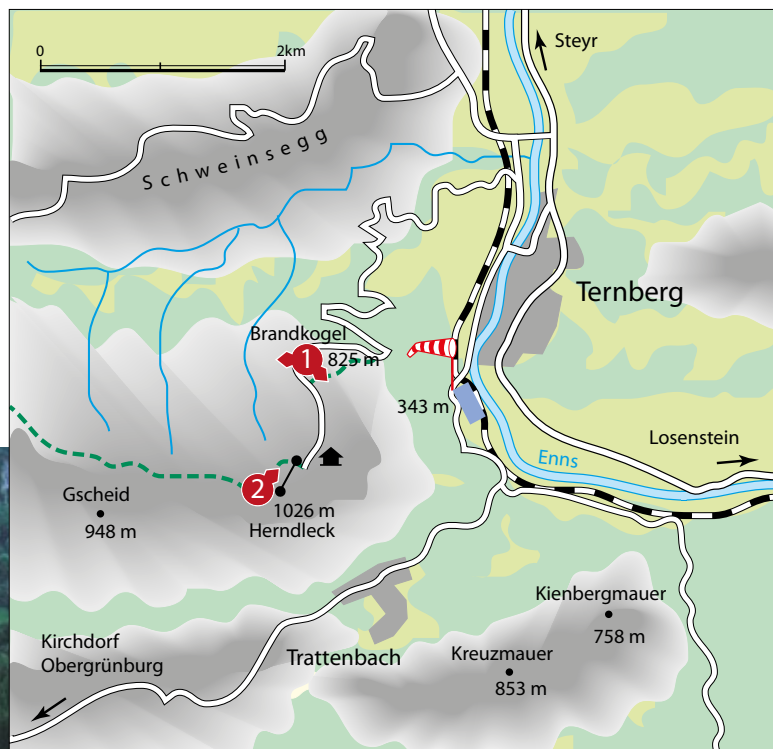
The sites around Ternberg offer the simplicity of a low mountain range with gentle domes and wide landscapes. This is a flying paradise for those who want to learn cross country flying and thermaling without taking too many risks. If you would like to have said "I did my first toplanding" without too much adrenalin, this is just the place for you!

## Launch

- 1. Brandkogel (SE)** 825m, and unofficially (W). Easy, on the little dome N of the prominent saddle with parking on the Herndleck road. 5 min walk from the road. The W launch should be attempted only with light winds as you have to fly around into the Enns valley for landing (not too much W wind and no N wind). GPS: 47°56'14.74"N, 14°20'1.56"E
- 2. Herndleck (NE)** easy, 1026m, from the end of the road (hut, ski lift) walk 20 min to the top of Herndleck. GPS: 47°55'42.42"N, 14°19'42.01"E

## Landing

**Big landing field** (343m) S of the power station on the W of the river Enns, beside the road (Ternberg–Losenstein). This is the meeting place for the drive to launch – to avoid high traffic up the mountain road try arrange ride sharing! GPS: 47°56'8.03"N, 14°20'58.40"E



Upper Austria | Prealps | Ternberg



Photo © Norbert Aprissnig

## Flying

On good days at Brandkogel the house thermals are along the ridge left of launch. Late in the afternoon with the valley-wind you get a second chance on the N slopes. The better options for thermals are on Herndleck. After launch you'll find something over the weekenders' houses below the takeoff or the S side in the Trattenbach valley. Nice midsummer soaring conditions with some thermals after 5pm!

## Caution!

Flying only allowed until 20h00, and from mid July till mid August only until 19h00! Day membership fee payable at the cable car. At **Brandkogel**, avoid launching with prevailing W or N winds due to leeside rotor. At **Herndleck**, avoid launching with W wind. Don't get too low in the Trattenbach valley when trying to find thermals; they are nearly always gusty and narrow. Landing in the Trattenbach valley is very difficult and during springtime it is very turbulent!

## Cross country

The standard route goes S to the neighbouring summit of Schoberstein (1285m) where toplanding can be fun (and you can relaunch for a return flight). Minimum altitude before leaving Herndleck is 1500m. The best way is to go across Hochbuchberg, situated W of Herndleck, then across the gap between Schoberstein and Gaisberg. The next thermals are along the south slopes of Schoberstein. If you are good enough, continue S to the Sengsengebirge and Windischgarsten, Hinterstoder or the Enns valley. The longest flights go down to the Enns valley and back!

## Useful info

**Getting there:** Take the A1 highway (Salzburg–Vienna), exit Enns, follow B115 to Steyr and continue to Ternberg. Then drive to Losenstein, cross the river and turn left to reach the landing area.

**Weather:** See the club's website.

**Flying school:** Flugschule Ternberg, [www.flugsport.com](http://www.flugsport.com), Tel. +43 (0)664 410 8408

### Meeting pilots

- Cumulus Paragleiter, [www.ternberg-blick.at](http://www.ternberg-blick.at) (with weather info)
- Meeting places are Restaurant Kratochwil or the Ternberg swimming pool in summer

**Staying there:** Pension Ennstal, Ternberg, Tel. +43 (0)7252 53114

**Map:** Freytag & Berndt map #081 Grünau / Almtal (1:50,000)

### Alternative sites

- Schoberstein (S/NE), 2 hr walk from Molln
- Castle Altpernstein (NW), Michldorf
- Schnabelberg (W-N), Waidhofen
- Hutterer Höß (see site page)
- Kleinerberg Sender (all except N), Windischgarsten

### Other activities

- Hiking and climbing around the Kalkalpen national park / Ennstal (Enns Valley), Austria's biggest forest park
- Historical centre of Steyr
- Romantic river Steyr and the Reichraminger Hintergebirge
- Rafting in the river Enns
- MTB tours around Herndleck
- Feitelmacher museum at Trattenbach

Photo © Norbert Aprissnig



# Hinterstoder



HEIGHT  
1225m – 1250m



HUTTERER HÖSS 1850m

Hinterstoder, surrounded by the rocky peaks of the Totes Gebirge, hosts a famous ski resort in the south of Upper Austria. Its main ski area is also a beautiful place to fly all year round, with easy access by cablecar and the new highway.

## Launch

- 1. Weissenbachtal (WSW)** medium, flat, 1800m. From the chairlift summit station go W about 200m on the large pathway until a track branches off left and crosses the meadow straight to the takeoff. GPS: 47°39'53.59"N, 14°10'11.34"E
- 2. Riesenschneise (N)** 1810m, medium. Where the track turns off to launch 1, walk the opposite way about 100m N. GPS: 47°39'58.66"N, 14°10'17.57"E
- 3. Hößkogel (NNE)** 1835m, medium, E of the top station, launch from the ski slopes. GPS: 47°40'2.45"N, 14°10'32.68"E

## Landing

**Hinterstoder** (585m). From the cablecar, head SW across the village about 300m towards the end of the valley. The landing field is on your right, diagonally opposite Dorfstubn. GPS: 47°41'56.00"N, 14° 9'4.69"E

## Flying

The westerly faces, north or south from launch 1, have regular thermals, active most of the year once exposed to the sun. They can be really rough in spring and so inexperienced pilots should not go out before late afternoon. Due to the complicated relief, you should get some instruction from the local flying school. The landing field cannot be viewed from the launch sites. If it is impossible to gain height, you should follow the western Weissenbach valley and turn N into the main valley and finally E to the landing area. With some height you can cross the Hutterer Böden directly (the flat step between the mountain and Hinterstoder).

## Caution!

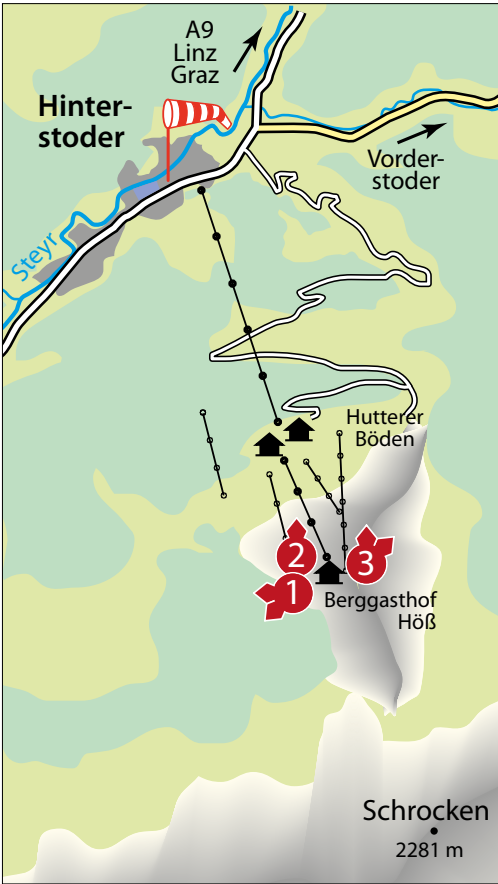
If the valley-wind picks up, the lower part of the Weissenbach valley can be leeside, in which case you may not be able to reach the landing field. There are some decent emergency fields at the end of Weissenbach valley. If continuing towards the landing from there, you find only very small fields. If there is a prevailing E, the valley-wind can be much stronger and become dangerous!

## Cross country

The good altitude difference and the high chain of peaks nearby enable XC pilots to gain solid height and cross E towards Spittal / Pyhrn or Windischgarsten. With W conditions and good thermals it is possible to continue across the Pyhrgas towards Leoben. The flight south (and to the 'racing highway' for XC flights, the Enns valley) is more difficult as you need good altitude at Schrocken (2500m minimum) to cross the following high plateau with little or no thermals and serious retrieval problems if you need to land. You can now go straight on to Weissenbacher Wände or across Hochmölbings peak towards Hechlstein and further on to Grimming, a famous glider turnpoint and 'fuel station' in the Enns valley. From there, it's up to you ...

## Useful info

**Getting there:** Nearest airports: Graz or Salzburg. By train: from Salzburg via Bischofshofen and Selzthal to Hinterstoder. From Graz via Selzthal to Hinterstoder. By car: from the A1 (Salzburg–Linz) take the A9 towards Kirchdorf / Graz and exit at St. Pankraz / Hinterstoder / Pyhrnpass. Follow B138 and turn into Stodertal to Hinterstoder.



Upper Austria | Totes Gebirge | Hinterstoder

**Getting up:** Bergbahnen Hinterstoder, Tel. + 43 (0)7564 5275, [www.hiwu.at](http://www.hiwu.at)  
**Weather:** Local weather on the cablecar website  
**Meeting pilots:** Restaurant Dorfstubn, just opposite the landing field!  
**Flying school:** Flugschule Hinterstoder, [www.fliegmit.at](http://www.fliegmit.at), Tel. +43 (0)7562 5600

Support this project on [www.bestflyingplaces.com](http://www.bestflyingplaces.com)

### Staying there

- General info: [www.hinterstoder.at](http://www.hinterstoder.at)
- Pension Pichler, Tel. +43(0)7564 5207, [www.pension-pichler.net](http://www.pension-pichler.net)
- Gasthof zur Post, Tel. +43 (0)7564 5215, [www.gasthofzurpost-stodertal.at](http://www.gasthofzurpost-stodertal.at)
- Camping Elisabethsee, Klaus a. d. Pyhrnbahn, Tel. +43 (0)7482 81449

**Map:** Freytag & Berndt hiking map #082

### Alternative sites

- Sender Kleinerberg (all directions except N) Windischgarsten
- Castle Altpernstein (NW) Micheldorf
- Herndleck (see site page)
- Polster (all directions) Präbichl

### Other activities

- Hiking, biking, climbing
- Alpineum mountain museum
- Swim in Gleinker- or Elisabethsee lake
- Klaus classic festival
- Wurbauerkogel summer toboggan at Windischgarsten

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# Gerlitzen



HEIGHT  
1220m – 1370m



GERLITZEN 1911 m

Situated above the Carinthian lake plateau at the southern end of the Nockberge, Gerlitzen offers sightseeing flights and a great opportunity for safety training over the Ossiacher lake. The launch sites are huge and topplandable and the access is perfect by road or cablecar nearly all the year round. Just beware of too many flying objects on weekends in the summer!

## Launch

- 1. Summit (SE–SW)** 1880m, easy. Different launch possibilities from the summit plateau between the stone tower and the chapel. The straight **S** launch is preferred on normal thermic days. From the cablecar go left, and descend slightly towards the observatory to the flat slope just below it. Hang gliders prefer the little ridge further to the right. GPS: 46°41'33.09"N, 13°54'50.12"E. For **SE**, launch left of the cablecar service hut. Look out for model planes! GPS: 46°41'39.63"N, 13°54'54.68"E. The **SW** takeoff is in front of the Pacheiner Inn or just between the stone tower and the cablecar. GPS: 46°41'39.04"N, 13°54'47.42"E
- 2. Hotel Berger (S/SW)** 1730m, medium. Below the summit plateau at the end of the toll road. Launch from the road just below the Hotel Berger holiday huts. Preferred by HG (steeper). PG only launch here when they can't get to the summit. GPS: 46°41'34.43"N, 13°55'31.83"E

## Landing

- 1. Main landing** (510m) PG & HG, Annenheim, St. Andräer street. Access: when coming from the highway into Annenheim, turn right into St. Andräer street (signed Ossiacher see Süd) and go 200m (landing on the left). Parking is better at the camp site (100m before) as there can be limited parking space. Beware of the tree line bordering the landing field near the lake, as it can cause rotor with E wind! GPS: 46°39'10.53"N, 13°53'25.50"E
- 2. Club landing** (510m) just behind the flying school, opposite the main landing field. Only for club members and the flying school. GPS: 46°39'14.33"N, 13°53'17.87"E

## Flying

After launch you usually find thermals just below the main launch at the gully (in front of Kanzelhöhe) and in front of the grass saddle with Gerlitzenhouse.



When thermaling up please don't cross the summit, due to the altitude restriction!

## Caution!

Altitude restriction: Klagenfurt TMA at 2100m. Don't fly any further south than the lake valley of Ossiacher See.



Carinthia | Nockberge | Annenheim

## Cross country

Due to the isolated position of Gerlitzen, surrounded by a number of lakes and broad valleys on three sides, and its proximity to TMA Klagenfurt (altitude restriction at 2100m) the XC possibilities are limited to the N and W. **XC flight plans should be declared to the flight surveillance Klagenfurt by calling Tel. +43 (0)5170 36855!** Flying across wide valleys with an altitude of only 2100m is only feasible on good days in spring. Triangles are usually done towards the Gailtal valley / Dobratsch / Goldeck in the W, followed by a N leg into the Nockberge with a turnpoint around Tschiernock before coming back via the SW slopes of the Nock mountains. The key part is always the traverse of the wide Drau valley at the right position and with enough altitude. Not an easy task; usually between 50–80 km is flown.

## Useful info

**Getting there:** Klagenfurt airport is the closest. Trains run from Salzburg, Klagenfurt and other big cities to Villach. Change at the railway station to regional train for Annenheim. By car: from the A10 (Salzburg–Graz / Villach) exit Villach / Ossiachersee and turn left onto B94 towards Feldkirchen. Cross two traffic circles and enter Annenheim. Continue until the cablecar station turns up on the left.

**Getting up:** Gerlitzen-Kanzelbahn, [www.gerlitzen.com](http://www.gerlitzen.com), tel. +43 (0)4248 2722, the cablecar lies 200m away from the road turning off to the landing fields and the camping at Ossiacher See.

**Weather:** Wind report Gerlitzen and Dobratsch, call +43 5170 399999, followed by keying 0111#11143##

**Meeting pilots:** <http://dgfc-ossiachersee.blogspot.com/> which has weather information

**Flying school:** Kärntner Flugschule, [www.kaertner-flugschulen.at](http://www.kaertner-flugschulen.at), Tel. +43 (0)676 3400340

**Staying there:** Info: [www.annenheim.at](http://www.annenheim.at)  
**Map:** Freytag&Berndt #224 Ossiacher See (1.50,000)



# Goldeck

GOLDECK 2142 m



HEIGHT  
1450m – 1592m



With light northerly conditions there is no better option in the southern Austrian Alps than this fantastic long ridge! Late morning is best, because in the afternoon thermals from the south may interfere and cause changeable winds. Pilots with little experience should first try a morning glide before they launch west and south or with stronger winds and thermals. Goldeck is a classic hang gliding site and also a favoured turnpoint for triangle flights from Emberger Alm.

## Launch

- 1. Sender (S/SE)** 2142m, medium, also has ramp. Just above the slope behind the radio station. The grass slopes towards Spittal must be crossed entirely (glide ratio 7 needed, if no thermals) GPS: 46°45'31.96"N, 13°27'30.24"E
- 2. (N)** 2100m, ramp for HG and steep grass slope, just above the cablecar station. GPS: 46°45'36.69"N, 13°27'28.82"E
- 3. (NW–NE)** 2000m, easy–medium, PG. Go W around the cablecar station and descend (N) into the hollow for 150m until you reach the launch after a flat step. Main launch for N conditions, safer than launch 2 and a better option for HG. GPS: 46°45'46.54"N, 13°27'27.52"E
- 4. (W)** 2100m, easy, flat grassy area between the cablecars at Stiffnitzgraben. Without thermals it's a risky flight for PG, crossing the entire west slopes of Goldeck before reaching the Drau valley with the landing area! GPS: 46°45'31.35"N, 13°27'24.90"E

## Landing

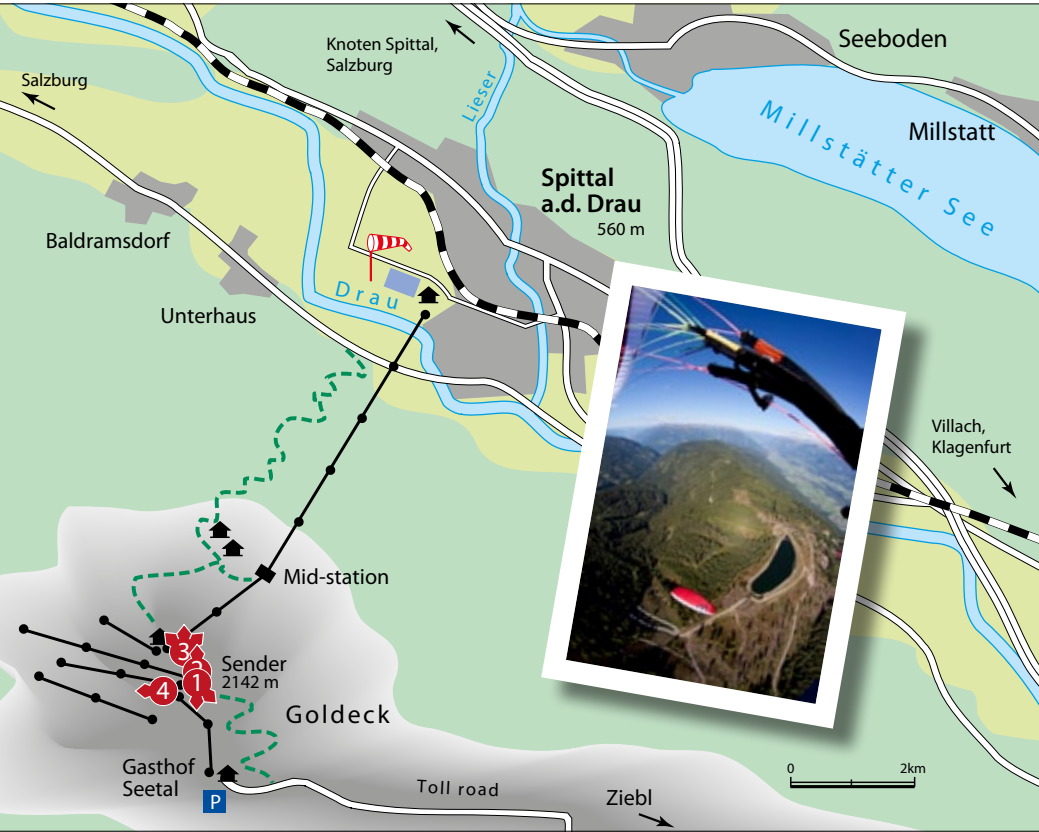
**Spittal** (550m) big field for HG & PG, just W of the cablecar station and opposite Drau Perle, the swimming and wellness centre, 5 min walk to the cablecar. Sometimes used by helicopters! GPS: 46°47'33.87"N, 13°29'3.10"E

## Flying

In soaring and thermaling conditions, flying the north side can provide hours of delight between the summit cross and the cablecar and along the slopes towards both ends of the ridge.

The first house thermal is above the saddle, down to the left near the artificial pond. Another thermal usually triggers off the ridge that stretches down from Goldeck hut to the right. Don't stay in the middle of the hollow after launch as you will encounter the downdraft of both thermals. If you launch S or W you have to find thermals at once, to gain height!

They will be to your left when facing Dobratsch. Beware of the valley wind blowing in from the W canyon. If forced to fly out along that route on an intermediate glider, stay on the S side of the ridge to eventually thermal up in some leeside bubbles – you have to, if you want to save your arse!



Carinthia | Latschur group | Spittal



Looking north from launch 3

one way) with a jump to Gerlitzten and back to Tschiernock, returning to Goldeck (high cloudbase necessary – check the TMA in Klagenfurt!) You can also connect to the upper Drau valley (NW/W) and Emberger Alm. As the thermals are usually much better in surrounding areas, pilots usually use Goldeck as a turnpoint when already high enough.

## Useful info

Don't launch too early, you will have to glide out. The emergency landing for PG to the N is only around the middle station at Grube. On the S and W side you have to improvise a slope landing high enough before it becomes too scary!

When flying out towards Spittal, make sure you know what the wind is doing on the landing field as you may have to face a low crossing of Spittal when venturing too far N or E. Don't go too low on the N flank as you still have to cross the river and all the cables (in that case, rather do an emergency landing on the S side of Drau, where there are meadows). Generally the S flight is best in spring, when thermals are abundant and the ceiling is high enough.

## Caution!

Not for inexperienced pilots. Long, gradual slopes. The mountain is very exposed to weather and wind and is best on calm summer days with little wind at altitude. Thermals here are smoother but PG pilots must be certain of their flight plans. If in doubt contact the local school for assistance.

## Cross country

Goldeck is a spring site (April–June). XC flights connect to Dobratsch in the SE and back (24 km

the cablecar outside Spittal, across of the river **Map:** Kompass hiking #66, Millstätter See (1:50,000)

### Alternative sites

- Tschiernock (SE–SW), toll road and chairlift from Treffling, opposite Spittal
- Emberger Alm (see site page)
- Gerlitzten (see site page)

### Other activities

- Spittal old town and Porcia castle
- Villach centre
- Wellness and swimming in the Drau Perle public bath opposite the landing field
- Swimming in the lakes of the area
- Nockberge national park
- Excursions to the Gailtal valley – a typical Carinthian valley
- Try Carinthian hospitality with local products like the 'Buschenschenke'
- [www.buschenschenken.at](http://www.buschenschenken.at)

View of the Drau valley from above Goldeck ridge





17

Greifenburg

EMBERGER ALM 1860 m



HEIGHT  
1130m – 1250m



*In the upper Drau valley of Carinthia, this site is popular due to the ease of cross country flying along the valley on the southern slopes of the Reisseck mountains and the excellent microclimate which provides thermals and fine weather while most of the northern Alps have rain or unflyable conditions. Many clubs and flying schools frequent the area, especially in peak season (during Easter, midsummer break and summer holidays). The infrastructure (permanent shuttle service, a huge flying camp and a lake for swimming) make it an ideal holiday destination.*

Launch

- 1. Thermiktreff (S/SW)** 1740m, steep field and flat preparation area for HG & PG, bistro with sales point for day ticket. GPS: 46°46'21.65"N, 13° 8'59.35"E
- 2. Emberger Alm (SE)** 1860m, easy inclined field E of a ski lift, above the pond in Emberger Alm, 20 min walk above launch 1, or by taxi shuttle! GPS: 46°46'37.10"N, 13° 9'1.79"E.

In Greifenburg, follow the road to Emberger Alm. Where the road splits, the left fork leads to launch 1, the right fork goes up to Emberger Alm. At launch 1 there is no parking, so use the taxi shuttles!

Landing

- 1. Greifenburg, Badesee** (610m) behind the Fliegercamp, 800m E of town. Follow the signs to 'Badesee, camping'. The Fliegercamp is the upper house above the traffic circle. It has a restaurant and a taxi shuttle departure to the launches! GPS: 46°44'48.02"N, 13°11'32.32"E
- 2. Berg** (630m) only for PG, N of the road beside Gasthof (inn) Altenmarkter, at the junction with the road to the railway station. To the E is a line of trees! Rarely used. GPS: 46°44'37.70"N, 13° 7'39.71"E

Flying

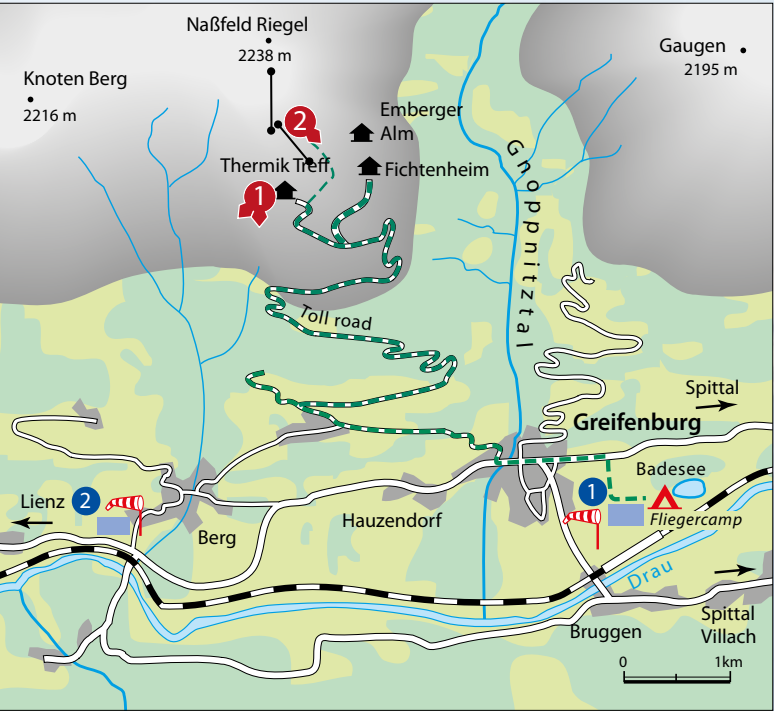
From the main takeoff, the regular thermal is just in front or slightly to the left. Once you have climbed up, you can fly along the ridge of Emberger Alm or follow the ridges W or E, above the valley. Watch out for valley-winds when approaching the landing!

Caution!

Situated on the south side of the Alps, the area can always be under threat of Foehn conditions when the N wind gets too strong. The high mountain ranges behind the site also attract thunderstorms and the summer valley-winds can reach 40km/h+, so beware!

XCountry

400 km has been flown recently by HG! The area around the Reisseck group is a pinboard for regular triangles. You should be familiar with high alpine areas. The regular flight is W towards Lienz (30 km) with a key passage after Anna hut (the valley turns and you'll see a double line of high voltage cables). Therefore Anna hut is usually set as a turnpoint. To the E pilots fly towards the end of the valley and back, some cross towards Weissensee and Goldeck (S), and some even return. The major challenge (with good cloudbase) is flying N towards Großglockner and back along the Möll valley towards Lienz. Lienz is the main obstacle to longer XC, as the valley widens and the wind flows from the north.



Carinthia | Reisseck Group | Greifenburg

Useful info

**Getting there:** Airport: Klagenfurt. Train stations: Greifenburg connects with Lienz and Spittal. By car: from the north the fastest way is to follow the Tauernautobahn highway from Salzburg towards Villach–Klagenfurt. Exit at the Spittal junction towards Greifenburg / Lienz. Follow the national road to Greifenburg. Another option crosses from the Kufstein–Innsbruck highway, exit at Wörgl

towards Zell am See and the Felbertauern tunnel to Lienz. Continue to Greifenburg. From the S you have two options: the Travisio–Villach–Salzburg highway to Spittal junction or from the Innsbruck–Brenner–Bolzano highway in Italy, exit at Brixen / Bressanone, follow the Puster valley towards Toblach / Dobbiaco then continue into Austria to Lienz and Greifenburg. **Map:** Freytag & Berndt map #223 Weissensee (1:50,000), available in local stores **Weather:** Daily information at Fliegercamp and Fiechtenheim (see below). There is also a wind phone at Emberger Alm. **Flying school:** The nearest schools are at Zetttersfeld or Gerlitzten (see site pages). **Meeting pilots:** Meet at the main launch at Wolfgang Sattlegger's Thermiktreff (where you pay the day fee for the flying site) or at the Fliegercamp at the landing field.

Staying there

- The Fliegercamp Greifenburg run by the Mandl family is already an institution; it is the perfect meeting place with a campsite, apartments, caravan parking, restaurant, swimming lake and a shuttle service! [www.fliegercamp.at](http://www.fliegercamp.at), Tel. +43 (0)4712 8666, [info@fliegercamp.at](mailto:info@fliegercamp.at)
- Gasthof Leitner (B&B), Tel. +43 (0)4712-344, [www.pension-leitner.at](http://www.pension-leitner.at), [office@pension-leitner.at](mailto:office@pension-leitner.at), also an excellent choice (and opposite the train station, 1 km from Fliegercamp, connected directly by a small road).
- Fiechtenheim, on the Emberger Alm, [www.embergeralm.at](http://www.embergeralm.at) (also in English)! The owner Wolfgang Sattlegger is a PG pilot.

Alternative sites

- Zetttersfeld at Lienz (see site page)
- Goldeck at Spittal (see site page)
- Oberwolligen (S/SE), Möll valley at Obervellach

Other activities

- See [www.mok.at](http://www.mok.at) for reports on cultural issues of the area (site in German)
- Hiking and walking
- Carinthian swimming lakes
- Visit Großglockner, Austria's highest peak



- comfortable rooms with private shower/toilet, ...
- children's playground
- direct entrance to adjacent public swimming lake
- bus shuttle service to the take off places
- world championship – proven thermic conditions, hence an ideal spot for hang-gliders and paragliders with landing field next to camping site



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# Schladming



HEIGHT  
271m – 1157m



PLANAI 1894 m HOCHWURZEN 1852 m RITTISBERG 1563 m

The Enns valley is a famous ‘cross country highway’ of south-eastern Austria, but it also offers the holiday pilot a choice of some easy flying sites around the popular ski resort of Schladming, all with cablecar access. Situated on both sides of the valley, you’ll probably find what you need for a perfect holiday as well as for developing your flying skills above the foothills of the majestic Dachstein mountains.

## Launch

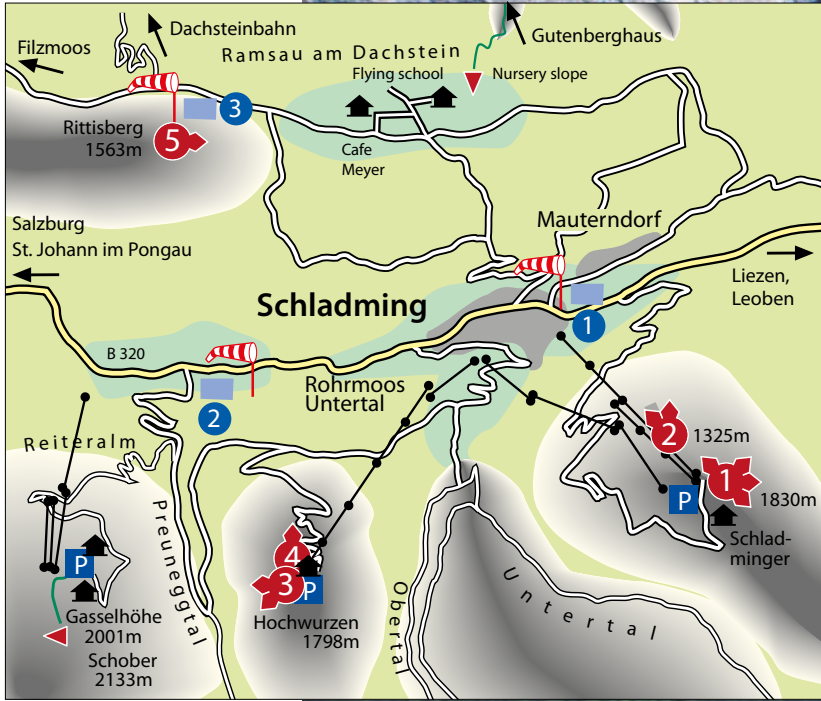
**PLANAI**  
**1. (NNE–SE)** 1830m, easy, beside the cablecar, below Schladminger hut. GPS: 47°22’19.26”N, 13°43’24.06”E **and (NW)** 1880m, 300m S of the cablecar at the head of a ski lift (10 min walk). Strong NW causes turbulence here. Never try to fly with S or SW!  
**2. Middle station (WNW–NNE)** 1325m, easy, flat, W of the middle station. Used as a training site. To reach the landing field is difficult with strong E valley-winds! Turbulence possible in the forest clearing with strong E or W winds! GPS: 47°22’51.96”N, 13°42’15.97”E

**HOCHWURZEN**  
**3. (SW,W)** 1810m easy, but steep, beside the parking area S of the cablecar (the only launch suitable for HG). GPS: 47°21’31.91”N, 13°38’22.64”E  
**4. (N)** 1800m, easy, just below the chairlift on the grass slope. Don’t launch with W because of rotor! GPS: 47°21’37.28”N, 13°38’19.35”E

**RITTISBERG**  
**5. (E)** 1447m, easy, wide forest clearing beside Rittisberg hut on the ski slopes. GPS: 47°25’11.19”N, 13°36’56.34”E. On the Dachstein side of the valley opposite Planai and Hochwurzen. Access via chairlift, in summer (June–September) runs every day except Monday and Saturday, but check this. Otherwise there is a shuttle organized by the Aufwind flying school.

## Landing

**1. Planai: Schladming** (723m) a meadow east of town, north of the B320 towards Leoben, between the river Enns and the railway line. 10 min walk from the bottom station (please leave your car there). Don’t fly past the landing field with strong east valley-wind! GPS: 47°23’53.67”N, 13°42’0.75”E  
**2. Hochwurzen: Pichl** (766m) meadow east of the swimming lake at Pichl and the Cafe Gerharter (park your car here!) Watch out for a turbulent *Struppwind* coming out of the Preunegg valley just south of the landing. Try to land as close as possible to the windsock. GPS: 47°23’12.48”N, 13°37’9.51”E. It’s south of the B320 at Pichl, west of Schladming. In summer there is a shuttle from the landing to the Rohrmoos section of the cablecar, as the first section is closed.



**3. Rittisberg: meadow** (1176m) at Rittis Beach swimming lake. Check the present position of the landing; it changes! Don’t bother going up when there is a W wind on the landing area. GPS: 47°25’11.19”N, 13°36’56.34”E

Steiermark | Schladminger Tauern and Dachstein | Schladming and Ramsau

Against the enchanting backdrop of the Dachstein south face

Photos © Franz Huber



Flying

**Planai:** Fly around the front buttress (with the summit station) and get over the Enns valley. Use a right turn landing approach with E wind. With strong E valley-wind don't overfly Schladming! Be careful with W wind too. Also check the seasonal restrictions for the bird protection areas.

**Hochwurzen:** In summer the valley-wind climbs up towards the takeoff and may cause turbulence. You'll definitely find some turbulence with W winds and thermals, so check the wind direction. After takeoff cross over the chairlift to the east side.

**Rittisberg:** An easy slope. Use right turn landing approach with E wind.



Caution!

Flying is usually not recommended with S and W winds. Stronger valley winds from the E may cause turbulence and prevent you from reaching the landing. S wind creates a rotor directly behind the Hochwurzen launch sites. On Rittisberg you may often not recognise a westerly but you can often notice it first on the landing field.

Cross country

In spring, from Planai, you can fly towards Hochwurzen, Reiteralm, Fager or north into Dachstein or east towards Hauser Kaibling and beyond. The same flight is possible from Hochwurzen, but that is less efficient. From Rittisberg you can catch a thermal



and connect to the south side of Dachstein, and from there you have all the eastward potential of the Enns valley available.

Useful info

**Getting there:** Airport: Salzburg. By train: via Salzburg or via Graz to Schladming railway station, then local bus 960 to Ramsau. By car: A10 from Salzburg towards Graz / Klagenfurt, exit Ennstal, B320 into Schladming. For Rittisberg, take the road from Schladming up to Ramsau.

Getting up

- Planai-Hochwurzenbahn, Schladming and Rohrmoos, Tel.: +43 (0)3687 22042-0
- www.planai.at
- Rittisberg, chairlift, www.rittisberg.at
- Free transport on all three systems with a Summer-card, which you get when staying in Ramsau or Schladming.

**Weather:** Local forecast on the cablecar website

**Meeting pilots:** In Ramsau, opposite the flying school at Gruberstube restaurant

**Flying school:** Flugschule Aufwind, Ramsau, www.aufwind.at, Tel. +43 (0)3687 81880

Staying there

- www.schladming.at or www.ramsau.com
- Camping+Hotel Zirngast, Schladming, Tel. +43 (0)3687 23195, www.zirngast.at

- Camping Ramsau Beach, Tel. +43 (0)3687 21010, www.beach.co.at
- Pension Schweigerhof, Ramsau, Tel. +43 (0)3687 81244
- Jugend+Familiengästehaus Schladming, Tel. +43 (0)57083 330, www.jufa.at/schladming (youth and family guesthouse)
- Ederhof, Ramsau, Tel. +43 (0)3687 82527, www.ederhof.co.at
- Alpenperle, Ramsau, Tel. +43 80)3687 81877, www.alpenperle.com

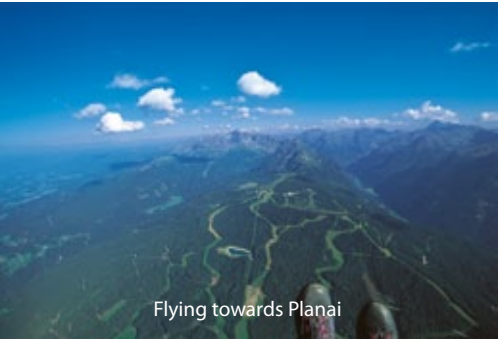
**Map:** Kompass hiking map #31 Radstadt (1:50,000)

Alternative sites

- Gruberleiten (S), training hill of Ramsau school
- Reiteralm-Gasslhöhe (NW/W) at Schladming, road +1 hr walk
- Krahbergzinken (W), 1 hr from Planai summit, good for cross country!
- Stoderzinken (see site page)
- Hauser Kaibling (W/NW) at Haus, www.haus.at
- Gutenberghaus (S) 2 hr from Ramsau, also Sinabell (all directions), ½ hr further up
- Dachstein glacier (S/N/NE), the extreme alpine launch of the X-Alps (info at the flying school)

Other activities

- Climbing and hiking in the Dachstein
- Swimming at Ramsau beach
- Nightlife in Schladminger
- MTB tours
- Hikes in the Lower Tauern
- Skiing at Dachstein and Schladming





# Stoderzinken



HEIGHT  
1109m – 1288m



STODERZINKEN 2048 m

The ‘Stoder’ is in the same Enns valley as the Planai flying sites, at the eastern end of the Dachstein group. The flying around Schladming is more suited to beginners, for gliding and training flights, with conditions for long duration and XC flights being rare. If you’re looking for the more ambitious kind of flying, Stoderzinken is the place to be. Good strong thermals, continuous lift and great opportunities for hunting big distance!

## Launch

- 1. **(SE–SW)** 1984m, easy, main launch, big field below the summit, 30 min walk from Steinerhaus. GPS: 47°27’31.97”N, 13°49’38.22”E
- 2. **(N/NW)** 1984m, easy, opposite the south launch, 3 min away. GPS: 47°27’30.26”N, 13°49’34.59”E
- 3. **(SE–SW)** 1947m, HG&PG, ramp, easy, a few minutes up from Steinerhaus towards the summit. GPS: 47°27’32.81”N, 13°49’24.77”E

## Landing

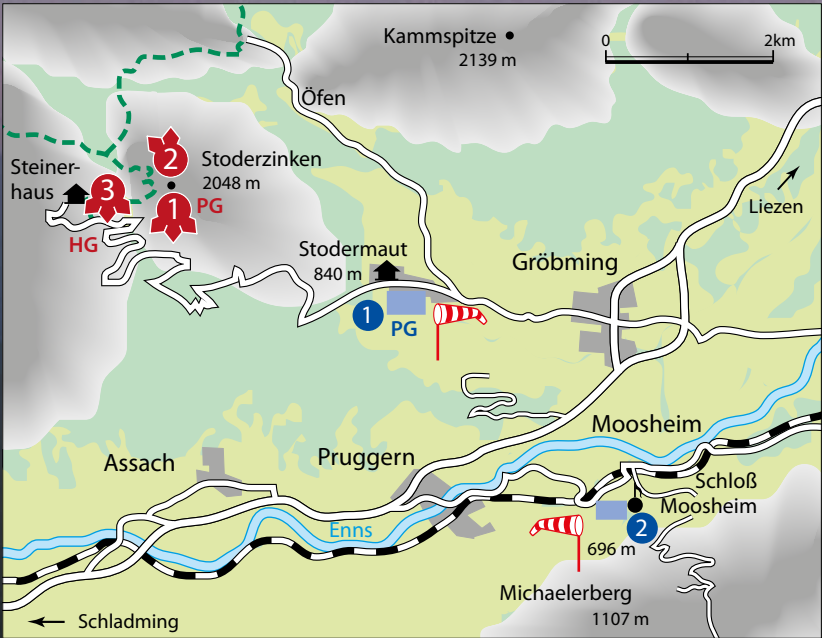
- 1. **Stodermaut** (838m) a big meadow just in front

of the toll station. GPS: 47°26’55.39”N, 13°52’1.55”E

- 2. **Michaelerberg** (696m) landing field on S side of the Enns valley. GPS: 47°25’34.68”N, 13°54’28.74”E

## Flying

Stoderzinken is a superb departure point for triangles and straight distances, good from early in the day on its S/SE slopes. It is best to launch before the valley-wind starts to blow. Launches are only allowed until 17h00. Beware of increasing E wind as you must fly against the wind all the way to the landing field.



Steiermark | Dachstein | Gröbming

Valley crossing towards the Kammspitze

Photo © Walter Schrempf



**Meeting pilots:** Sky Club Austria, [www.skyclub-austria.at](http://www.skyclub-austria.at). Meeting places for pilots and students are the landing field at Michaelerberg, the Stoder toll station or Hotel Castle Thannegg at Moosheim.

**Flying school:** [www.skyclub-austria.at](http://www.skyclub-austria.at), Tel. +43 (0)3685 22333. The flying school also offers paramotoring and instruction for all the flying sites of the Enns valley and Dachstein

**Staying there**

- [www.groebmingerland.at](http://www.groebmingerland.at)
- Highly recommended: Hotel Castle Thannegg, Tel. +43 (0)3685 232100, [www.schloss-thannegg.at](http://www.schloss-thannegg.at)
- Camping Zirngast, Schladming, Tel. +43 (0)3687 23195, [www.zirngast.at](http://www.zirngast.at)

## Caution!

Watch out for turbulent conditions with strong wind from any direction. Stoderzinken is not a place for strong winds! In winter the minimum flying height towards the W is 300m above the ground (from all launch sites) due to the game protection zone!

## Cross Country

Head W (Dachstein) or E (Kammspitze, Grimming) along the Enns valley. Triangles are possible with turnpoints at Tennengebirge (W) and around Liezen (E) and Bad Ischl (N) for 130–140 km. Straight flights from Grimming to the Pinzgau valley or Zell am See (see site page) is over 130 km. The best time is April.

## Useful info

**Getting there:** Salzburg airport is the closest. Go from Salzburg to Schladming by train, then take bus 900 to Gröbming. Or from Graz to Steinach-Irdning by train and bus 900 to Gröbming. By car: take highway A10 Salzburg–Graz/Klagenfurt, exit Ennstal 7 Radstadt and go to Schladming, then to Gröbming on B320.

**Getting up:** Toll road – use your car or a taxi from Stodermaut (10 km, 20 min) to the parking at Steinerhaus (in winter there’s a regular ski-bus) Taxi: +43 (0)3685 23985 or +43 (0)664 963 5232. Stoderzinken toll station: +43 (0)3685 23160

**Weather:** [www.bergfex.at/stoderzinken/wetter/](http://www.bergfex.at/stoderzinken/wetter/)

**Alternative sites**

- Hauser Kaibling (W/NW/N) Tel. cablecar +43 8093686 2287
- Michaelerberg (S) training site of Skyclub Austria, shuttle service
- Planai and Hochwurzen (see site page)

**Other activities**

- Hiking, MTB
- Sölktaier nature park, [www.soelktaier.at](http://www.soelktaier.at)
- Rafting in the river Enns
- Climbing in the Dachstein
- Pruggern: the best adventure company for adrenaline tours: [www.bac.at](http://www.bac.at)

**Map:** Kompass hiking map #68 Ausseer land / Ennstal (1:50 000)

Photo © Franz Huber



# Loser



HEIGHT  
717m – 1127m



LOSER 1837m

Between the lake district of Salzkammergut and the high peaks of Dachstein is Loser, a scenic place with cliffs and the fjordlike Altaussee lake. It offers not only sightseeing flights but also a superb departure point for triangles in spring, some of which have established new records. The flying is recommended for regular pilots with a good awareness of the surrounding areas, as conditions can be tricky and challenging at times. Therefore check all the weather and warning notes about the site carefully!

## Launch

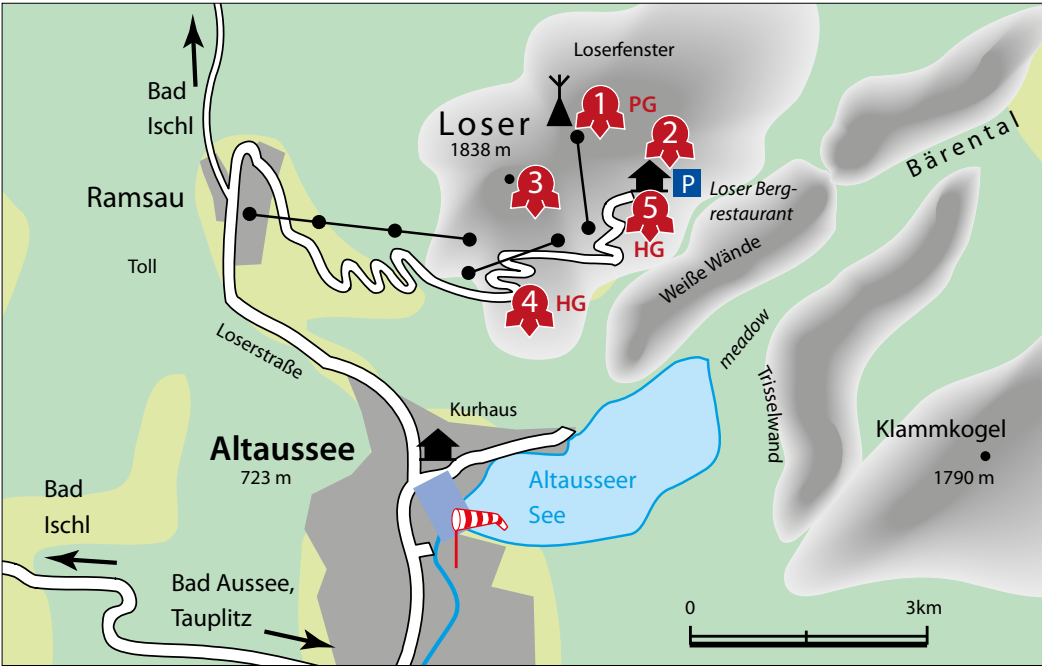
**FOR PARAGLIDERS**  
There are 3 launches above the toll road near the summit, but don't launch towards the north! There is a shuttle bus, twice daily (09h30 and 13h30) in summer from the landing at Altaussee to the Loser mountain restaurant, from there you have to walk. You may also drive up by car.

- 1. Hochanger (SE–SW)** 1837m, easy launch beside the antenna. In summer you walk on trail 256 from the parking at Loser restaurant for 35 min towards the summit. In winter you can take the 'Loserfenster' chairlift. GPS: 47°40'27.75"N, 13°47'34.64"E
- 2. Augstsee (SE–SW)** 1636m, easy-medium. On the grass slopes above the Loser restaurant, 10 min walk from the parking. GPS: 47°39'45.41"N, 13°47'17.31"E
- 3. Graskogel (SE–SW)** 1730m, easy-medium, on a grassy scree slope. Walk 25 min to the dome of Graskogel. GPS: 47°39'36.67"N, 13°46'47.80"E

- FOR HANG GLIDERS**
- 4. Kehre (bend) 13 (SE–SW)** 1472m, ramp, at the road and solar power station near Loser hut. GPS: 47°39'21.68"N, 13°46'57.38"E
  - 5. Loser restaurant (SE–SW)** 1600m, ramp, GPS: 47°39'39.16"N, 13°47'08.35"E

## Landing

**Altaussee, Fischerndorf** (710m). The meadow opposite the spa centre in town, near a big parking lot and the lake. Landing is allowed in the upper part of the meadow. Please check it before flying! GPS: 47°38'21.63"N, 13°45'59.14"E



Upper Austria | Totes Gebirge | Altaussee

## Flying

An early-morning flying site. On seasonal thermic days without winds at altitude you might find lift in the eastward gullies just above the lake, from 10h00. But do not risk flying there in the lee of an E or W wind! With westerly winds it's better to soar on the west slopes beyond launch 1. Take note: if you have less than 1600m altitude you will have to fly around the mountain towards Loser restaurant. Your descent for landing approach must always be done above the landing and never above the lake.

## Caution!

Loser is not a flying site for inexperienced pilots. W winds can create deceptive lift at the takeoffs which is really rotor! Never search for lift too long and too low above the lake end of the Loser slopes – there is no landing in range. A lake landing is extremely hazardous as you'll hardly ever get a rescue boat there in time! Severe accidents have already occurred. Flying in stronger winds of any direction is a gamble with the Devil – you face two fatal endings: the lake or the cliffs! Never cross the lake with W winds.

## Cross country

Best time April–June. An excellent site for a long day of flying! Regular XC flights of 100km+ are made by HG and PG, the longest triangles (HG) of around 250km. Triangles with turnpoints around Liezen (E) and Schladming (SW). Flights towards Dachstein and the Enns valley. The usual directions are SE–SW. A classic triangle route is the 'Schlösserndreieck'. The route goes SE to the Enns valley near Liezen, W to cross the Dachstein glacier then N to Altaussee (turnpoints are Hechelstein and Dachstein south face). Contact the club for more details.

## Useful info

**Getting there:** Airport: Salzburg. From Salzburg travel by train to Bad Ischl, then various buses go to Bad Aussee. By car: follow the A1 (Salzburg–Vienna), exit Thalgau. Follow L241 towards Fuschl. In Elsenwang turn onto B158 towards Fuschl. Stay on B158 to St. Gilgen–Gschwendt–Bad Ischl. After Bad Ischl take B145 towards Bad Goisern, until Altaussee.  
**Flying school:** Flugschule Salzkammergut, www.paragleiten.net, Tel. +43 (0)7612 73033  
**Map:** Kompass hiking map #20 Südliches Salzkammergut (1:50,000)

- Staying there**
- General info: [www.altaussee.at](http://www.altaussee.at)
  - Camping Gössl (also rooms) Grundlsee, Tel. +43 (0)3622 81810, [www.campinggoessl.com](http://www.campinggoessl.com)
  - Camping am Bauernhof, Altaussee, Tel. +43 (0)3622 71968
  - Alpenpark Hagan Lodge (holiday bungalows) Tel. +43 (0)3622 72323
  - JUFA guesthouse, Altaussee, Tel. +43(0)507083 560, [www.jufa.at/altaussee.php](http://www.jufa.at/altaussee.php)
  - Loserhut, Tel. +43 (0)3622 71202, <http://members.aon.at/loserhuetten/>
  - Alpenpension Stefan, Tel. +43(0)3622 71058, [www.alpenpension.com](http://www.alpenpension.com)

**Getting up:** Cablecar only available in winter. In summer there is a toll road from Altaussee to Loser mountain restaurant. You pay a toll and a contribution for landing / flying at Loser (see [www.loser.at/maut](http://www.loser.at/maut)). The toll station provides you with a leaflet containing all the important details about the site.

- Alternative sites**
- Krippenstein (see site page)
  - Schafberg (SE/E/N) St. Wolfgang, rack railway: [www.schafberg.net](http://www.schafberg.net), Tel. +43 (0)6138 2232
  - Zwölferhorn (N/NE) St. Gilgen, Tel. cablecar +4380)6227 2350, [www.zwoelferhorn-seilbahn-stgilgen.at](http://www.zwoelferhorn-seilbahn-stgilgen.at)

- Other activities**
- Hiking and climbing in Totes Gebirge and Dachstein
  - Sailing, fishing, diving at Grundlsee lake
  - Ruined castle at Pflindsberg
  - Altaussee museum
  - Seewiese nature house
  - MTB tours via Artis and via Salis
  - Nature walks and subterranean salt-worlds at Altaussee



Photo © Hannes Mayr

Photo © Franz Huber



# Krippenstein



HEIGHT  
1593m



KRIPPENSTEIN 2109m

The high plateau of Dachstein descends into the fjord of Hallstätter Lake, with steep cliffs nearly a mile high, forming the bow of Krippenstein. It's a breathtaking, high alpine flight and offers a reliable environment for safety training (it is one of the first places SIV was attempted in the Alps). Whether you glide, thermal up or just loop down – the scenario is unforgettable! It is unsuitable for beginners, but Skyclub Austria offers tandem flights and site instruction.

## Launch

**1. (NW/W)** 2109m, easy grass piste 10 min above the cablecar. GPS: 47°31'30.09"N, 13°41'29.23"E

## Landing

**1. Soccer field, Obertraun** (516m)  
GPS: 47°33'11.76"N, 13°41'42.85"E. Park at Dachsteinhof Inn or at the cablecar. From Dachsteinhof go E across the bridge and at the second soccer field

turn left (N), walk to its end and cross the water ditch on a footbridge. The landing is the meadow between the ditch and the next fence. Watch out for strong valley-winds in the afternoons in summer.

**2. Obertraun swimming pool**, landing field only for participants of safety training courses.  
GPS: 47°33'27.23"N, 13°40'43.51"E

## Flying

During the afternoon, thermals, pushed by the valley-wind, develop along the cliffs. Earlier, there is lift and a regular thermal opposite the launch site at the south face of Scharstein. Another source of lift is at the Koppenwinkel east of Obertraun, where the valley-breeze pushes the thermals upwards.

## Caution!

East wind causes leeside conditions here; don't fly! Especially around Obertraun there will be severe turbulence. Also never fly with S wind (Foehn). Be cautious about the strength of the valley-wind; it can sometimes be very strong. Watch out for cables and lines around the landing fields. On hot summer days with thermals you will encounter a very strong and violent lake-breeze (venturi) at the bottom! Emergency No. 140, Mountain Rescue line 144.



Upper Austria | Dachstein | Obertraun

## Cross country

The main routes are N and E towards Loser and the Traun valley or the Enns valley across Dachstein. The local experts can help with planning your route!

## Useful info

**Getting there:** Airport: Salzburg. By train: direct connections from Salzburg to Obertraun. By car: follow the A10 Salzburg towards Graz / Villach and

exit Abtenau / Golling. Follow the route Golling–Oberscheffau–Gosau–Hallstatt–Obertraun.  
**Getting up:** Krippensteinseilbahn, [www.krippenstein.at](http://www.krippenstein.at), Obertraun, Tel. +43 (0)6131 27316

**Weather:** See the cablecar website or Krippenstein Windmeter, Tel. +43(0)6131 5311838.  
**Meeting pilots:** Dachsteinhof Inn on the way to the cablecar  
**Flying school:** Skyclub Austria, Gröbming, [www.skyclub-austria.com](http://www.skyclub-austria.com), Tel. +43 (0)3685 22333

## Staying there

- info: [www.obertraun.at](http://www.obertraun.at), [www.hallstatt.net](http://www.hallstatt.net)
- Camping Hinterer, Obertraun, Tel. +43(0)6131 265
- Camping Klausner-Höll, Hallstatt, [www.camping-hallstatt.net](http://www.camping-hallstatt.net), Tel. +43 (0)6134 8322
- Krippenstein Lodge, Tel. +43 (0)664 3804054, [www.lodge.at](http://www.lodge.at)
- Dachsteinhof, Obertraun, Tel. +43(0)6131 393
- Höllwirt, Obertraun, Tel.+43(0)6131 394
- Jutel Obertraun, Tel. +43 (0)6131 360, [www.jutel.at](http://www.jutel.at) (Youth Hostel)



Photo © Walter Schrempf

**Map:** Kompass hiking map #20 Südliches Salzkammergut (1:50 000)

## Alternative sites

- Feuerkogel (S/SW) Ebensee
- Loser (see site page)
- Schafberg (SE/E/N) St.Wolfgang, rack railway: [www.schafberg.net](http://www.schafberg.net), Tel. +43 (0)6138 2232
- Zwölferhorn (N/NE) St. Gilgen, cablecar Tel. +43 (0)6227 2350,
- [www.zwoelferhorn-seilbahn-stgilgen.at](http://www.zwoelferhorn-seilbahn-stgilgen.at)

- Großer Donnerkogel (NW–SW) Gosau / Annaberg, cablecar from Gosau Tel. +43 (0)6136 8854 + 1.5hr hike
- Zwieselalm (all directions) Gosau, cablecar (see above)

## Other activities

- Dachstein caves (Unesco World Heritage site)
- Swimming and canoeing in the Hallstätter lake
- Hiking, climbing, skiing, MTB
- Take a trip to the Dachstein glacier





# Lienz

ZETTERSFELD 2213 m HOCHSTEIN 2057 m

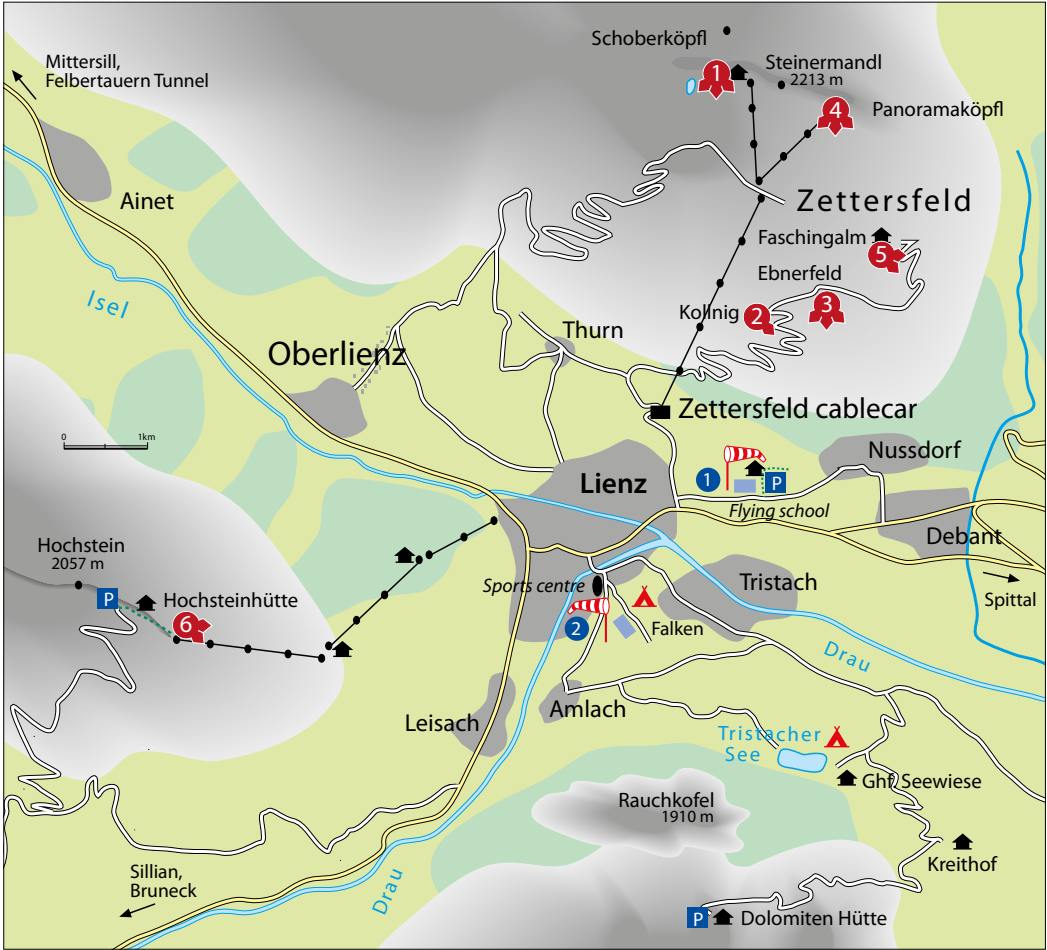


HEIGHT  
712m – 1532m



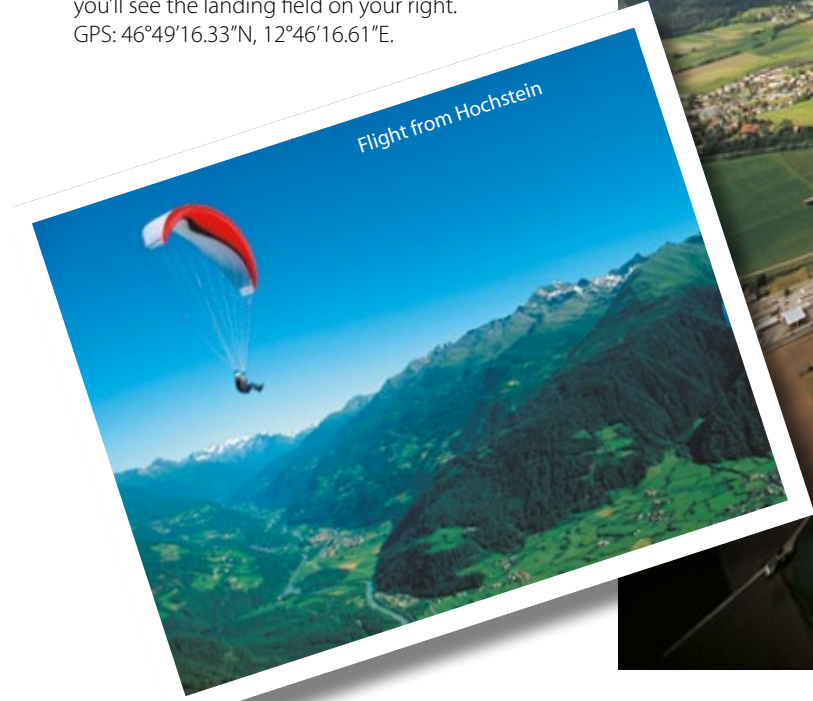
## Launch

- 1. Steiner Mandl (SE–SW)** 2200m, easy, for HG & PG, but only short-packed HGs can get transport up with the chairlift from Faschingalm! Car access is possible (toll road) only to Faschingalm, from there carry your glider about 30 min. PG have two launch options: E and W of the Moar Pepo restaurant. During the chairlift revision times, use the service of Taxi Xander (see below). GPS: 46° 52.46' N, 12° 47.39' E
- 2. Kollnig (SE)** 1380m, easy, on the toll road to Faschingalm that begins at the bottom station. Access by car or taxi towards the back of Obergaimberg. The launch is just below the straight section of the road. GPS: 46° 51.11' N, 12° 47.40' E
- 3. Ebnerfeld (SE–SW)** 1420m, easy, in a forest clearing, a bit further and higher than (2) on the same road. Perfect for rigid wings! GPS: 46°51'10.32"N, 12°47'40.94"E
- 4. Panoramaköpf (SE–SW)** 2200m, easy, for HG & PG, but no view of the landing area! The chairlift at Faschingalm is only open from Christmas–Easter. Usually take the taxi to the Faschingalm bottom station and use the single chairlift from there, or walk ½ hr. This launch is directly above the thermal at Debantgraben (Debant gully) and therefore more convenient for XC pilots. GPS: 46° 52.42' N, 12°47.87' E
- 5. Faschingalm (E/SE)** about 1700m, medium, very flat, no view of the landing area, PG only, at the restaurant. Only accessible by car (drive to the end of the toll road) or via a long walk from the chairlifts. GPS: 46°51'32.29"N, 12°48'35.88"E
- 6. Hochstein (E/SE)** 1970m, easy, from Hochstein house go S on the grass ridge towards the junction with the ski-slope. Descend another 50m to the various launch options. Beware: leeside in W and N wind! Access: toll road to Hochstein (8 km). The junction is about 3 km after the end of Lienz on the road to Sillian at Leisach. From the parking at Hochstein it takes you 5 min to Hochstein house and 15 min to the launch. GPS: 46°49'5.67"N, 12°42'27.01"E



## Landing

- 1. Postleite, Lienz** (668m) HG & PG. About 600m E of the cablecar station, on the Leitner family property, with a footpath to the cablecar station. GPS: 46° 50.26' N, 12° 46.99' E. Watch for cables and the flight simulation line. A drawing of the situation is on the flying school website. The valley-wind is usually SE, sometimes W. Access: From Lienz follow B107 towards Spittal and turn left at the last traffic light junction (signed Gaimberg/Zettersfeld). Drive up the Zettersfeld road and turn right after 50m (signed Landeplatz & Flugschule). Go around the fields and turn left towards the flying school bungalow. Parking sign at the trees.
- 2. Falken campsite** (655m) meadow beside the campsite. 10 min walk from town. From the centre of Lienz cross the river Drau on the bridge towards Amlach and turn left to Camping Falken. Continue to a junction at the Lienz sports area (signed Feriendorf Lienz) then turn left, heading around the sports field. After another 100m turn left into Camping Falken. After the restaurant and campsite you'll see the landing field on your right. GPS: 46°49'16.33"N, 12°46'16.61"E.



Over Lienz



## Flying

Good thermaling from late morning. Toplandable. Hochstein is a morning site, or for soaring in east conditions. Alternatively, it offers an interesting late afternoon flight – across the ridge towards the west face of Böses Weibele for gentle thermaling – but in that case you will have to top-land or land in the Puster valley. When crossing the wide valley during summer, check the valley-wind. In north winds you may find very turbulent leeside conditions! At Kollnig (2) watch out for lee turbulence from the Debant valley in the afternoon.

## Caution!

Strong wind of any direction is risky, especially the ‘Tauernwind’ from the north which causes general leeside turbulence over Zetttersfeld (it is actually a North Foehn). Watch out for heavy glider traffic when choosing to fly across Nikolsdorf. There is also an airfield for private aviation at Lienz East. At times there will be emergency helicopter flights between Nikolsdorf and the Lienz hospital. On landing approach look out for the cable and flight simulation line along the slope just above the landing field!

## Cross country

From early March into November, you have four directions to choose from. The less valley-wind, the better. **East along the Drau valley:** towards Stronachkogel (excellent refuelling stop, even when low!) and Anna-Schutzhouse (often influenced by the valley-wind so get as high as possible as you might fly against the wind there). After Anna-Schutzhouse follow the ridgeline above the Drau Valley and go towards Greifenburg / Emberger Alm (see site page). **Northeast:** Reach the slopes of Leitenkopf in the Möll valley and continue for 12 km along a very thermic face. You may continue above Böseck into the Reisseck group and go further

towards Millstätter lake or wisely turn back into the Drau valley, passing Emberger Alm and finishing at Lienz to complete a triangle. **North:** towards the main range of the Alps and Felbertauern. This flight is feasible with no wind or very little W wind at altitude. The sun shines on the west faces which you need when heading that way, so it’s a late afternoon flight (with some valley-wind from behind to push you along). Follow the west faces to Matrei. At Matrei there are easy options to thermal up. Once at cloudbase you have a much better chance getting away, as it’s usually 500m higher than above the launch site. You could cross to the N sides or fly up the Virgen valley towards the Venediger group.



**West:** the Hochstein traverse is a trap; the valley-wind is no good at all! You have to first follow the west faces from Zetttersfeld, at least until Schleinitz, and with some altitude cross to Böses Weibele, the highest peak of the ridge behind Hochstein. This is the key. If you have reached it, you may choose the runway above Puster valley towards Sillian and beyond! **South:** flights across the Drau valley and the barrier of the Lienz Dolomites are rarely possible due to the difficult crossing, poor thermals and the valley-winds.

**Flying school:** Flugschule Bruno Girstmair, Tel. +43 (0)4852 65539, mobile +43 (0)676 477583, [www.flugschule-lienz.at](http://www.flugschule-lienz.at). Bruno is a personality and his lounge at the landing field is the meeting place for pilots! You can stay close by with a camper. GPS: 46°50'15.56"N, 12°47'3.66"E



**Meeting pilots:** Club: DGFC Osttirol, Touch Heaven, [www.touchheaven.net](http://www.touchheaven.net), Tel: +43(0) 650 232 4020, detailed weather info from Austrocontrol.

### Staying there

- General info: [www.lienz.at](http://www.lienz.at)
- Camping Falken, Lienz, Tel. +43 (0)4852 64022, [www.camping-falken.com](http://www.camping-falken.com)
- Stoffenhof, Thurn, +43(0) 4852 70410, [www.stoffenhof.at/tf](http://www.stoffenhof.at/tf)
- Moserhof, Iselsberg, Tel. +43 (0)4852 64122
- Camping Seewiese, Tel. +43 (0)4852 69767, [www.campingtirol.com](http://www.campingtirol.com)
- Kolpinghaus Zetttersfeld, Tel. +43(0)4852 64302, on the Zetttersfeld!
- Gasthof Goldener Fisch, beergarden, Lienz centre, Tel. +43 (0)4852 62132, [www.goldener-fisch.at](http://www.goldener-fisch.at)

**Map:** Kompass #20 Lienz Dolomiten (1:50,000)

### Alternative sites

- Rotenkogel (NW–SW), Matrei, Goldriedbahnen Tel. +43 (0)4875 6067, [www.gg-resort.at](http://www.gg-resort.at)
- Niljoch Hut (S/SW) and Goldplan (S), Obermauern/Virgental, 40 min hike, contact Mario Trojer, [www.paragleiter.vereine-virgen.at](http://www.paragleiter.vereine-virgen.at)
- Sajathut (SE–SW), Prägraten, contact: [www.paragleiter-praegraten.at](http://www.paragleiter-praegraten.at), [www.sajathuette.at](http://www.sajathuette.at) (PG transport possible)
- Thurntaler (see site page)
- Golzentipp (see site page)

### Other activities

- [www.osttirolcard.com](http://www.osttirolcard.com) (very good offers, including the region’s cablecars)
- Nationalpark Hohe Tauern with Austria’s highest peak, Großglockner
- Swimming at Tristacher See
- Climbing gardens Neualpsee, Kreithof and Dolomitenhütte
- Lienz Dolomites for MTB, hiking and climbing
- Rafting on the river Isel, one of central Europe’s best rafting rivers! (see [www.raftcompany.at](http://www.raftcompany.at) and [www.osttirol-adventures.at](http://www.osttirol-adventures.at))
- Rent a MTB from [www.probike-lienz.at](http://www.probike-lienz.at)
- Lienz is a regular venue of the Dolomitenmann, one of the toughest outdoor races! (see [www.redbulldolomitenmann.com](http://www.redbulldolomitenmann.com))
- Historical Roman village at Aguntum
- Tours at castle Bruck, or visit the Gallitzen canyon



23

Obertilliach



HEIGHT  
610m – 770m



GOLZENTIPP 2170 m SCHEIBE 2010 m

The village of Obertilliach is a jewel of Austria and it has a perfect flying site! It is entirely safe and gentle, flyable all year round, accessible by cablecar, road or by foot, with ample fields for launch and landing, great thermals and a pristine landscape and friendly people.

### Launch

- 1. Scheibe (SE/S)** 2010m, easy main launch. From the cablecar, descend S on a short path. The launch slope is 500m away, where the ski-slopes make a sharp turn W. GPS: 46°43'9.79"N, 12°37'29.72"E
- 2. (NE/E)** 2050m, easy, but flat. From the cablecar, descend S on the ridge. After about 50m you can launch. GPS: 46°43'22.23"N, 12°37'27.73"E
- 3. (SE-SW)** 2170m, easy. From the cablecar follow the wide ridge towards the mountain for about 500m to a grass dome left of the ski-lift station. GPS: 46°43'38.97"N, 12°37'6.32"E.

### Landing

**Obertilliach** (1400m) at the western entrance of the village, opposite Gasthof Weiler café, descend to the right on a small and straight lane between meadows, until you cross another small lane at right angles. Turn left and the landing field is on your left. Do not park here. If you continue and take the second way diagonally up into the village, it leads you to the cablecar in 15 min. GPS: 46°42'22.26"N, 12°36'44.97"O

### Flying

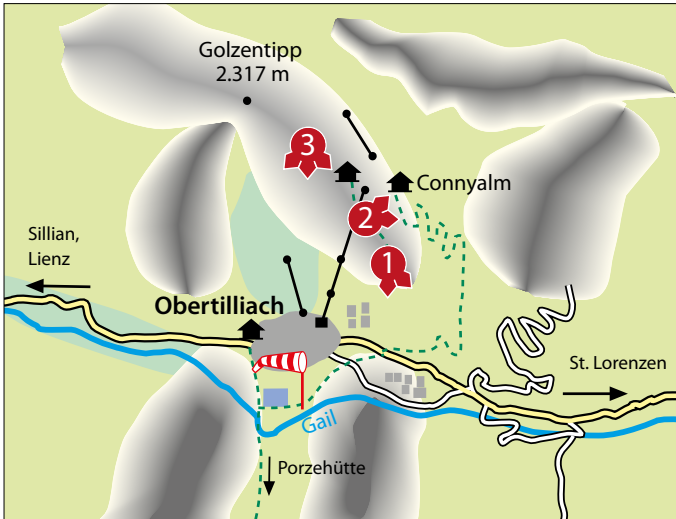
Launch early; in summer the valley wind increases after midday. From the main launch, fly straight or a bit SE towards the beginning of the gully on the left side of the mountain, where you'll find the house thermal. The left flank is often soarable during summer afternoons. The house thermal often does not extend towards the launch but rises westward, parallel to the slope.

### Caution!

Dangers could be strong valley-wind, *Foehn* and N winds, as well as thunderstorms. Otherwise you have a very easy flying site, good for learning and alpine beginners!

### Cross country

Go along the south faces of the Lienzer Dolomites and the Carnian range along the Lesach and Gail valleys (seldom explored). Or fly across the west ridge towards Thurntaler / Sillian and beyond (Lienz, Kötschach-Mauthen or west down the Puster valley) once you hook into good lift!



East Tyrol | Lienzer Dolomites | Obertilliach

### Useful info

**Getting there:** The nearest airports are Innsbruck, Salzburg and Klagenfurt. By train: from Klagenfurt via Villach to Oberdrauburg, then by bus (5050, 5052 and 4416) via Kötschach and St. Lorenzen to Obertilliach. Or from Salzburg via Spittal to Tassenbach, then bus 4416 to Obertilliach. Or from Innsbruck, take the train to Brenner–Brixen–Toblach–Innichen–Tassenbach, then bus 4416. By car: from Innsbruck via highway A22 Brenner exit Brixen / Pustertal and SS49 via Bruneck–Toblach–Sillian to Lienz and continue to the junction Lesachtal / Kötschach-Mauthen, which take you to Obertilliach. From Salzburg take A10 towards Klagenfurt / Graz, exit Lendorf



/ Lienz at Spittal junction and follow B100 to Lienz, continue towards Sillian and exit at the junction with Lesachtal / Kötschach-Mauthen. From Klagenfurt follow the A10 until exit Spittal / Lienz then B100 across Lienz to the junction with Lesachtal / Kötschach-Mauthen.

**Getting up:** Bergbahnen Obertilliach, Tel. +43 (0)4847 5300, [www.obertilliacher-bergbahnen.com](http://www.obertilliacher-bergbahnen.com)

**Weather:** See the cablecar's website

**Meeting pilots:** At the landing field or Gasthof Unterwöger

**Flying school:** Bluesky, Sillian, Tel. +43 (0)4842 5176, [www.bluesky.at](http://www.bluesky.at)

**Staying there:** Info: [www.obertilliach.com](http://www.obertilliach.com) or try Hotel Unterwöger, Tel. +43(0)4842 5221, comfortable rooms, sauna etc.

**Map:** Kompass hiking map #47 Lienzer Dolomiten (1:50,000)

#### Alternative sites

- Thurntaler (see site page)
- Monte Piana (W/SW–SE) Misurina lake / Schluderbach
- Helm-Hahnspiel (SW/S) at Sexten, cablecar Tel. +39 0474 710355,
- Auronzo hut / Tre cime di Lavaredo (S), toll road from Misurina

#### Other activities

- Visit Obertilliach village
- Giking and mountaineering in the Carnian Alps and Lienzer Dolomites
- Visit Lienz old town and the Heimefels and Anras castles
- Assling animal park
- Pustertaler panoramic road
- Lesach valley swimming pool at Liesing
- Obstanzer lake and waterfall at Kartitsch
- Kayaking at Untertilliach (river Gail).
- Skiing, ski mountaineering etc.





# Sillian



HEIGHT  
175m – 1285m

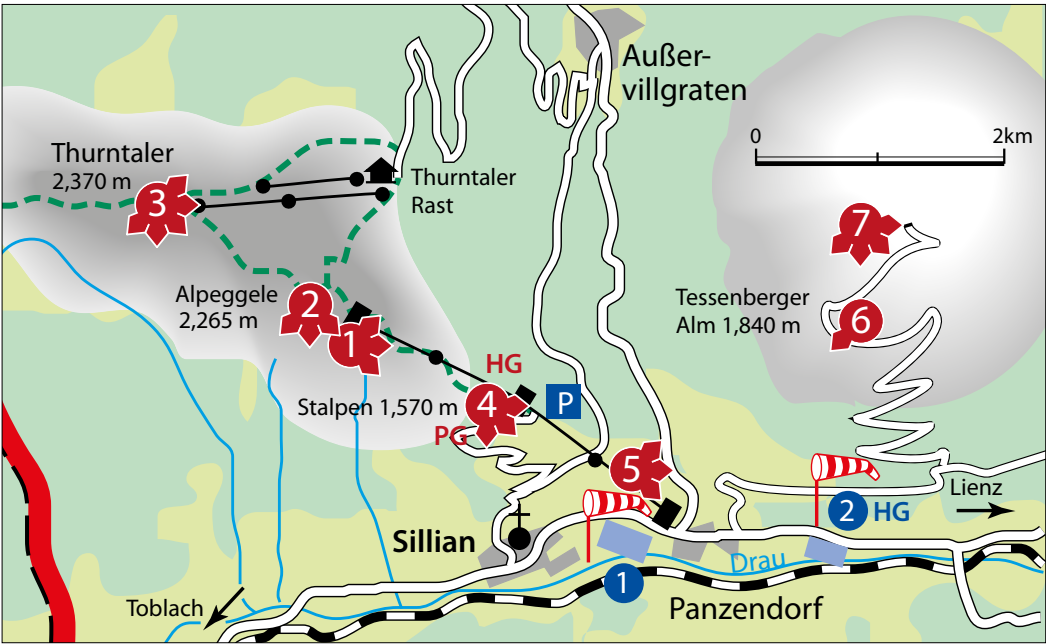


THURNTALER 2407 m

*This is one of the most classic sites along the glider highway of the Pustertal valley, where cross country and sightseeing flights have been done for over a quarter of a century (Sillian hosted the first paragliding competition in Austria). There are so many launches, at different heights and into different directions, that you always have a chance to get airborne!*

## Launch

- 1. Alpeggle East (NE–SE)** 2265m, easy, main launch. From the cablecar station follow the path 10 min S to the ridge. GPS: 46°46'3.20"N, 12°23'56.42"E
- 2. Alpeggle South (SE–WSW)** 2160m, easy. Alternative main launch, about 5 min beyond launch 1. Very strong thermals here from midday in summer; not for beginners! GPS: 46°46'8.06"N, 12°23'28.79"E
- 3. Thurntaler, summit winter launch (NE–WNW)** 2370m, easy-medium, 50m towards the summit from the top of the chairlift (only runs in winter). In summer you must walk 40 min from the top of the cablecar. GPS: 46°46'21.20"N, 12°23'15.64"E
- 4. Stalpen (E–S)** 1570m, easy, PG & HG each. Follow the road up from Sillian church until you pass the last houses of Sillian. The PG launch is on the grassy slope, up on the left before the Schuistelhof farmhouse. GPS: 46°45'26.21"N, 12°25'1.63"E. The HG launch is behind the building near the road.
- 5. Petersberg (NE–SE)** 1260m, easy, training flight, good with valley-wind, just NE of the cable car. GPS: 46°45'17.99"N, 12°25'49.79"E. From Sillian church, follow the road up to the first turnout to the right. Turn into Sillianberg and continue to the last houses and park. Walk east for 3 min.
- 6. Tessenberger Alm (SW)** 1840m, HG ramp and PG launch, difficult (only for experts). Don't fly this corner with strong N and NW winds! GPS: 46°45'52.62"N, 12°27'11.12"E. From the valley road between Heinfels Castle and the fuel station turn N onto the road to Tessenberg and from there turn left to Tessenberger Alm. Pass the Alm (parking?) and follow a small road on the left down to the ramp!
- 7. Tessenberger Plateau: (E–SW)** 2050m, for PG. From the Alm walk 30 min up towards a broad clearing facing E. GPS: 46°46'13.93"N, 12°27'24.34"E.



You can launch SW if you go over the top of the ridge to the other side (10 min walk).

**8. Sattel (SW–W)** 2090m, HG ramp and PG meadows, medium. GPS: 46°43'19.37"N, 12°24'26.39"E. South of Sillian on the ridge opposite Thurntaler, on a small W-facing dome. From the W side of Sillian turn S and take the road to Leckfeldalm–Sillian hut to the end. For experienced pilots only. With N winds rather launch late in the afternoon!

## Landing

- 1. Sillian** (1085m) big meadow with windsock, left of the road when coming into Sillian from the E, just

opposite of the cable car, behind the big parking. GPS: 46°44'59.54"N, 12°25'52.72"E.

**2. Panzendorf** (1080m) official HG landing field between Hainfels and Tassenbach, S of the road and just before the entrance of Heinfels, E of the big Locker building. GPS: 46°44'56.04"N, 12°27'0.95"E

## Flying

Good thermals from late morning around the main launch at Alpeggle. The high launch around the summit of Thurntaler as well as the secondary launches at Tessenberger Alm and Sattel are not advised for beginners and holiday pilots: they are

often too turbulent and the launch area doesn't allow for mistakes! You'll find strong thermals along the ridge down to Sillian and above Stalpen. Thurntaler is a site for early in the season.

## Caution!

The summit area is difficult and even dangerous for pilots with little experience. With N wind (Foehn) the entire site is extremely turbulent and flying is hazardous. Strong wind of any direction can cause severe leeside conditions. This area attracts summer thunderstorms on hot summer days! Flying at Thurntaler is best when you have only thermal conditions with no strong winds at altitude.

## Cross country

The potential is enormous in this region, and XC is feasible during a long period from March–August. You can follow the E–W valley towards Lienz and Emberger Alm in the E (both sites described in this book) as well as flying the entire Pustertal valley W to Gitschberg (near Brixen) and back. Connecting to the high ranges further N (Tauerer–Ahrntal) or triangles towards the Tauern valley and back via the Tauerer–Ahrntal valley (see Speikboden) are possible. For shorter flights, go S to the Lienz Dolomites (see the Golzentipp page) and back, or go towards the long E chain of the Carnian main range (less explored). You can also mix things up, following the particular wind conditions, with the nearby sites Zetttersfeld, Speikboden and Emberger Alm giving you an altogether outstanding XC holiday!

## Useful info

**Getting there:** Airports: Innsbruck or Salzburg. By train: from Innsbruck via Brenner–Brixen–Toblach–Innichen to Sillian. Or from Klagenfurt train via Villach–Lienz to Sillian. Or from Salzburg take a train via Spittal–Lienz to Sillian. By car: from Innsbruck via A22 Brenner exit Brixen / Pustertal and SS49 via Bruneck–Toblach–Sillian. From Salzburg via A10 towards Klagenfurt / Graz, exit Lendorf / Lienz at Spittal junction and follow B100 to Lienz then

Sillian. From Klagenfurt follow A10 until Spittal/Lienz exit then B100 across Lienz to Sillian.

**Getting up:** Bergbahnen Hochpustertal, [www.hochpustertal-ski.at/de/sommer](http://www.hochpustertal-ski.at/de/sommer), Tel. +43 (0)4842 60110. If the cablecar isn't operating due to seasonal closures, you can use the toll road up to Thurntaler Rast and walk to the launches from there! (Closure details on <http://www.skifidelity.at/sillian-hochpustertal/>) You must get a launch/landing permit from the flying school before flying.

**Weather:** Excellent weather link network and local weather data in English from a met service station on Thurntaler, listed on the flying school website.

**Meeting pilots:** At the flying school, the landing field or Sillian pubs (for example; Ikarus)

**Flying school:** Bluesky Tel. +43 (0) 4842 5176, [www.bluesky.at](http://www.bluesky.at)

## Staying there

- General info: [www.sillian.at](http://www.sillian.at)
  - Landhotel Strasserwirt, Strassen, +43 (0)4846 6354, [www.strasserwirt.com](http://www.strasserwirt.com)
  - Gasthaus Burg Heinfels, Tel. +43 (0)4842 20094, [www.gasthaus-burgheimfels.com](http://www.gasthaus-burgheimfels.com)
  - Camping Lienzer Dolomiten, Strassen, Tel. +43 (0)4842 5228, [www.camping-tirol.at](http://www.camping-tirol.at)
  - Youth Hostel Sillian - Arnbach, Tel. +43 (0)4842 6112, [gemeindeamt@marktgemeinde-sillian.at](mailto:gemeindeamt@marktgemeinde-sillian.at)
- Map:** Kompass hiking map #47 Lienzer Dolomiten & Lesachtal (1:50,000)

## Alternative sites

- Golzentipp-Scheibe (see site page)
  - Zetttersfeld (see site page)
  - Helm-Hahnspiel, (SW/S) at Sexten, cablecar, Tel. +39 0474 710355
  - Speikboden (see site page)
- Other activities**
- Visit Heinfels castle
  - The famous Drauradweg (Drau valley bike route)
  - Trips to the Lesachtal valley and the Carnian Alps
  - MTB, horse-riding, kayaking, skiing and other mountain activities
  - Lienz downtown



Over Sillian



# Fulseck



HEIGHT  
710m – 1200m



FULSECK 2033 m

Situated above the entrance of the Gasteiner valley, Fulseck offers fun flights for holiday pilots all year round, in front of the panoramic Tauern Mountains (the heart of the Austrian Alps). And after flying you can try the ground thermals in the renowned thermal pools of Bad Gastein.

## Launch

- 1. (NW–SW)** 2030m, easy, on top of the ski slopes below the cablecar. GPS: 47°14'7.71"N, 13° 8'50.98"E
- 2. (E)** 2030m, difficult, ramp for HG, PG on the left (50m further N), on the back of the summit behind the cablecar station. GPS: 47°14'3.69"N, 13° 8'52.84"E
- 3. Winter launch (W/NW)** 2030m, easy, when looking N it's on the right slope just above the piste, 5 min walk from the station along the ridge. GPS: 47°14'13.32"N, 13° 8'55.41"E
- 4. Middle station (SW–NW)** 1540m, easy, on private land so you must ask for permission at the restaurant nearby! GPS: 47°14'9.98"N, 13° 7'50.17"E

## Landing

- 1. Grabnerwiese Harbach** (830m) HG+PG, 2 km S of Dorfgastein. Turn from the B167 into Harbach and return 500m N on the small village road. GPS: 47°13'31.04"N, 13° 6'32.50"E.
- 2. Mienerbauer, Dorfgastein** (865m) PG only! GPS: 47°14'42.36"N, 13° 6'31.18"E. South of the cablecar parking, opposite the cablecar and swimming pool. This field is uneven and surrounded by powerlines and houses! You have to plan your approach following the rules: final approach to the N, head over the swimming pool then turn right across the parking with a final approach turn N before the powerlines.



## Flying

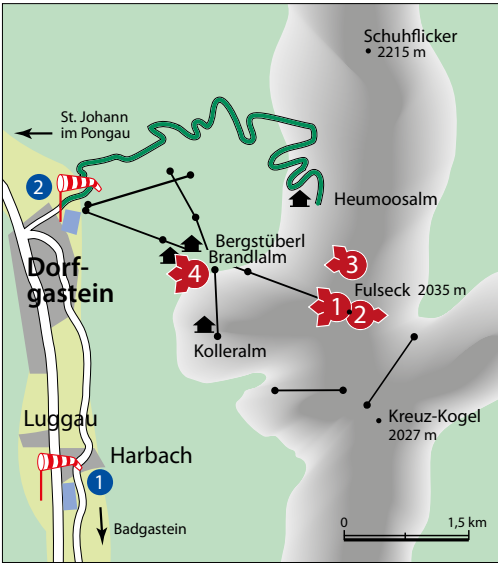
Fulseck is an all-year-round flying site with strong conditions in spring. It is exposed to the valley's entrance and as a west-facing slope it gets most thermic during the afternoon when the valley-wind pushes in as well. Due to its position and the easy slopes you will find regular thermals along the ridge. The east side, overlooking the Großarl valley, is more complicated. You will have to make sure you find enough thermals to cross back into the Gasteiner valley. It is less exposed to high altitude winds than expected and therefore often flyable (in soaring conditions) when Stubnerkogel has too much wind (the other site in this valley, further S).

## Caution!

Strong spring thermals and bad weather on approach must be carefully considered. Foehn is a regular phenomenon in N–S valleys situated just north of the Alps main range.

## Cross country

The famous 'Gasteiner Spaziergang' (Gasteiner valley promenade) is a classic route which must be attempted. Launch at Fulseck and link Laderdinger–Gamskar–Gamskarkogel–Hüttenkogel–Graukogel–Stubnerkogel–Schloßalm–Bärnkogel then come back towards Fulseck. Further flights connect west to the Pinzgau and Zell am See (the extended 'Pinzgauer Spaziergang', see Schmittenhöhe). The longest triangle flights (about 160 km) went to Pinzgau first towards Mittersill then crossing Pongau into Stiria to Schladming and finally returning to Fulseck! The record flights on a hang glider (from Stubnerkogel) are over 220 km.



Salzburger Land | Pongau | Dorfgastein

## Useful info

**Getting there:** Direct trains run from Salzburg and Innsbruck to Dorfgastein. Take a bus connection from the railway station to the cablecar. By car: from the north via Salzburg on highway A10 (Tauernautobahn) head towards Villach / Graz until Bischofshofen junction. Follow B311 towards St. Johann / Pongau / Schwarzach and turn onto B167 at Lend, follow that to Dorfgastein. The route to the cablecar is signposted.

**Getting up:** Gasteiner Bergbahnen, Tel. +43 (0) 6433 7223, [www.skigastein.com](http://www.skigastein.com)

**Weather:** See the cablecar website and webcams on [www.gastein.com/de-service-wetter.htm](http://www.gastein.com/de-service-wetter.htm)

**Flying school:** Mühlbach, 50 km away, [www.austriafly.at](http://www.austriafly.at), Tel. +43 (0)664 44 20 002

### Alternative sites

- Stubnerkogel (W/N/E) easy-medium, the second site of the valley, excellent for XC, but exposed to the wind (S!), access: cablecar from Bad Gastein
- Graukogel (W/NW) medium, (easy and shorter in winter), 1 hr walk or 15 min in winter (chairlift from Bad Gastein), the takeoffs are at the middle station and Zehentner hut
- Gamskarkogel (all directions) 2 hr walk from Rastötzenalm (accommodation possible, taxi from Bad Gastein)
- Posahöhe (S) at the Kötschach valley, from Hotel Grüner Baum walk 1 hr towards Posa hut, excellent for evening soaring and light S wind.

### Other activities

- [www.gasteinertal.com](http://www.gasteinertal.com)
- [www.wandergastein.com](http://www.wandergastein.com)
- Visit the thermal bath and the health centre for Radon therapy, [www.gasteiner-heilstollen.com](http://www.gasteiner-heilstollen.com)
- Hiking, Biking, Climbing, swimming lakes, lama trekking, skiing
- Nationalpark Hohe Tauern, [www.hohetauern.at](http://www.hohetauern.at)

**Map:** Kompass map #40 Bad Gastein (1:35,000)

### Meeting pilots

- DFC Dorgasteiner Thermikgeier, +43 (0)664 400 4536, [http://members.aon.at/dfc\\_dorfgastein/](http://members.aon.at/dfc_dorfgastein/)
- Fliegerclub Gastein, Bad gastein, Tel. +43 (0)664 401 0735, [www.fetzenflieger.at](http://www.fetzenflieger.at)
- Local pilots meet at the 'Stoani' in Dorfgastein or at Bäckerwirtsgut, Bad Gastein, the manager is an experienced PG pilot! [www.bäckerwirt.at](http://www.bäckerwirt.at)

**Staying there:** General info: [www.gastein.com](http://www.gastein.com)  
Camping Erlengrund, Tel. +43 (0)43 6434 30205, [www.kurcamping-gastein.at](http://www.kurcamping-gastein.at)





# Bischling



HEIGHT  
887m – 899m



BISCHLING 1832m

Not far from Salzburg, Bischling is a well-known ski station in the Tennengebirge mountains. It offers an easy and rewarding thermal site for all-year-round flying; excellent for holiday pilots. The window for launch is very wide and the flight directions available are varied. It offers extra potential for cross country pilots and round-trips in the area throughout the summer. Bischling is protected by the Tennengebirge mountains and is therefore flyable for much longer than Salzburg and other sites, as the wind increases.

## Launch

- 1. Cablecar (W/SW)** 1832m, easy-medium, beside the cablecar and Bischlinghöhe restaurant. GPS: 47°27'44.29"N, 13°17'50.85"E
- 2. Cablecar (NW/N)** 1830m, medium, N of the cablecar on the ski slopes (not in winter!) GPS: 47°27'50.06"N, 13°17'53.95"E
- 3. Cablecar (E)** 1820m, difficult, 50m N of the top. Flat field, ending in short pines so you need at least 10-15 km/h wind in your face! GPS: 47°27'50.01"N, 13°17'56.69"E. Or walk down the ridge towards Freilassinger hut, where there are better options!
- 4. Cablecar (S)** 1820m medium, 50m S of the cablecar on the mountain ridge (ski slope in winter) above the trail. Not allowed in winter! GPS: 47°27'41.04"N, 13°17'53.72"E

## Landing

**Zaglau, Dornhofbauer** (933m), 400m before reaching the cablecar, on the left of the road. GPS: 47°27'33.58"N, 13°16'14.31"E

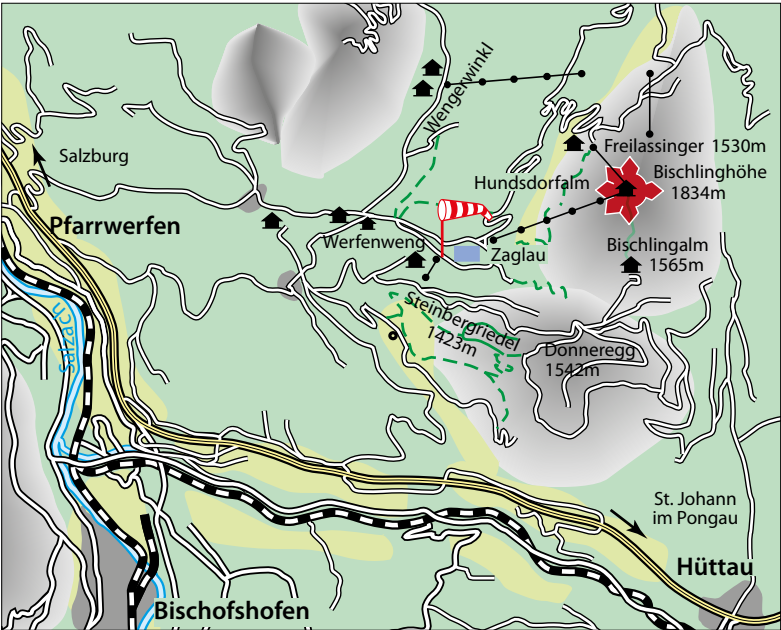


## Flying

The isolated ridge of Bischling gets lift from all sides throughout the day, starting with east in the morning which requires a more experienced pilot. Easier conditions come to those who wait at the main launch on the S and W sides, where the house thermals build. There's also reliable thermals at Mitterberg, a minor ridge off the mountain (and about 400m lower). Pilots usually fly around the valley in front of Bischling, which yields some nice valley release early in the season at the end of the afternoon. Pay attention on the landing with strong N wind: turbulence may occur so it's better to land further out of town on other meadows!

## Cross Country

Go east towards the Enns valley. Flights of 190 km have been achieved by hang glider. A nice, standard roundtrip above Werfenweng goes west towards Hirschkogel and beyond to Werfener hut at Hochthron (at the base of the rockwalls of



Salzburg | Tennengebirge | Werfenberg

Tennengebirge) and Achsenkopf near the famous cave of Eisriesenwelt, just above the Salzach valley, then back to Donneregg south of Bischling (25–30 km). You can extend the return trip N into Lam-mortal valley and south across the highway towards Hochgründeck (40–50 km) and back.

## Caution!

A very popular flying site on the weekends in season. The usual precautions for mountain areas are necessary: no flying with Foehn, pre-frontal or thunderstormy conditions forecast!

## Useful info

**Getting there:** Salzburg airport. From Salzburg take the train to Pfarrwerfen, and bus 513 to Werfenweng. At times you need to reserve a collective taxi by calling prior to arrival Tel. +43 (0) 664 1266700. By car: from Munich–Salzburg highway, follow A 10 at the Salzburg junction (towards Villach / Klagenfurt) and exit Werfen / Pfarrwerfen. Follow the L229 into Werfenweng and the signs to the cablecar.

**Getting up:** Bergbahn Werfenweng, Tel: +43 (0) 6466 614-0, [www.bergbahnen-werfenweng.com](http://www.bergbahnen-werfenweng.com)

**Weather:** see cablecar website  
**Meeting pilots:** at the landing or the launch sites.

**Flying school:** Flugschule Hochkönig, [www.austriafly.at](http://www.austriafly.at), Tel. +43 (0)664 4420 002

- Staying there**
- General info: [www.werfenweng.org](http://www.werfenweng.org)
  - Barbarahof, [www.barbarahof.com](http://www.barbarahof.com), Tel. +43 (0) 64 66 402
  - Camping Vierthaler, Pfarrwerfen, [www.camping-vierthaler.at](http://www.camping-vierthaler.at), Tel. +43 (0) 6468 5657


**Map:** Kompass map #15 Tennengebirge (1:50,000)

- Alternative sites**
- Karkogel (NW–SW) at Abtenau, cablecar: [www.karkogel.com](http://www.karkogel.com)
  - Pernegg (SE–SW), access via road, training site of the Abtenau flying school, ask permission at [www.alpinsports-paragliding.at](http://www.alpinsports-paragliding.at), Tel. +43 (0)699 125 41 695
  - Trattberg (SSE–SSW), road, nice flying site above Scheffau / Golling


- Other activities**
- Climbing and hiking in the Tennengebirge and Hochkönig mountains
  - Visit Eisrienswelt, the biggest ice cave on earth!
  - Salzburg old town is a Unesco world heritage site
  - Hohenwerfen castle
  - Aquasalza wellness thermal pools at Golling



# Schmittenhöhe

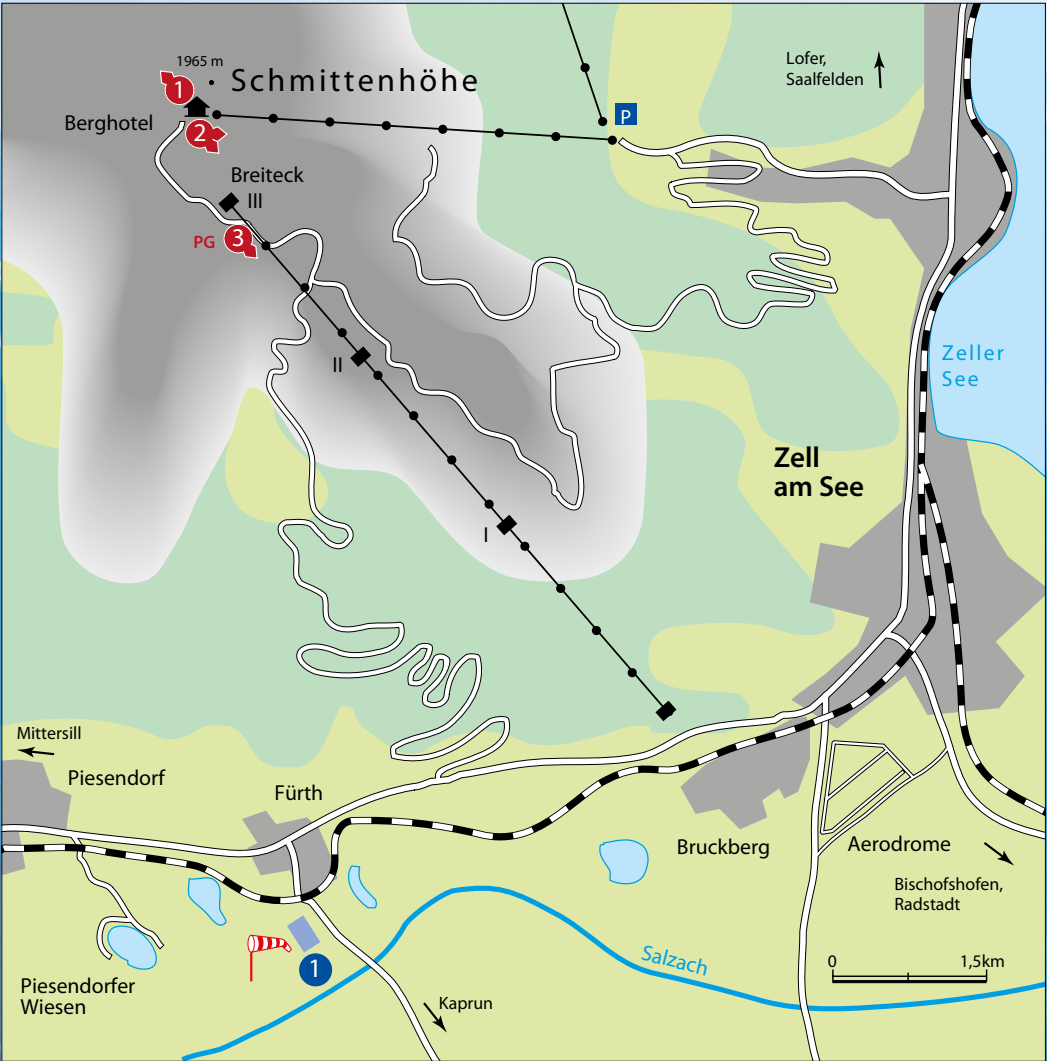


HEIGHT  
1119m – 1181m



SCHMITTENHÖHE 1965 m

The Pinzgau valley is a renowned crossroad for gliders and Schmittenhöhe forms the junction in the middle where everybody meets up, on the way from Zillertal to Pongau and vice versa. The ‘Pinzgauer Promenade’ begins here – one of the easiest cross country flights of the Alps. Flying here is suitable only for advanced pilots because the landing field lies a bit far away. In winter the nearby Saalbach offers better thermals. Beginners can train safely at Angerberg near Piesendorf.



## Launch

- 1. Summit (NNW)** 1938m, medium, 50m N of the cablecar. Launch towards the Glemm valley. GPS: 47°19'53.10"N, 12°44'18.64"E
- 2. Summit (E/SE)** 1938m, medium, 50m S of the cablecar, GPS: 47°19'42.00"N, 12°44'12.84"E
- 3. Breiteck (SE)** 1876m, 10 min S of the cablecar, towards the Breiteck cablecar. The launch meadow is south of the station. This launch is prohibited during cablecar operating hours! GPS: 47°19'24.50"N, 12°44'11.84"E

## Landing

**Fürth** (757m) meadow S of the railway station and W of the Kaprun road, after the junction with B168 (Mittersill–Zell am See). Park at the railway station. It is forbidden to fly E of the Kaprun road because you enter the aerodrome circuit of the glider airport. Approach is usually from the north. If approaching from the west, stay below 915m (above sea level). GPS: 47°17'13.98"N, 12°44'39.87"E

## Flying

Schmittenhöhe is a morning and midday flying site with large house thermals along its E and S faces which offers a good position to begin the famous valley promenade. Generally, in summer, you must launch before the N (Bavarian) wind starts to blow in (as early as 12h00 on some days).

**From the NW launch site**, turn immediately left and follow the ridge towards Fürth. Make sure you can cross the chairlift with enough clearance! On the south slopes there are many thermals. **From the SE site**, make sure you can cross the Breiteck cables ahead of you.

**Breiteck** can be tricky: if you launch there around midday, beware of a wind from the back, caused by the thermals in front of launch. Only launch with light south wind (not Foehn)! Once up high, you can fly west. Don't fly into the Schmitten valley (above Zell am See) because the north wind can push you down (no landings) and you have to cross the glider airport unauthorized on the way to escape towards landing.

## Caution!

Glider airport at Zell am See! Don't enter the circular zone shown on the signs at the cablecar. Landing area is not visible from the takeoffs, so flying is only allowed with an advanced license. Schmittenhöhe is exposed to S (Foehn) and N winds, as well as thunderstorms. Spring thermals on the E and S sides are very powerful. The landing field can be leeseid when there is N wind.

## Useful info

**Getting there:** The nearest airports are Salzburg or Innsbruck. You can get directly to Zell am See by train from Innsbruck and Salzburg. By car: from the north, take A8 (Munich–Salzburg), exit Bad Reichenhall / Lofer and follow B305, then B178 and 311 towards Lofer and Zell am See. To reach the landing, continue towards Kaprun / Mittersill on B168.

**Getting up:** [www.schmittent.at](http://www.schmittent.at)  
**Weather:** [www.schmittent.at/de/wetter/](http://www.schmittent.at/de/wetter/) or [www.schmittent.at/de/service/panorama-cams/](http://www.schmittent.at/de/service/panorama-cams/)

**Meeting pilots:** [www.ikarus-pinzgau.com](http://www.ikarus-pinzgau.com) (information and activities)  
**Flying school:** Airstar, Saalfelden, [www.airstar.at](http://www.airstar.at), Tel. +43 (0)6582 70708

**Staying there**

- Info: [www.zellamsee-kaprun.at](http://www.zellamsee-kaprun.at) or [www.piesendorf.at](http://www.piesendorf.at)
- Camping: [www.seecamping.at](http://www.seecamping.at), Tel. +43(0)6542 72115

**Map:** Kompass hiking #30 Zell am See (1:30,000)

- Alternative sites**
- Wildkogel, (SE–SW), Bramberg, [www.wildkogelbahnen.at](http://www.wildkogelbahnen.at)
  - Angerberg (S), Piesendorf, road, excellent training site protected from the north, good for pilots who restart after a long break
  - Biberg (E/SE), Saalfelden (cablecar)
  - Schattberg (NW/SE), the summer launch of Saalbach (cablecar)
  - Zwölferkogel (SE) Hinterglemm, cablecar (Hinterglemm only in winter!)
  - Kitzsteinhorn (SW), difficult and alpine area, cablecar from Kaprun.

**Other activities**

- Swimming lake at Zell am See
- Mountaineering / climbing in the Hohe Tauern
- Rafting in Salzach and Saalach rivers
- Mountainbiking
- More info: [www.zellamsee-kaprun.at](http://www.zellamsee-kaprun.at)





28

Westendorf

CHORALPE 1886 m



HEIGHT  
1005m – 1015m



One of the more popular sites in Tyrol, in the triangle between Kössen, Kitzbühel and Wildschönau, where there are many good ski resorts. Choralpe is an easy place to train, all year round, with the best thermal conditions being from March to June. You can launch on your first XC or use it in combination with skiing as an ideal winter flying destination. The site is less exposed to the summer valley-winds, thanks to the wide, open valley in front of the mountain and long, easy slopes to the west.

Launch

- 1. (W/SW)** 1800m, easy, below the Choralpe chairlift, 10 min walk north from the cablecar in summer; in winter reached directly. GPS: 47°25'7.42"N, 12°14'38.75"E
- 2. (E/NE)** 1780m, medium, steep slope, walk down from the mountain restaurant on the back side (N). The launch is on top of a very steep slope, above a forest gully. GPS: 47°25'16.55"N, 12°14'42.06"E

Landing

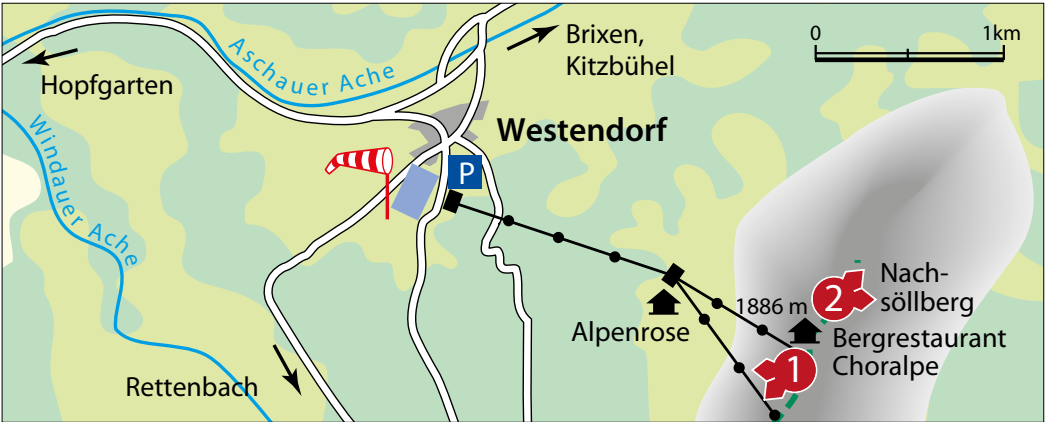
**Westendorf** (785m) big field opposite the cablecar and the flying school. GPS: 47°25'43.54"N, 12°12'44.64"E

Flying

You may consult the staff at the flying school for information before flying. Be aware of your distance to the cablecar when flying. The E corner provides good lift from late morning and the W slopes have regular thermals until late. Especially on days when two winds converge in the middle of the valley in front of Choralpe (N from Innsbruck and E from Kitzbühel) you can easily thermal up, even away from the slope, and then your first XC is guaranteed. This happens mainly between May and June.

Caution!

Choralpe can be exposed to Foehn and thunderstorms. The area is usually protected from stronger winds but they will not spare Choralpe when being driven by a frontal system!



Tyrol | Kitzbüheler Alps | Westendorf

Cross country

Choralpe lies at the intersection of several mountain ranges, with their connecting valleys, so you can choose nearly every direction: N into Kaisergebirge / Kössen via Hohe Salve, E and S via the different ranges of Kitzbüheler Alpen into Pinzgau, or SW towards Gerlos saddle and the Zillertal valley. The shortest task could be a roundtrip to Hohe Salve and the neighbouring summits to the W and E of Choralpe, returning to Westendorf, easily possible with the early-summer valley-release.

Useful info

**Getting there:** Direct train connections to Westendorf from Munich and Salzburg via Kufstein, and from Innsbruck. Local bus or taxi from the railway station to the cablecar. By car: from the Innsbruck-Kufstein highway, exit Wörgl Ost and continue on

B170 towards Hopfgarten / Kitzbühel. After crossing Hopfgarten turn right into Westendorf and follow the signs to 'Alpenrosebahn' (the cablecar).  
**Getting up:** Alpenrosebahn, [www.westendorf.at](http://www.westendorf.at), open in summer from the last week of May until mid October and in winter from mid December until Easter, Tel. +43 (0)5334 2000-0  
**Weather:** [www.bergfex.at/westendorf/wetter/](http://www.bergfex.at/westendorf/wetter/)  
**Meeting pilots:** Gleitschirmfliegerclub Westendorf, [www.gfc-westendorf.at](http://www.gfc-westendorf.at), Tel. +43 (0)5334 30230 (they organise an annual PG competition in June)  
**Flying school:** Flugschule Westendorf, Tel. +43 (0)676 847617100, [www.para.at](http://www.para.at)

Staying there

- Info: [www.westendorf.com](http://www.westendorf.com)
- Panoramacamping Westendorf, Tel. +43 (0)5334 6166, [www.panoramacamping.at](http://www.panoramacamping.at)
- Pension Alpenhof, Tel. +43 (0)5334 6273, [www.westendorf.net/alpenhof](http://www.westendorf.net/alpenhof)



Oliver Guenay, in his office ... today, it has a view of Choralpe

**Map:** Kompass hiking map #29 Kitzbüheler Alpen (1:50,000)

Alternative sites

- Hohe Salve (see site page)
- Hahnenkamm (N/SE) Kitzbühel, cablecar: [www.bergbahn-kitzbuehel.at](http://www.bergbahn-kitzbuehel.at)
- Ehrenbachhöhe (N/NE/SW), Kirchberg, Fleckalmbahn cablecar, Infotel +43 (0) 5357 2000
- Pengelstein (NW/N), cablecar in winter only, 1 hr from Hahnekamm cablecar
- Markbachjoch / Wildschönau (see site page)

Other activities

- Swimming pool at Westendorf
- Visit the Kufstein old town
- Hiking and climbing in the Wilder Kaiser mountains
- Many MTB routes in the Kitzbüheler Alps
- Ski stations: Kitzbühel, Kirchberg, Brixen etc.



Westendorf

Photo © Norbert Aprissnig



Choralpe launch

Photo © Norbert Aprissnig



# Hohe Salve



HEIGHT  
1160m – 1209m



HOHE SALVE 1829m

*The huge, isolated dome of Hohe Salve guards the western exit of the Brixen valley and is a superb lookout, positioned between the Kitzbüheler ranges and the Kaisergebirge and Inn valley. Due to its exposed position, it has more wind, so thermals can be narrow and difficult to find. Flying from the summit is more demanding than opposite at Choralpe or Markbachjoch. Both the northern side from Söll and the southside from Hopfgarten can be reached via lifts, which join at the summit ridge.*

## Launch

- 1. **(W)** easy, **(SW)** medium, 1820m, main launch above the Hopfgarten side, at the cross, 150m SW of the summit station. GPS: 47°27'52.99"N, 12°12'8.86"E
- 2. **(SE/S)** 1800m, medium, launch for PG, 50m below the summit chapel, GPS: 47°27'52.61"N, 12°12'12.31"E
- 3. **(E/NE)** 1780m, easy, 50m E of the summit chapel, N of the restaurant. GPS: 47°27'57.15"N, 12°12'15.24"E
- 4. **(NW/N)** 1829m, easy, flat, (difficult for HG), east of the Söll chairlifts, not allowed in winter, 50m clearance from the summit installations must be maintained! GPS: 47°27'55.55"N, 12°12'7.37"E

## Landing

- 1. **Hopfgarten** (620m) meadow, W of the train traverse of the main road, beside the road towards Kelchsau, with big parking lot, about 10 min walk from the cablecar station. Watch out on your approach carefully: train line, power lines, road and river nearby! GPS: 47°26'42.61"N, 12° 9'28.22"E.
- 2. **Söll** (620m), the landing field was not secured (summer 2010); but it will probably change, so ask at the cablecar. Currently left of the road to the cablecar station, the gravel parking lot on the left of the junction with the road to the swimming pool. GPS: 47°30'3.11"N, 12°11'44.98"E.

## Flying

Strong thermals are found **on the SW side**, between the chapel and the cross, but they often release far from the slope and can be pretty

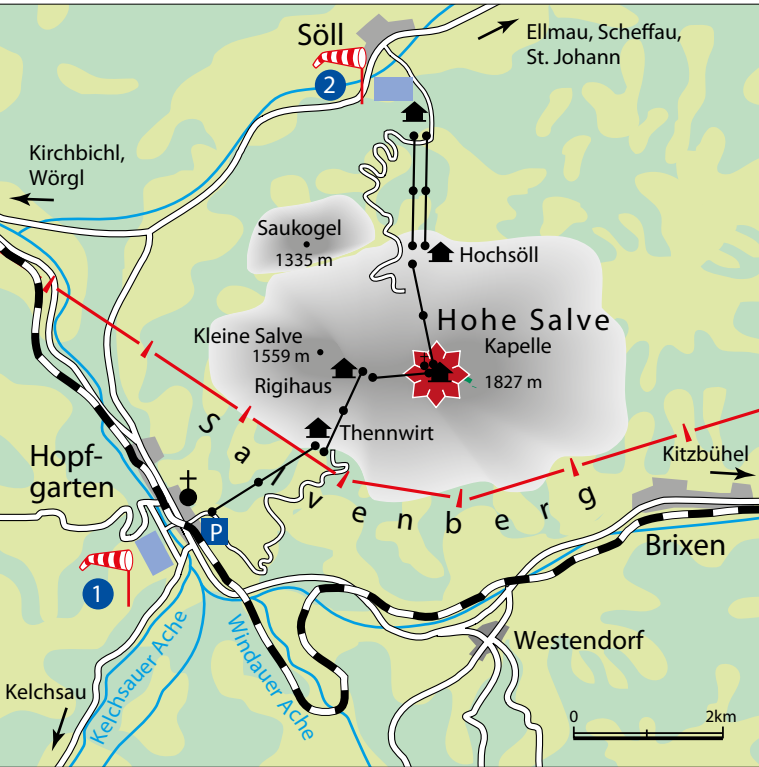
turbulent – too strong for the average pilot! Also don't forget that by the afternoon you are on the leeside of the N valley-winds. Once in the air, get a safe distance away from the mountain. This side is best flown early in spring (April–June) because of the turbulence. **On the north side** the thermals are much gentler but equally regular and can be found along the flight path towards the middle station of the Söll lifts, around the so-called Salvenmooserkogel or above Aukogel.

**In winter and autumn**, soaring is possible along the S slope with a smooth S but beware of Foehn! The wind usually increases in the valley first, sparing the summit dome, where flying still appears to be gentle and easy – until you get lower and hit the strong turbulent wind.

**On the Söll side** in the afternoon you often get soaring conditions above the forested dome (Aukogel) before the landing, once the N valley-wind has begun. Even thermals can be found there to bring you back up to summit level! In winter, the S side of Salve is the most reliable thermal source in the entire area.

## Caution!

Exposed to strong wind and thunderstorms. Obstacles around the landing fields. Turbulence caused by convergence of N valley-winds with strong thermals from the S around the summit dome. Here the flow of valley-wind passes around and over the summit cone. The crosswind can cause strong rotors on the S/SW side once the north influence



Tyrol | Kitzbüheler Alps | Hopfgarten and Söll

moves in! Also watch out for dense air traffic on sunny autumn, winter and early spring days, with a high risk of accidents, when inexperienced pilots or different types of gliders join the crowd! The summit dome is shielded from the Foehn wind, which makes it a brutal surprise for the ignorant pilot who risks a flight and suddenly runs into the Foehn wind!

## Cross country

In spring, from April–June, this cone offers interesting XC. Out-and-return flights along the ridges above the Brixen valley east towards Kitzbühel are often attempted.

For short triangular flights, try crossing the valley basin W and flying to Wildschönau and back. Or cross Windau (the valley opposite Choralpe) via Brechhorn into Pinzgau to the S (scarce landing options on the way). Flights are also attempted across the Wilder Kaiser mountains towards Kössen and Lofer (NE) but there are wide valleys which require a high cloudbase and spring thermals! The out-and-return to Choralpe is often feasible all summer long, on days with good lapse rate and some restitution lift.

## Useful info

**Getting there:** Hopfgarten train station connects to Innsbruck via Wörgl, and with Munich and Salzburg via Kufstein and Wörgl. Söll has a bus connection from Hopfgarten. By car: from the A12 (Innsbruck–Kufstein) exit Wörgl Ost and continue on B170 towards Hopfgarten / Kitzbühel. Continue to the parking at the cablecar. To get to Söll turn off 2 km before reaching Hopfgarten (signed St. Johann).

### Getting up

- Bergbahnen Hopfgarten, Tel. +43 (0) 5335 2238, [www.hohe.salve.at](http://www.hohe.salve.at)
- Bergbahnen Söll, Tel. +43(0) 5333 52600
- In the offseason, when the lifts are closed, drive up to Alpengasthof Rigi and walk up (35 min)

### Weather

- Webcam and weather forecast on the cablecar website, [www.hohe.salve.at](http://www.hohe.salve.at)
- [www.bergfex.at/hopfgarten/wetter/](http://www.bergfex.at/hopfgarten/wetter/)

### Meeting pilots

- Paraglider Club Söll, [www.salvenadler.jimdo.com](http://www.salvenadler.jimdo.com), Tel. +43 699 / 155 555 42
- In Hopfgarten, Salvena Restaurant, near the cablecar.

**Map:** Kompass hiking #9 Kaisergebirge (1:50,000)

### Flying school

- Flugschule Westendorf , [www.para.at](http://www.para.at) (see site page for Choralpe)
- Flugschule Wildschönau, [www.paragliding.at](http://www.paragliding.at) (see site page for Markbachjoch)

### Staying there

- [www.hopfgarten.at](http://www.hopfgarten.at). More info: [www.soell.at](http://www.soell.at)
- Camping Reiterhof, Hopfgarten, Tel. +43 (0)5335 3512, [www.campingreiterhof.at](http://www.campingreiterhof.at)
- Camping Schlossberg, Itter, Tel. +43 (0)5335 2181, [www.camping-itter.at](http://www.camping-itter.at)
- Gasthof Traube, Hopfgarten, [ww.traube.at](http://ww.traube.at), Tel. +43 (0)5335 2208
- Gasthof Post, Hopfgarten, Tel. +43 (0)5335 2286, [www.posthopfgarten.com](http://www.posthopfgarten.com)

### Alternative sites

- Choralpe (see site page)
- Markbachjoch (see site page)
- Hartkaser (W/N/E) cablecar from Ellmau



### Other activities

- Hiking in the Kitzbüheler Alps
- Climb, MTB, hike in Wilder Kaiser mountains
- Visit the old towns of Kitzbühel and Kufstein
- Salvenaland swimming lake in Hopfgarten
- More ideas on the Hopfgarten website



# Kössen



HEIGHT  
849m – 1091m



UNTERBERGHORN 1773 m

Probably the most famous flying site in Austria, due to the many competitions and world championships held here since the early days of hang gliding (often arranged by Sepp Himberger, who now serves pilots at the legendary ‘Fliegerbar’). The area is well organized and has a reputation as a great meeting place for weekend-pilots, so it can get crowded as pilots flock here for the gentle late afternoon summer restitution conditions above the valley. Kössen is a goal for XC routes from the nearby flying sites in Tyrol and Bavaria, but can also be used as a starting point in spring.

## Launch

- 1. Bärenhütte (N/E)** 1478m, easy, main launch next to the cablecar, GPS: 47°37'55.03"N, 12°25'53.42"E
- 2. Bärenhütte (W)** medium, 50m above the Bärenhütte restaurant. GPS: 47°37'52.83"N, 12°25'51.77"E
- 3. Summit ridge (E/NE)** 1670m, easy, 30 min walk from Bärenhütte towards the summit, GPS: 47°37'33.72"N, 12°26'9.92"E
- 4. Summit (W/SW)** 1720m, medium, 35 min walk from Bärenhütte, GPS: 47°37'28.72"N, 12°26'9.30"E

## Landing

- 1. Kössen ‘Fliegerbar’** (629m) main landing for PG+HG, left of the road to the cablecar, 100m before reaching the parking. GPS: 47°39'23.75"N, 12°25'11.82"E
- 2. Unterbach** (635m) east of the bottom station, behind the parking. GPS: 47°39'12.15"N, 12°25'20.16"E. In summer, expect turbulence here: inexperienced pilots rather land at Fliegerbar.

## Flying

The house thermals usually release left and right of the long, grassy ridge, or in front of it, just above the valley (depending on the wind and the time of day). The earlier you launch the higher you must do this in order to find something. It is often easier in the afternoon, partly because you have more ‘thermal markers’ flying around. The side valley to the west (Niederhauer valley) is a narrow forested gully with no landings at all: it can be tricky if you get too low. The area has a reputation as a ‘Bermuda triangle’ and occasionally an adventurous pilot gets lost in a tree.

Watch out when you thermal over this side and a stronger thermal releases to the north above the entrance of the valley and pushes you down! On the other side of the mountain lies the larger Kössener valley with a road and meadows for landing. Inexperienced pilots should never approach the landing field near the cablecar around summer and spring at midday as it gets very turbulent there!

## Caution!

As mentioned above, watch out for valley-winds and turbulence around the Niederhauser valley. The isolated Unterberghorn can be exposed to strong winds and thunderstorm. Crowded during weekends.

## Cross country

The isolated position of Unterberghorn limit XC flights to spring and dependant on high cloudbase. Usually flights head E (where the crossings are less desperate) across Fellhorn towards Steinplatte and Lofer and beyond. To the N across the valley basin towards Brennkopf and around the valley to the E and back forms a small triangle that has repeatedly been part of competition tasks (this can even be done as an easy late-afternoon mission with the help of spring valley-release in



Tyrol | Kaiserwinkl | Kössen

## Useful info

**Getting there:** The nearest airports are Innsbruck, Munich and Salzburg. From Salzburg / Innsbruck take a train to St. Johann / Tyrol, then bus 4000 to Kössen. From Munich take the train (with changes in Rosenheim and Wörgl) to St. Johann and bus 4000 to Kössen. By car: from the A12 (Munich–Salzburg) head Rosenheim–Innsbruck, take exit Erl / Niedernodorf and continue to Kössen via Walchsee. At the traffic circle (M Markt building to the right) continue straight (towards Reit im Winkl) and after another 500m turn right at the Hüttenwirt (signs for ‘Bergbahnen Kössen’) and continue up to the parking at the cablecar ‘Hochkössen Action Hill’.

**Getting up:** [www.bergbahnen-koessen.at](http://www.bergbahnen-koessen.at)

**Weather:** See cablecar and Parashop websites.

### Meeting pilots

- Paradeltaclub Kaiserwinkl [www.pdc-kaiserwinkl.at](http://www.pdc-kaiserwinkl.at)
- Many people meet at the ‘Fliegerbar’ at the lower landing field, where food, drinks and even breakfasts are served for pilots. There’s info about the flying area presented by the PG school.
- Another meeting place is the Pier Gasteiger’s Parashop, at the turnoff from the B172 to the cablecar ([www.parashop.at](http://www.parashop.at)).

### Flying school

[www.fly-koessen.at](http://www.fly-koessen.at), Tel. +43(0)5375 6559

### Staying there

- Info: [www.koessen.at](http://www.koessen.at)
- Eurocamping Kössen, Tel. +43 (0)5375 6444 [www.eurocamp-koessen.com](http://www.eurocamp-koessen.com)
- Pension Aigner, Kössen, Tel. +43 (0)5375 6383 [www.pension-aigner.com](http://www.pension-aigner.com)
- Sepp and Birgit Aigner have a nice, cosy place. Sepp is a paraglider pilot and you can land beside the house!
- Pension Unterbach, next to the landing field. Bookings: [unterbach@hotmail.com](mailto:unterbach@hotmail.com). Tel. +43 (0)5375 6391

**Map:** Kompass #9 Kaisergebirge (1:50,000) and #301 Freytag&Berndt (1:50,000) Kufstein-Kaisergebirge.

### Alternative sites

- see Hohe Salve, Kampenwand and Hochfeln pages
- Fly and hike in the Kaisergebirge mountains for experienced pilots (e.g. Gruttenhut)

### Other activities

- Visit Walchsee for swimming or the Kössener Ache for kayaking (a very beautiful spot is the Klobenstein pub just N on the Bavarian side).
- Climbing and hiking in the Kaisergebirge or Steinplatte at Waidring
- Visit the old town of Kufstein





# Wildschönau

MARKBACHJOCH 1497 m



HEIGHT  
610m – 901m



Protected from the winds at altitude and sheltered from turbulence this area provides a true playground to train and enjoy gliding, soaring and thermaling along the north slopes of Markbachjoch in smooth conditions.

## Launch

- 1. Markbachjochhütte (N)** 1440m, easy, just W of the cablecar. GPS: 47°25'54.90"N, 12° 5'37.79"E
- 2. (N)** easy, 200m further W, on the back side, GPS: 47°25'55.03"N, 12° 5'27.38"E
- 3. Roßkopf (N/NE)** 1731m, easy, ¾ hr from the cablecar heading W on the ridge. GPS: 47°25'34.89"N, 12° 4'13.28"E

## Landing

- 1. Harfnerwirt** (830m) big meadow between a tree line and a chairlift. From the main road, it lies behind the Harfnerwirt Hotel. GPS: 47°26'53.41"N, 12° 5'21.94"E
- 2. Bottom station** (830m) E of the cablecar, relatively narrow, better for experienced pilots! GPS: 47°26'52.28"N, 12° 5'36.56"E

## Flying

Easy slope soaring with smooth thermals. Once the valley-wind arrives it pushes the thermals against the slope.

## Caution!

It's a mountain flying site so be careful of thunderstorms and weather changes.

## Cross country

You can only fly distance here in spring (from April–June). Once the summer inversion has drifted into the Inn valley and reaches up to Markbachjoch, it's over. To the E you have to cross over towards Choralpe and beyond into the Kitzbüheler Alps or cross

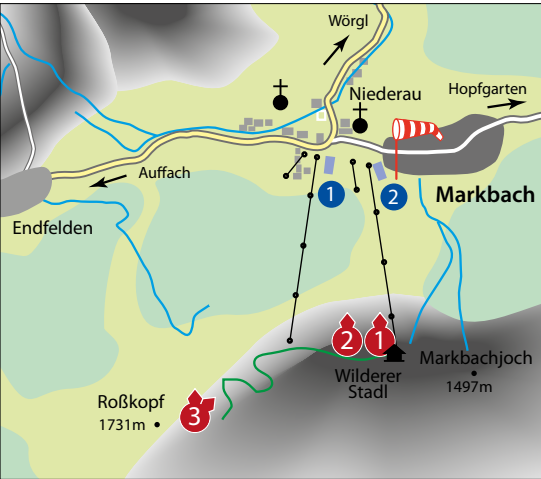
the ridges diagonally (go towards Kitzbühel). But to do that you need enough lift to cross the valley basin past Glanterer Kogel, which won't be early enough to get far because the earliest launch possible would be around 13h00.

Another more complicated route is heading directly south, where the narrow valleys of the central Kitzbüheler ranges don't leave much space for mistakes. You could try Roßkopf–Turmkogl–Felalpenhorn and further S, crossing the Langer Grund valley towards Kreuzjoch. From there either W or S to cross the main range to Pass Thurn and Pinzgau.

An easier route you can attempt earlier goes W/SW towards the Zillertal. Thermal up at Roßberg, where you have to get as high as possible, and cross the Wildschönau valley at Auffach towards Schatzberg and on to Gratspitze, a prominent outcrop with a good house thermal. Then cross the Alpbach valley towards Reither Kogel, a steep forested outcrop above the junction of the Inn valley with Zillertal valley. Fight your way up, then head back S into Zillertal (following the west-facing slopes towards Zell am Ziller (and then into Pinzgau?) or cross the Inn river valley above Jenbach, to access the south flanks of Rofan and Karwendel. Then it's up to you!

## Useful info

**Getting there:** Airport: Innsbruck. The train connections from Innsbruck or Kufstein (Salzburg/München) stop at Wörgl, where you take bus 4064 to Niederau / Wildschönau and it brings you directly to the cablecar. By car: from the highway Munich (or Salzburg) – Innsbruck (A93 on the German side, A12



Tyrol | Wildschönau | Niederau

on the Austrian side) exit at Wörgl Ost and follow B171 'Kirchbichl / Wildschönau' into Niederau.  
**Getting up:** Bergbahn Markbachjoch, Tel. +43 (0) 339 8212  
**Weather:** [www.bergfex.at/wildschoenau/wetter/](http://www.bergfex.at/wildschoenau/wetter/)  
**Meeting pilots:** At the Harfenwirt or Sportcafé

**Flying school:** Wildschönau, [www.paragliding.at](http://www.paragliding.at), Tel. +43 (0)664 2622646

**Staying there**  
• Info: [www.wildschoenau.com](http://www.wildschoenau.com)  
• Camping Reiterhof, Hopfgarten, Tel. +43 (0)5335 3512, [www.campingreiterhof.at](http://www.campingreiterhof.at)  
• Hotel Harfenwirt, Tel. +43 (0)5339 8353, [www.harmony-hotels.com](http://www.harmony-hotels.com),  
• Leitnerhof-Haus Barbara, Tel. +43 (0)5339 8456, email: [leonhard.krimbacher@utanet.at](mailto:leonhard.krimbacher@utanet.at)

**Map:** Kompass hiking map #81 Alpbach-Gerlos-Wildschönau (1:50,000)

### Alternative sites

- Wiedersberger Horn, Alpbach (Wildschönau):
- From Hornboden (NW–NE–SE) 10 min from the cablecar, from the summit (SW) ¾ hr walk from the cablecar. From Hornbahn 2000 (E/W) closed in summer, ½ hr walk, from Steinerne Stiege (N/NW) ½ hr from the cablecar.

- Hohe Salve (see site page)
- Spieljoch (NE/E) at Fügen, and Onkeljoch (E/SE), cablecar, [www.spieljochbahn.at](http://www.spieljochbahn.at), winter and spring flying site.

### Other activities

- More at [www.wildschoenau.at](http://www.wildschoenau.at)
- Biking and hiking, horse riding, canyoning
- Swimming pool at Oberau
- Wildschoenau leisure train
- Sleigh rides across the valleys





# Achensee



HEIGHT  
515m – 895m



DALFAZ ALM 1805m ZWÖLFER KOPF 1490m

Achensee lake is surrounded by mountains which provide excellent sightseeing and thermic flights. Dalfaz Alm is a spur to the west of Rofan and offers good thermalling and XC in the afternoon. The smaller Zwölferkopf, just opposite, branches off from the Karwendel Mountains and provides good soaring in the valley wind from its N takeoff. It is a training site suitable for pilots with less experience, and it is worth considering the Ekki Maute PG school on the lakeshore in Maurach which has an excellent reputation for safety training courses.

## Launch

- 1. Dalfaz Alm (SW/W)** 1805m, easy, 15-20 min walk, several places on the grassy slope above the hiking path from the cablecar station to Dalfaz Alm just before an area of small mountain pines. Winter avalanche risk! GPS: 47°26'37.03"N, 11°44'53.02"E
- 2. Gschöllkopf (SW/W)** 1850m, easy, from the ski-slope beside Mauritzalm hut, 5 min upwards, E of the cable car. The participants of safety courses and students of the PG school and the tandem pilots have priority here. You are allowed to launch following instruction by the launch marshal. GPS: 47°26'38.74"N, 11°45'49.10"E
- 3. Erfurter hut hang glider ramp (SW)** 1829m, north of the cable car in front of the mountain hut. GPS: 47°26'29.71"N, 11°45'45.38"E.
- 4. Zwölferkopf (NE/E and NW)** 1490m, easy, left and right of the cablecar, GPS: 47°25'39.34"N, 11°41'43.54"E and (W) 1465m, easy, 5 min south on the ski-slope. GPS: 47°25'34.41"N, 11°41'52.03"E

## Landing

- 1. Maurach** (955m) big field just below the railway line, 5 min S of the cable car parking. Go down the main road towards Pertisau, cross the traffic circle (Hotel Klingler on your right) and exit left towards Pertisau. 50m after crossing the railway, the field is on the left, at the junction with the road to Lärchenhof. GPS: 47°25'21.54"N, 11°44'50.82"E.
- 2. Buchau** (950m) field by the lakeshore at Hotel Buchau, only for participants of the safety courses and the PG school; free flying pilots only allowed in case of emergency! GPS: 47°25'56.26"N, 11°44'2.93"E
- 3. Pertisau** (950m) landing for PG and HG (a bit

small) at the Hotel Wiesenhof, GPS: 47°26'16.64"N, 11°42'2.13"E. From Maurach follow the main road into Pertisau, turn left at the sign 'Karwendelbahn' and continue 200m until Wiesenhof is on your right (parking and windsock). Just before that, on your left, is the alternative landing of Hotel Bergland, which is preferable with E wind from the Inn valley (or if you get too low against the strong N wind).

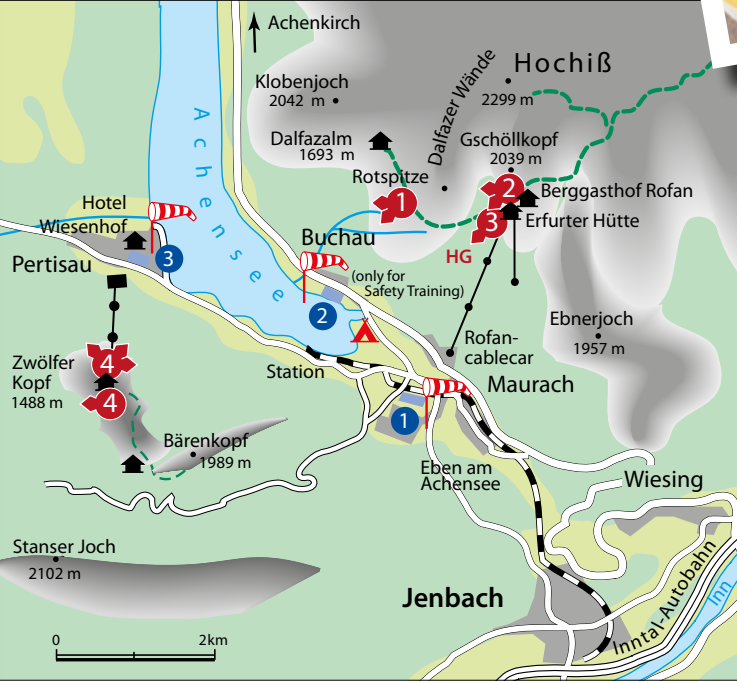
## Flying

**Rofan** side: The thermic side, always flyable with gentle winds at altitude (5–10 km/h N is soon dominated by thermal activity). The slopes and gullies provide regular thermals at Dalfazer Wände, Durrawand and Hauserer Kopf, allowing you to gain height and fly towards the Rofan summits.

**Zwölferkopf:** exposed to the N valley-wind in summer, it provides mainly afternoon soaring (and eventually a flight higher into Karwendel by soaring up Bärenkopf). If there is stronger W/SW at altitude you will feel the turbulence from 200m above takeoff. You can follow the NE faces of Bärenkopf and reach the landing at Maurach.

## Caution!

The usual precautions for alpine areas are necessary. The area is sensitive to strong winds at altitude and the N–S orientation of the valley makes the site dangerous in *Foehn* winds – never launch here with S conditions forecast. Pilots have found themselves struggling for survival in the Achensee lake when they were brought down by the brutal wind!



Tyrol | Karwendel and Rofan | Maurach and Pertisau

## Cross country

Good XC conditions from April to August, with many options. A nice triangle goes around the lake: E to Rofanspitze then NW across the lake to reach Seebergspitze, straight S to Zwölferkopf and Bärenkopf and back to the Maurach landing or the takeoff (25km). This flight can be extended with longer legs N, W and S (along the S slopes of Karwendel) for 80 km or more. Another possibility follows the SE-facing slopes above the Inn valley towards Kufstein (NE) and back. Check local flight restrictions (the Innsbruck TMA and CTR) when planning your flight.



## Useful info

- Getting there:** Travel by train via Kufstein or Innsbruck to Jenbach. From the railway station take bus 4080 to Maurach and Pertisau. The bus also stops at the cablecars.
- Getting up**
- Rofanbahn, [www.rofanseilbahn.at](http://www.rofanseilbahn.at), Tel. +43 (0)5243 5292
  - Zwölferkopfbahn, Tel. +43(0)5243 5326 [www.karwendel-bergbahn.at](http://www.karwendel-bergbahn.at)
- Weather:** [www.achensee.info/de/wetter/](http://www.achensee.info/de/wetter/) or [www.bergfex.at/rofan/wetter/](http://www.bergfex.at/rofan/wetter/)
- Meeting pilots**
- Meet at Hotel Buchau, the PG school, the launch sites or the landing fields.
  - The club is Aeroclub Achensee, Hubert Moser, Tel. + 43 (0)5243 5981

## Flying school

The organisation for safety training (and a very competent school!) at the Zwölferkopf bottom station. [www.gleitschirmschule-achensee.at](http://www.gleitschirmschule-achensee.at), Tel. +43 (0)5243 2 0134

## Staying there

- Info: [www.achensee.info](http://www.achensee.info)
- Seecamping Wimmer, Buchau, [www.achensee-camping.at](http://www.achensee-camping.at), Tel. +43 (0)5243 5217
- Youth hostel Achensse, [www.jugendherberge-achensee.at](http://www.jugendherberge-achensee.at), Tel. + 43 (0) 699 81 58 1211
- Hotel Family World Buchau, [www.buchau.com](http://www.buchau.com), Tel. +43 (0)5243-5210, excellent for pilots with families and children!
- Haus Dekassian, Maurach, Tel. +43 (0)5243-5141, [www.achensee.com/dekassian](http://www.achensee.com/dekassian)
- Hotel Pfandler, Pertisau, Tel. +43 (5243) 5223, [www.pfandler.at](http://www.pfandler.at)

**Map:** Kompass hiking map #27 Achensee (1:50,000)

## Alternative sites

- Vorderes Sonnwendjoch (SW), 1½ hr hike from Rofan cable car mountain station
- Roßkogel (SW/W/S) at Kramsach, cable car [www.alpbacher-bergbahnen.at](http://www.alpbacher-bergbahnen.at), Tel. +43 (0)5336 5233
- Stanser Joch (N/S), from Stans (Inn valley) road to St. Georgenberg, then 2½ hr hike
- Reither Kogel (N), soaring with Inn valley-wind, road from Bruck + 10 min walk to the saddle

## Other activities

- Check out [www.achensee.info](http://www.achensee.info)
- Achensee rack railway from Jenbach to Pertisau, a nostalgic trip from the 'old days' of railways
- Water activities and boats on the lake
- MTB tours, for example a great bike trip from Achenkirch around Unütz
- MTB rental at Wörndle / Maurach
- Hiking around the lake: very nice to Bärenkopf, tougher to Seekarspitze, alpine to Rofanspitze from Erfurter Hütte
- Climbing and via ferrata (cable route) in the Rofan



# Zillertal



HEIGHT  
496m – 1523m



ARBISKOPF 2133 m  
PENKEN 2095 m

The Zillertal valley, in the heart of Tyrol, offers many ski resorts, awesome sights and big hiking routes. It stretches N–S for over 30 km and has its own ‘flying circus’ – a number of launch and landing sites around Mayrhofen for all levels of pilots, accessible all year round. The takeoffs at Arbiskopf and Penken complement each other. Penken is more interesting during autumn, winter and early spring, when the Zillertaler Höhenstraße (the high road leading across the Arbiskopf ridge with its panoramic view) is closed ... but the cablecar at Penken still transports pilots up. Arbiskopf has its high season in summer, and with strong thermals is a departure point for the popular XC route into Pinzgau.

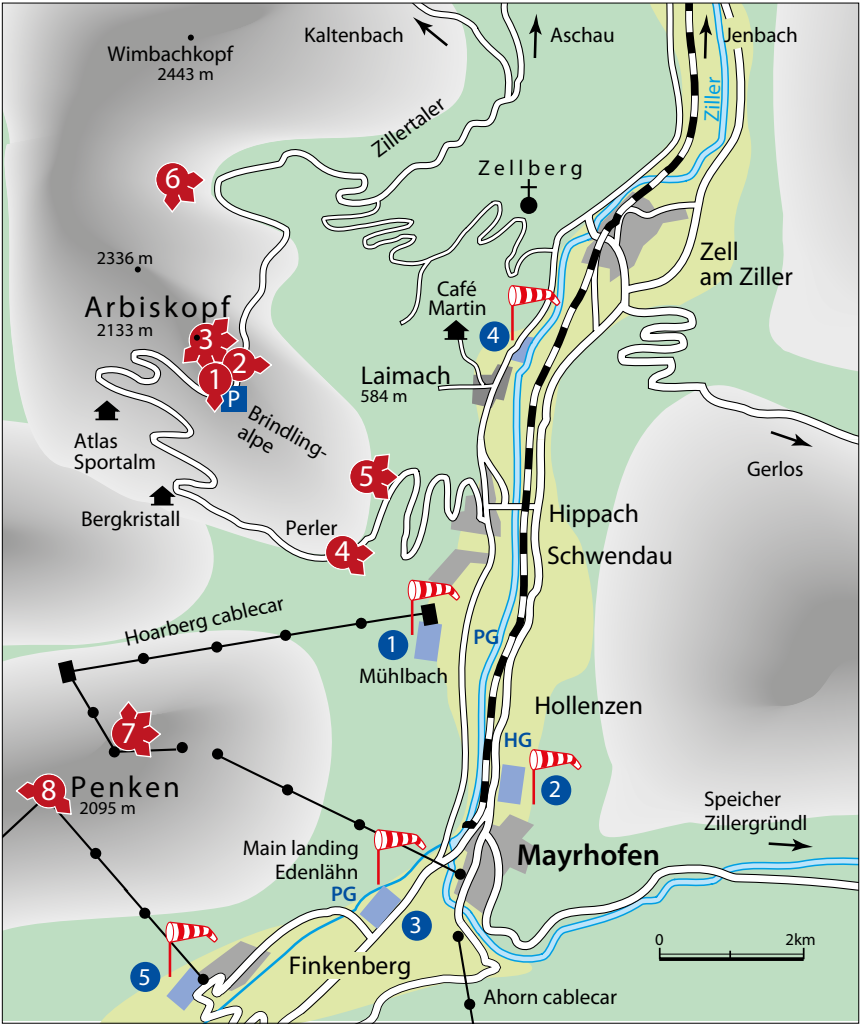
## Launch

- ARBISKOPF
- 1. Kiosk (S)** 2030m, easy, beside the Höhenstraße parking lot, launch towards the Sidan valley. GPS: 47°13'6.93"N, 11°49'22.43"E
  - 2. Melchboden (E)** 2030m, easy, above the long E ridge, just below the road, N from the parking. GPS: 47°13'8.51"N, 11°49'28.03"E
  - 3. Summit (NE–SW)** 2133m, easy, 20 min walk from the parking, rarely used. GPS: 47°13'14.08"N, 11°49'21.81"E
  - 4. Perler (S/SE)** 1140m, easy, training site of the flying school, you get there by bus, flying school shuttle or your car (limited parking space!) A day ticket is payable at the flying school or Gasthof Roswitha nearby. GPS: 47°12'1.39"N, 11°50'46.07"E.
  - 5. Gruben (NE–SSE)** 1106m, 500m N of the Perler launch, take the left leg at the junction before the houses of Gruben: it's above that. Training site for the flying school, but everybody can use it. GPS: 47°12'34.30"N, 11°51'0.97"E
  - 6. Guggelberg (E–SSW)** 1195m, access via the Höhenstraße from Zell am Ziller (exit B169 there). A training site of the flying school with limited parking space. GPS: 47°13'47.68"N 11°51'0.14"E.

- PENKEN
- 7. Cablecar North (N–SSE)** 1965m, launch towards Mayrhofen, easy, 5 min walk N of the cablecar. GPS: 47°10'34.24"N, 11°48'59.89"E
  - 8. Cablecar South** (take off towards Finkenberg), 2044m, two launches: **SE**, easy (at Hasenmulden chairlift) **and WNW**, easy, opposite it at the Katzenmoos chairlift, both 7 min from the Finkenberg cablecar. GPS: 47°10'11.83"N, 11°47'47.31"E.

## Landing

- 1. Schwendau-Mühlbach** (610m) for PG+HG, big field S of the Horberg cablecar station and 3 min from the Sidan Pizzeria, you can park either there or at the cablecar. Turn off the Zillertal main



Tyrol | Zillertaler Alps | Hippach-Schwendau, Mayrhofen and Finkenberg



Photo © Franz Huber



road (B169) just after Hippach into Schwendau / Horberg cablecar. GPS: 47°11'19.91"N, 11°51'29.81"E.

**2. Bruggerstube / Hollenzen** (608m) big field near the flying school office and the Bruggerstube restaurant. For HG+PG, 2km N of Mayrhofen, E of the B169. Exit into Hollenzen and drive S to the flying school on the main road. Look out for the high voltage line in the vicinity. GPS: 47°10'53.75"N, 11°52'12.16"E

**3. Edenlehen** (640m) just S of Mayrhofen, behind the Hotel Edenlehen, on the right side of the B169. GPS: 47° 9'44.37"N, 11°51'9.13"E.

**4. Metzgerwirt, Laimach** (578m) unofficial landing, only for guests of the restaurant, 7km N of Mayrhofen to the right of the river Ziller, between Zell am Ziller and Hippach. GPS: 47°13'17.85"N, 11°52'13.43"E

**5. Finkenberg, cablecar station** (876m) only PG and experienced pilots! Just beside the cablecar bottom station, above the road to Hintertux. GPS: 47° 9'10.69"N, 11°49'7.42"E

Flying

At **Arbiskopf**, the three lower takeoffs are usually good for training or when the wind is unfavourable higher up, but can also be good for thermalling in spring! They are used frequently by the tandem pilots (more details at the flying school). From Melchboden and Kiosk you should launch early as it's a SE corner protected from the summer valley-wind, which starts picking up by early afternoon and can reach quite high. Nevertheless the thermals on the Sidan side are stronger and can be brutal in May and June! Inexperienced pilots should avoid this side and play with the lift on the eastern slope.

Later in the day you can also try the edge of the forest at Brindlingalpe above Schwendau, where the valley-wind triggers the thermals. XC pilots usually launch around 11h00 between April and August.

For fans of restitution lift, go out above Mayrhofen in the late afternoon between May and June and enjoy the gentle, wide thermals until sunset! The road access to this site is only open from May to November, depending on the snow.



Photo © Xavier Muñillo

**Penken** is good with the valley-wind on its north side, or when early spring thermals offer reliable lift on the Finkenberg side. It is less interesting in summer, but it's a good alternative with a cablecar when the high road is closed.

Caution!

The N-S orientation of the valley makes it sensitive to Foehn, and it arrives here much earlier than elsewhere. Also any strong wind at altitude can cause you troubles when trying to fly (especially N

and W). When combined with the strong leeside thermals, this site breeds thunderstorms fast when there is a low pressure system in the area!

Cross country

If you're good, you can cruise along the entire Zillertal valley, and connect with the 'Pinzgauer Promenade'. With a departure altitude of 3000m you can leave the Zillertal via Kreuzjoch and traverse the Gerlos valley to the east following the south-facing slopes into Pinzgau (and back).

Useful info

**Getting there:** Trains run via Jenbach, where you change to Zillertalbahn. Stop at Ramsau-Hippach and take a taxi or local bus. By car: from the N take A12 (Innsbruck-Kufstein) exit Wiesing / Zillertal and follow B169 towards Mayrhofen. Access to the 'Zillertaler Höhenstraße' (signposted) at Zell am Ziller or Hippach-Swendau. For Finkenberg or Schwendau (cablecar) follow the signs.

- Getting up**
- Zillertaler Höhenstraße is a toll road (35 min drive to the launch sites). You can take a collective taxi at the Pizzeria Sidan, opposite Horbergbahn, at landing 1 in Schwendau. If you drive up with your own vehicle there is a reduction for pilots.
  - Taxi Bendl, Aschau, [www.taxi-bendl.at](http://www.taxi-bendl.at), Tel. +43(0) 5282 2268
  - Reini's Taxi, Tel. +43 (0)650 4637575
  - Taxi Kröll, Tel. +43 (0)5285 62260
  - Taxi Sandhofer, Tel. +43 (0)5282 3604
  - Horbergbahn, Schwendau, Tel. +43 (0) 5285 62984, [www.mayrhofner-bergbahnen.com](http://www.mayrhofner-bergbahnen.com)
  - Finkengerger Almbahn, Finkenberg, Tel +43 (0)5287 8506, [www.tux.at](http://www.tux.at)

- Weather**
- Penken at [www.tux.at/infos-anreise/wetter.html](http://www.tux.at/infos-anreise/wetter.html)
  - [http://de.windfinder.com/forecast/zillertaler\\_hoehenstrasse\\_mayrhofen](http://de.windfinder.com/forecast/zillertaler_hoehenstrasse_mayrhofen)
  - [www.mayrhofner-bergbahnen.com](http://www.mayrhofner-bergbahnen.com) (with weather info)

- Meeting pilots**
- [www.golden-eagles.at](http://www.golden-eagles.at)
  - [www.tuxerjochgeier.at](http://www.tuxerjochgeier.at)

- People meet at the landing areas and at Pizzeria Sidan, Hotel Edenlehen or Metzgerwirt

- Flying schools**
- Zillertaler Flugschule, Tel. +43 (0)5285 64906, [www.zillertaler-flugschule.com](http://www.zillertaler-flugschule.com)
  - Human Eagle Air Academy, Tel. +43(0)664 4099663, [www.humaneagle.com](http://www.humaneagle.com)

- Staying there**
- Camping Mayrhofen, Tel. +43 (0)5285 6258051
  - Gasthof Roswitha, Hippach, [www.gasthof-roswitha.com](http://www.gasthof-roswitha.com), Tel. +43 (0)5282 3762
  - Gasthof / Pizzeria Sidan, Schwendau, [www.sidan.at](http://www.sidan.at), Tel. +43 (0) 5285 63698 (good value rooms, also for groups)
  - Berghof Perler, Tel. +43 (0)5282 3721
  - Metzgerwirt, Laimach, Tel. +43 (0)5282 3059
  - Camping Hofer, Zell am Ziller, Tel. +43 (0)5282 2248, [www.campingdorf.at](http://www.campingdorf.at)
  - Hotel Edenlehen, Mayrhofen, Tel. +43 (0) 5285 62300, [www.edenlehen.com](http://www.edenlehen.com)

**Map:** Kompass map #37 Zillertaler Alpen (1:50,000)

- Alternative sites**
- Ahornspitze (N) Ahorn cablecar, hikingway 42, then 42a towards Edelhut, to a slope below Filzen saddle, nice afternoon soaring, but not allowed after 6pm! Tel. cablecar +43(0)5285 62277.
  - Gefrorene Wandspitze (NW/W) at Hintertux, alpine launch from a glacier, [www.tux.at](http://www.tux.at)
  - Spieljoch (NE) and Onkeljoch (E/SE, 20 min walk) at Fügen, ideal winter and spring flying site, cablecar Tel. +43 (0) 5288 62 319
  - Steinerhof (SW-NW), road from Bruck
  - Fürstalm (N-W), Gerlos, cablecar

- Other activities**
- Check out [www.zillertal.at](http://www.zillertal.at), [www.mayrhofen.at](http://www.mayrhofen.at), [www.zillertalnet.at](http://www.zillertalnet.at) and [www.zillertalbahn.at](http://www.zillertalbahn.at) (the old steam railway)
  - Climbing area at Penken
  - Mountaineering in the Zillertal Alps
  - Hiking and MTB around the valley
  - Krimmler waterfalls



# Innsbruck



HEIGHT  
620m – 1649m

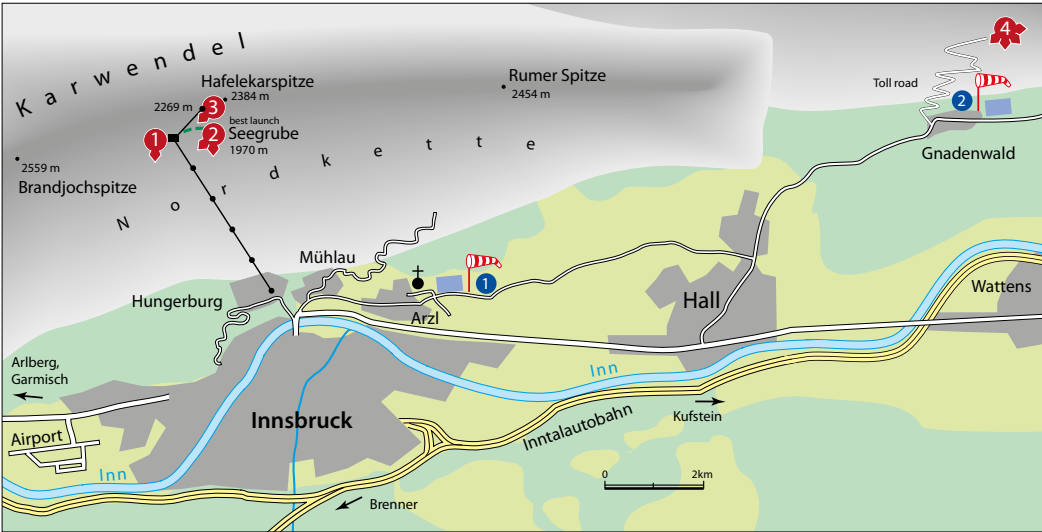


SEEGRUBE 1970 m HINTERHORNALM 1500 m

You can enjoy panoramic views over the capital of Tyrol when flying from Seegrube and Hinterhornalm, set in the E–W chain of the Karwendel mountains. This is a superb cross country route, exposed to the weather but feasible for the well-prepared pilot. Hinterhornalm provides earlier thermals and less wind so is preferred by the XC pilots. However, there are strict flight rules because the site is near the Innsbruck airport! For pilots with less experience it is not possible to fly independently in the area except by joining a club excursion.

## Launch

- 1. Seegrube (SSW–SSE)** 1900m, easy. 200m W of the cablecar on the small grass dome (5 min walk). A transport cable runs just left of the launch! GPS: 47°18'18.90"N, 11°22'38.70"E
- 2. Seegrube West (S/SW)** 1880m, easy, E of the cablecar on the grassy slope E of the scree gully (10 min walk). A path leads there (red signs), heading slightly up then descending to the grass step. GPS: 47°18'25.87"N, 11°23'9.55"E
- 3. Hafelekar (SW)** 2269m, medium, alpine launch 5 min E of the top cablecar at the path, rarely used, except by experts in very smooth conditions! GPS: 47°18'44.61"N, 11°23'7.45"E.
- 4. Hinterhornalm (S/SW)** 1500m, medium, grass slope 100m above the restaurant. **Ramp for HG (E/SE)** at the Hinterhornalm restaurant. GPS: 47°20'4.09"N, 11°33'54.70"E. Access via toll road from Gnadewald at €4.50 per vehicle.



Tyrol | Karwendel | Innsbruck and Hall

## Landing

- 1. Arzl** (620m) GPS: 47°17'13.50"N, 11°26'14.80"E. Watch out for turbulence with stronger valley-winds! Approach in loops from the W down to landing and watch your height limit. Access: by car or bus. Leave your car at the landing field or the Hungerburgbahn cablecar and take the bus. Check bus connections at [www.postbus.at](http://www.postbus.at), Bus A and Bus J go half-hourly from Arzl to the cablecar station. The journey takes 40 min.
- 2. Gnadewald** (880m) GPS: 47°19'19.80"N, 11°33'42.70"E. Access: exit Hall / Mitte from the A12 and cross the Inn bridge, then go left into Hall. At the lower city square junction go straight on

Bruckerstrasse and at the second junction go left again into Salzbergstrasse. Drive to its end, then follow the sign for Gnadewald and turn right into Walderstrasse until you see a big meadow on your left and a parking lot opposite it. Leave your car there or follow the toll road 6 km (toll at Gasthaus Speckbacher). Sometimes you may find friendly pilots with a car who can take you up, or you can walk (40 min).

## Flying

Very restricted area: foreign pilots must contact the club for interpretation of the flight regulations (check the map at: [www.innsbruckergleitschirm-fliegerverein.org/IGV/05\\_GEBIETE/05-00\\_CTR/ctr.html](http://www.innsbruckergleitschirm-fliegerverein.org/IGV/05_GEBIETE/05-00_CTR/ctr.html))

The 'Nordkette' gliding sector (northern chain) N and W of Seegrube launch is only permitted for pilots of the local club. Guest pilots have permission to fly inside gliding sector B (Segelfluggebiet B) only when the area is activated. To request activation when XC conditions exist, Tel. +43 (0)51703 4631 or +43 (0)51703 6612. Maximum altitude is 3350m (11,000ft). Don't leave the slope into the Inn valley except for landing (approach Arzl below 150m height and only on a heading towards the landing field). Any violation results in a penalty! Approach Gnadewald (landing from Hinterhornalm) only from the N, with less than 1050m (3,500ft) altitude. The flight zones and regulations are displayed at the Arzl landing field.

The best conditions are S/SE winds (thermic winds) of less than 20 km/h. Hinterhornalm is preferable for guest pilots; it is easier to find the house thermal around the rocky slopes of Bettelwurf. Both launches can be connected by flying, but XC pilots can launch earlier from Hinterhornalm, before heading east.

At Hinterhornalm wait until the windsock at the ramp clearly shows thermal activity before you launch (in spring it can be early, in September, not before 13h00). At the PG launch be very careful with E valley-wind as it can cause a rotor there when it reaches high enough. After takeoff you'll find thermals around the huge gully below the spur of Hinterhornalm, and along the forested spur to the west. Try to make height here and connect to the E ridge of the rocky peak behind it. Hinterhornalm is only for regular pilots!

## Caution!

Hinterhornalm is only for regular pilots! It's very exposed to S winds because the Brenner valley opposite is the main N–S line that cuts across the eastern Alps. A pressure difference of only 4 mb may cause Foehn winds. Check the gliding weather forecasts, issued several times a day at the airport. The flying site is dangerous during weather changes and with any stronger wind at altitude. The summer valley-wind (E) can also reach up to the takeoff areas in the afternoon and cause turbulence.

## Cross country

An easy task for you: Seegrube–Rumerspitze–Haller Zunterkopf–Hinterhorner Alm and back. A medium task: Seegrube–Rumerspitze–Haller Zunterkopf–Hinterhorner Alm–Vomperloch–Mittagsspitze–Stanser Joch–Achensee. The big deal: Ötztal valley triangle to the W (Tschirgant–Ötztal–Stubai), consult the local master pilot Armin Eder! Straight flights to the west have reached the Rhine valley at Dornbirn and to the east Bischofshofen (150–160 km each) or Zell am See. The site record is a triangle flight of 221 km (PG) by Armin Eder.



Flying in front of Hinterhornalm



Useful info

**Getting there:** Innsbruck airport is the closest. Or come by train from Salzburg / Munich / Italy to Innsbruck. Bus to the cablecar at Hungerburgbahn, behind the congress centre. By car: take A12 Kufstein–Innsbruck–Arlberg, exit Innsbruck west, go into the city on the Egger-Lienz Strasse until the signs for ‘Congresszentrum, Nordkettenbahn’.

**Getting up:** Hungerburgbahn + Seegrubenbahn, Tel. +43 (0)512 2933 44, [www.nordpark.at](http://www.nordpark.at)

Weather

- [www.nordkette.com/kontakt-service/wetter.html](http://www.nordkette.com/kontakt-service/wetter.html)
- [www.bergfex.at/innsbruck-nordpark/wetter/](http://www.bergfex.at/innsbruck-nordpark/wetter/)

Meeting pilots

- [www.innsbruckergleitschirmfliegerverein.org](http://www.innsbruckergleitschirmfliegerverein.org), meeting every Thursday at 20h00 in Café Trappschlössl, Tel. +43 (0)512 360350. GPS: 47° 17' 14.2" N, 11° 26' 14.8" E
- There are also two HG clubs (Innsbruck and Nordkette), [www.hanggliding.at](http://www.hanggliding.at), contact Herbert Siess, [innsbruck@hanggliding.at](mailto:innsbruck@hanggliding.at)

**Flying school:** None, the nearest are at Achensee, Wildschönau or the Stubai valley (see site pages)

Staying there

- Camping Kranebitterhof, [www.campinginnsbruck.com](http://www.campinginnsbruck.com), Tel. +43(0)512 546732
- Youth Hostel, [www.youth-hostel-innsbruck.at](http://www.youth-hostel-innsbruck.at), Tel. +43 (0)512/34 61 79
- Tiroler Pfadfinderzentrum, Igls (dorms & camping), [www.tpz-igls.at](http://www.tpz-igls.at), Tel. +43(0)650 606012
- Camping and B&B Natterersee, Tel. +43 (0)512 546732, [www.natterersee.com](http://www.natterersee.com),
- More info: [www.innsbruck.info](http://www.innsbruck.info)
- At Gnadewald: Speckbacherhof, Tel. +43 (0)5223 52511, [www.speckbacherhof.at](http://www.speckbacherhof.at), or Pension Café Martinstuben, Tel. +43 (0)5223 52501, [www.martinsstuben.at](http://www.martinsstuben.at)

**Map:** Kompass hiking map #36 (1:50,000)

Alternative sites

- Patscherkofel (S/W/N) Innsbruck South, [www.patscherkofelbahnen.at](http://www.patscherkofelbahnen.at), Tel. +43 (0)512 / 377234, restricted flight due to airport control zone and the very exposed position regarding Foehn winds! Flights only to the W to Patsch/Igls. Contact tower Innsbruck prior to your flight: Tel. +43 (0)51703 6612
- Stanser Joch (S/N), 2.5 hrs walk from Vomp
- Härmelekopf (SW–NNW), Seefeld, cablecar, [www.rosshuette.at](http://www.rosshuette.at), Tel. +43 (0) 5212 24 160
- Kreuzjoch-Elfer (Stubai valley) see site page

Other activities

- Info: [www.innsbruck.info](http://www.innsbruck.info)
- Innsbruck, with the famous ‘Goldenes Dachl’, museums, cultural events and fine dining
- Trips into the Karwendel mountains



Launch at Hinterhornalm

Flying at the Seegrube West launch looking down to the Inn valley and Innsbruck



# Stubai

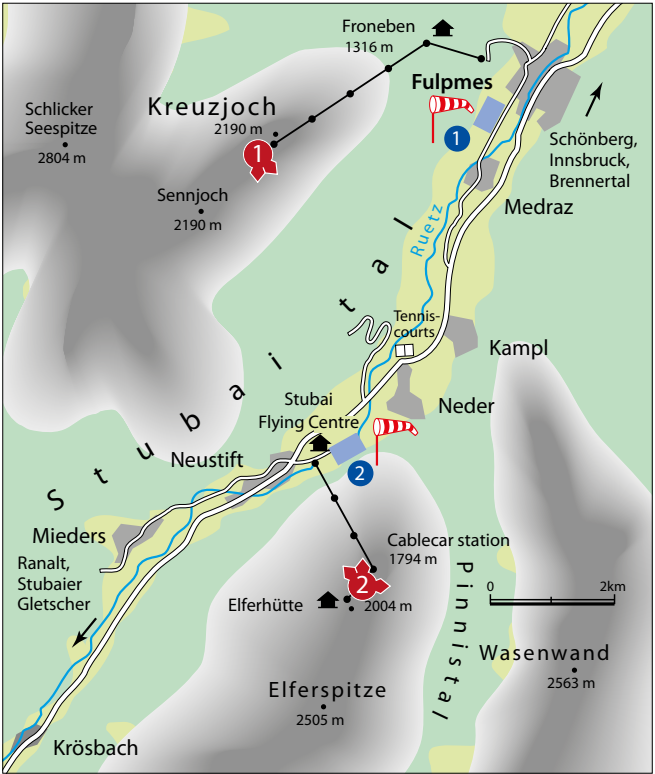
KREUZJOCH 2190 m ELFER 2004 m

The Stubai valley presents two entirely different flying sites: Elfer is an ideal slope for everybody, protected by the stronger winds and facing directly into the valley-breeze. It is one of the most flyable places in this book! Kreuzjoch, opposite Elfer at the base of the Kalkkögel (a chain of bizarre limestone towers) has a south face for thermalling, and offers smooth winter and early spring conditions. During summer it can often become leeside in the afternoon.

## Launch

**1. Kreuzjoch (SE–SSW)** 2094m, medium, launch just below the Schlick 2000 cablecar station. A bit small for intermediate pilots. HG ramp on the side. GPS: 47° 8'41.61"N, 11°18'26.69"E

**2. Elfer (E/N/NW)** 1812m–2000m, easy, long slope, launch around the cablecar station or higher up from the ski-slope up towards Elferhut. Below the fence at the cablecar station is reserved for students only. In winter you must launch at Elferhut (chairlift). GPS: 47° 5'53.85"N, 11°19'26.75"E



HEIGHT  
833m – 1183m



Above the Pinnis valley

## Landing

**1. Fulpmes / Medraz** (911m), big meadow right of the old Stubai road from Fulpmes towards Medraz, about 300m after the village exit of Fulpmes, where a field road leads to Gröbenhof farm. GPS: 47° 8'52.98"N, 11°20'41.63"E

**2. Neustift** (979m) at the Paraflly Paragliding Center, 2 min walk north of the cablecar, left of the road. GPS: 47° 6'44.17"N, 11°18'52.83"E

## Flying

**Kreuzjoch:** more difficult than Elfer but with a solid thermal ridge, excellent in late winter and early spring, when there are enough thermals to reach the Kalkkögel chain. Watch out for valley-wind in summer afternoons: often a crosswind that pushes the thermals away (rather go to Elfer).

**Elfer:** you can find regular thermals on the E of the slopes above the Pinnis valley from late morning and

later dynamic lift (valley-wind) along the N or W slopes. Good for summer soaring.

## Caution!

The valley is sensitive to Föhn and strong westerly. Strong valley winds up to 40 km/h can occur in summer. Watch out for crowds on holidays. When crossing the valley there are occasional helicopter flights towards the glacier ski area.

## Cross country

Kreuzjoch offers better thermals on its S-facing slope and thus easier access to cloudbase. Launch early and reach Kalkkögel, then head S onto the high ridges and maybe cross into southern Tyrol or do a valley round trip, returning on the W faces. To the N crossings aren't possible (wide valleys, strong N valley-wind and the obstacle of the Innsbruck airport CTR). But flights across to the neighbouring Gschnitz valley and across the Brenner valley into the Zillertaler Alps to Fügen have been done. You could go SW from Kreuzjoch along the main ridge of the Stubai Alps into the Ötz valley and back along the W faces, with a crossing of the Inn valley at Haiming (W of Innsbruck control zone) and return E along the S faces of Mieminger and Karwendel to the Achensee valley. This has been done on HGs but is surely possible by PG. Sometimes the cloudbase is simply too low for XC from Stubai – you need a working altitude of 3500m to escape the valley across the high ranges. And you don't meet a lot of other folks there – these flights are far more serious than XC from Zillertal, Inn valley or Pinzgau.

## Useful info

**Getting there:** Get to Innsbruck railway station and take the bus ST to Fulpmes and Neustift (every hour). By car: from the A13 (Innsbruck–Brenner), exit Stubaital at Schönberg and head up the valley on the B183. You first reach Fulpmes (turn off following signs to Schlick 2000). 6 km further up the valley you reach Neustift. Turn left at the signs to Elferlifte and continue north to the parking.

**Getting up**

- Elferbahn, [www.elfer.at](http://www.elfer.at), Tel. +43 (0) 5226 2270
- [www.schlick2000.at](http://www.schlick2000.at), +43 (0) 5225 62321

**Weather**

- [www.bergfex.at/schlick/wetter/](http://www.bergfex.at/schlick/wetter/)
- [www.bergfex.at/stubaital-neustift/wetter/](http://www.bergfex.at/stubaital-neustift/wetter/)
- Webcam of Schlick 2000 is on its website!
- Weather info on the flying school website

**Meeting pilots:** Paraflly Club, at the flying school/tandem offices at the Neustift landing. Paraflly Stubai, Tel. +43 (0) 5226 33 44, [www.paraflly-stubai.at](http://www.paraflly-stubai.at)

**Staying there**

- Info: [www.stubaital.at](http://www.stubaital.at)
- Camping Stubai, Neustift, Tel. +43 (0)5226 2537, [www.campingstubai.at](http://www.campingstubai.at) or Camping Hochstubai, Neustift, Tel. +43 (0)5226 3484
- Spa Hotel Jagdhof, Tel. +43 (0)5226 2666, [www.hotel-jagdhof.at](http://www.hotel-jagdhof.at)
- Ladestathof, Tel. +43 (0)5226 2723, [www.ladestathof.com](http://www.ladestathof.com)

**Map:** Kompass #36 Innsbruck–Brenner (1:50,000)

**Alternative sites**

- Innsbruck (see site page)
- Kaserstattalm and Patscherkofel

**Other activities:** info on [www.stubaital.at](http://www.stubaital.at)

- Climbing, hiking and via ferrata (chain routes) in the Kalkkögel
- Mountaineering on glacier peaks; the high Stubai
- 250km of MTB routes
- Leisure centre at Neustift
- Trips to Innsbruck



Easy launch from Elfer



# Neunerköpfe



HEIGHT  
655m – 720m



NEUNERKÖPFLE 1864m

Situated between the Allgau and the Lech valley this small site and ski station is one of the most popular places for beginners and recreational pilots. It is the only truly west-facing site within a big area, and is a pleasant place to fly, with the peaks of the scenic Tannheimer Group dominating the north-eastern skyline. A forgiving orientation + frequently flyable conditions + a huge landing field = many paragliders on weekends, throughout the year!

## Launch

- 1. Cablecar (W/NW)** 1810m, easy, from the top station follow the signs uphill for 10 min. GPS: 47°28'57.21"N, 10°32'30.94"E
- 2. Gundhütte (NE/E)** 1745m, easy, from the top station walk north for 5 min to the Gundhütte restaurant, the slope is beside it. GPS: 47°29'6.28"N, 10°32'41.62"E

## Landing

**Tannheim** (1090m) huge field beside the road, opposite the cablecar (park there), with infoboards and windsocks. GPS: 47°29'56.99"N, 10°31'34.00"E

## Flying

Flying is allowed in the W and N sectors of the mountain. Sometimes the main launch has a slight crosswind from the SW, which requires a more skilled launcher – queues usually form. Often, if the wind is feeble, you may have a chance to launch east. Usually you find thermals along the ridge that goes down to Tannheim and above the village itself. Flying S into the Vilsalp valley towards the lake with low altitude is not allowed. All the slopes S of Neunerköpfe are protected wildlife zones. Don't be a monkey – study the map at the landing field which shows the flight restrictions!

## Caution!

Beware of strong westerlies, Foehn and strong valley-winds. If you are blown over the back, beware of getting blown into the Halden Lake.

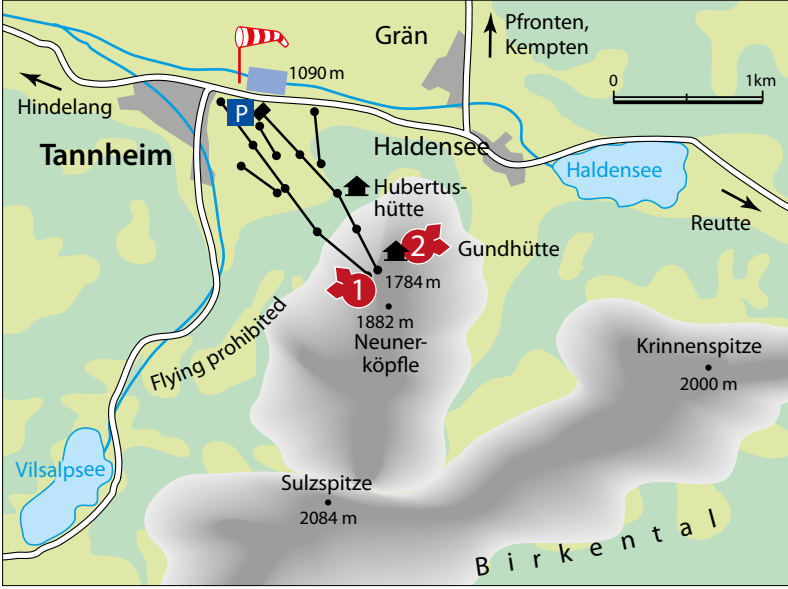
## Xcountry

Neunerköpfe doesn't have the XC potential of other sites in the area because of the dominance of valley-winds. But early in the season it is possible to cross S into the Lech valley (Bach) and fly further. With a minimum cloudbase of 2600m you may fly W to Oberjoch and return along the S faces around Einstein, which dominates the landscape to the north (opposite Neunerköpfe).

## Useful info

**Getting there:** Nearest airports: Memmingen and Innsbruck. Train stations in Sonthofen, Pfronten and Reutte, then take the bus to Tannheim. By car: from the N via the A7 Ulm–Kempten–Füssen, exit Pfronten / Nesselwang and drive into Pfronten. Take the junction towards Tannheim. From the S via Innsbruck go towards Reutte–Gaichtpass–Tannheim.

**Getting up:** Vogelhornbahn, [www.tannheimer-bergbahnen.at](http://www.tannheimer-bergbahnen.at), Tel. +43 (0)5675 6260 (a winter ski area).



Tyrol | Allgäuer Alps | Tannheim

### Weather

- [www.bergfex.at/neunerkoepfle/wetter/](http://www.bergfex.at/neunerkoepfle/wetter/)
- Weather station Tel. +43 (0) 676 660 4444, SMS 'neunerköpf' to get a text response
- [www.tannheimertal.at/berichte/flugwetter.html](http://www.tannheimertal.at/berichte/flugwetter.html)

**Meeting pilots:** At the landing field or at the flying school opposite it.

**Flying school:** Markus, Tel: +43 (0)664 338 2163, [www.flugschule-tannheimertal.at](http://www.flugschule-tannheimertal.at), [flugschule@aon.at](mailto:flugschule@aon.at)

### Staying there

- Info: [www.tannheimertal.at](http://www.tannheimertal.at)
- Albin & Angie's 'Route 66' inn, opposite the landing, this B&B offers special prices for pilots, excellent meals, and they speak English!



- Tel. +43 (0)5675 43090, [www.route66-tannheim.at](http://www.route66-tannheim.at)
- Camping Alpenwelt, Tannheim, Tel. +43 (0)5675 43070, [www.tannheimertal-camping.com](http://www.tannheimertal-camping.com)

**Map:** Kompass hiking #4 Tannheimer Tal (1:30,000)

### Alternative sites

- Hahnenkamm, (E/SE and SW) Höfen near Reutte, cablecar ([www.reuttener-seilbahnen.at](http://www.reuttener-seilbahnen.at)), Tel. +43 (0)5672 62420
- Füssener Jöchle (S/SW) opposite Tannheim at Grän, not an official flying site! Cablecar from Grän + 15 min walk along the ridge to the west, Tel. +43 (0)5675 6363, [www.lifte-graen.com](http://www.lifte-graen.com)
- Krinnenalpe (N/NE and SW/S from the summit) chairlift from Haldensee, Tel. +43 (0)5675 8250
- [www.lifte-nesselwaengle.at](http://www.lifte-nesselwaengle.at), 45min walk to summit from the chairlift station.
- Wannenjoch (E/SE/W) at Schattwald, Chairlift Tel. +43(0)5675 6776, lift + 40min to the summit ridge
- Iseler (N/NW), cablecar at Oberjoch, cablecar Tel. +49 (0) 8324 8081, Wind info +49 (0)8324 7700, PG club: [www.ostrachtaler-gleitschirmflieger.de](http://www.ostrachtaler-gleitschirmflieger.de)
- Ochsenalp at Oberjoch (NW/W) access by foot / car from Oberjoch, difficult launch due to crosswinds, but good departure for XC in early spring, when the cablecars are closed for servicing
- Jöchelspitze (see site page)
- Breitenberg (see site page)

### Other activities

- A paradise for outdoor activities: endless mountain hikes and MTB courses!
- The Tannheimer group is a famous climbing area: limestone rock with hundreds of bolted routes.
- Winter ice-climbing in the Tannheimer valley and the canyon leading to Pfronten
- Ski mountaineering in winter and early spring from Schattwald and Zöblen
- The mountain inns of Klein-Meran and Zugspitzblick are excellent destinations above the valley
- Nature park Vilsalpsee or swim in Haldensee
- 'Outdoor Ostallgäu & Tannheimer Valley' guidebook available from the author ([oliverguenay@gmail.com](mailto:oliverguenay@gmail.com)) or the tourist office in Tannheim.



37

Jöchelspitze

JÖCHELSPITZE 2262 m



HEIGHT  
710m – 1120m



Deep within the endless Lech valley, above the village of Bach, is this very individual site away from the crowd. It is a superb departure point for pilots with cross country ambitions! Not far from here, the Alps were traversed (north-south) for the first time. Jöchelspitze has remained a sophisticated site that pilots enjoy and return to.

Launch

- 1. (SW)** 1770m, easy, HG ramp and PG meadow, west of the Jöchelspitze restaurant. GPS: 47°16'30.31"N, 10°21'50.10"E
- 2. Main launch (SE/S)** 1850m and 1900m, easy, 10-15 min from the cablecar, follow the path to Jöchelspitze. GPS: 47°16'39.88"N, 10°22'8.50"E
- 3. (E/SW/W)** about 2180m, medium, from the saddle to the N, behind the summit. 1 hr walk. Good launch for experienced pilots and useful when the valley-wind has already reached the lower takeoffs. GPS: 47°17'9.19"N, 10°21'24.23"E

Landing

- 1. Bach** (1060m), big field for PG and HG, right of the main road (B198), after the village exit, when driving towards Stockach. GPS: 47°16'4.72"N, 10°23'54.34"E
- 2. Flying school landing**, left of the road after the village exit, just opposite the main landing. GPS: 47°15'57.70"N, 10°24'2.44"E

Flying

This site is best from February–May, on calm, sunny days with no wind at altitude and before the valley-wind starts blowing. From June–August, your flights should be early (09h00–12h00) to avoid the sink in the strong valley-wind (40 km/h) that makes launching and flying difficult. The Jöchelspitze has regular thermals on its S and W slopes, depending on the time of day.

If you reach the opposite (N) slopes high enough you can earn yourself an hour of soaring on the Sonnenkogel ridge (or hike there in 45 min to the experts-only launch site). If you get there too low you will get downwash. There is an emergency landing at Stockach further up the valley if you can't reach the official landing.

Caution!

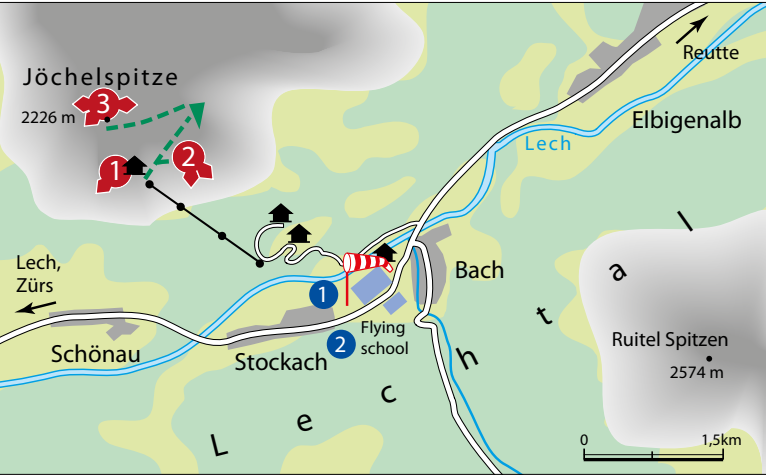
Beware of the possibility of strong winds, powerful valley-winds, Föhn and thunderstorms!

Cross country

One of the earliest XC flights possible! On calm warm days in February the thermals release on the slopes here and a return trip to Klimmspitz (a prominent pyramid further north) using the south faces is a worthwhile trip.

Useful info

**Getting there:** Fly in to Memmingen or Innsbruck. From Innsbruck it's complicated on the bus: 4176 to Nassereith, 4250 to Reutte, 4268 to Bach (takes 4 hr). From the German side: take a train Kempten–Reutte, then bus 4268 to Bach. By car: from the north, A7 Ulm–Füssen, B179 Reutte–Fernpass, exit



Tyrol | Allgäuer Alps | Lechtal | Bach

Reutte West and follow the signs to Lechtal on B198.

**Getting up:** [www.lechtaler-bergbahnen.at](http://www.lechtaler-bergbahnen.at), Tel. +43(0) 5634 6207 (runs daily from mid-June to mid-September, on weekends from mid-Sep to mid-Oct, daily from mid Dec to the end of April).

Weather

- <http://airport.at/flugwetter.php>, with webcams
- [www.bergfex.at/joechelspitze/wetter/](http://www.bergfex.at/joechelspitze/wetter/)
- [www.lechtaler-bergbahnen.at/lechtaler-bergbahnen/wetter\\_vorhersage.htm](http://www.lechtaler-bergbahnen.at/lechtaler-bergbahnen/wetter_vorhersage.htm)

**Meeting pilots:** At the flying school and the landing field, or the Pizzeria Lechpark at Elbigenalp.

Flying school

Airport Tirol, Tel. +43(0) 5634 6498, [www.airsport.at](http://www.airsport.at)

Staying there

- Info: [www.lechtal.at](http://www.lechtal.at)
- Gasthof Post, Bach, Tel. +43 (0)5634 6345, [www.gasthofpost.org](http://www.gasthofpost.org)
- Gasthof Grüner Baum, Tel. +43 (0)5634 6343, [www.gruenerbaum.at](http://www.gruenerbaum.at)
- Guesthouse Johannes, Tel. +43 (0)5634 63621, [www.pension-johannes.at](http://www.pension-johannes.at)
- Mountainrestaurant Jöchelspitze with the Sonnenalm (dorms and rooms), Tel. +43 (0)5634 6834
- [www.joechelspitze.at](http://www.joechelspitze.at)

**Map:** Kompass hiking map #24, Lechtaler Alps (1:50,000)

Alternative sites

- Ruitenspitze (N-E), 3 hr hike from Bach



Photo © Heike Chmielorz

- Sonnenkogel (N/NE) 45 min–2 hr hike from Bach
- Hahnenkamm (W/SW/SE/E) cablecar from Höfen near Reutte, [www.reuttener-seilbahnen.at](http://www.reuttener-seilbahnen.at), Tel. +43 (0)5672 62420
- Neunerköpfe (see site page)
- Rüfikopf (W) Lech a. Arlberg, Tel. +43 (0)5583 23360, [www.sommerbahnen.at](http://www.sommerbahnen.at)
- Diedamskopf (SE-W) at Schopfernau, cablecar, [www.diedamskopf.at](http://www.diedamskopf.at)

Other activities

- Hiking, MTB and climbing in the hidden valleys of the high Lechtaler and Allgäuer Alps
- Rafting and kayaking in the Lech river
- Elbigenalp swimming pool
- Hölltal canyon at Bschlabs-Boden



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# Venetberg



HEIGHT  
990m – 1430m



VENETBERG 2208m

*Venetberg is a domed cornerstone of the central Tyrol crossroads formed by the Inn valley and the northern Alps intersecting the high mountains ranges of the Ötztaler Alps. Its position and the XC opportunities offered by the long ridges and valley crossings made this a challenging hang glider site decades ago, but the steady advances in wing development have opened the site up to paragliders. The best opportunities are between May and August: strong thermals and high cloudbase are needed to escape the valley-winds.*

## Launch

- 1. (N/NE)** 2180m, easy, E of the cablecar, and also 200m further E on a little dome (NW–NE) at 2160m. GPS: 47° 8'47.44"N, 10°37'37.72"E
- 2. (SE–SW)** 2200m, easy, about 10 min from the cablecar by following the back of the mountain towards Venetberg. The launch is at the southern hollow, with good takeoff conditions from 11h00–14h00. Be careful with north wind. GPS: 47° 8'45.96"N, 10°37'57.86"E
- 3. (W)** 2200m, easy, W behind the station, left of the path. GPS: 47° 8'43.60"N, 10°37'30.19"E
- 4. Zamser ski hut (N/NW)** 1760m, easy, 10 min walk from the middle station, **and (NW–NE)** where launching is still possible with stronger S on the summit ridge. GPS: 47° 9'9.23"N, 10°37'9.76"E

## Landing

**Zams** (770m) meadow E of the Inn river, 10 min from the cablecar. From Zams follow the main road for about 100m towards Landeck and then turn right on a farm road to the windsock. GPS: 47° 9'16.94"N, 10°34'49.43"E

## Flying

On days with E and N winds you have to launch on the respective side and therefore will have more difficulty finding a thermal (as the slopes face away from the sun). In that case fly on the ridge to the left above Landeck. Once the wind abates, usually by 10h00, the leeside thermals take over and become very powerful. You can't miss them between May and August – they find you! Once they begin to

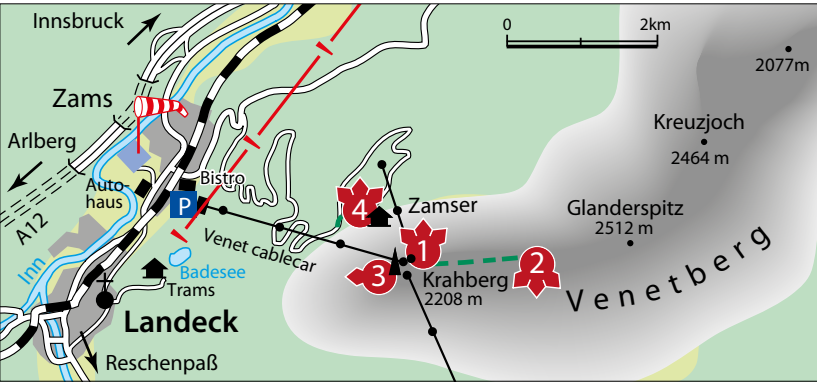
release, you can change sides, and then you will find it difficult to descend (from 12h00 until late in the day). If the N valley-wind pushes up the ridge in the afternoon, you better change sides again. Be very cautious when flying from the S around the back to land in the Inn valley: you fly between several wind systems. The W end of the ridge is especially tricky! Valley-wind from the E, thermals from the S, and some N wind at the launch sites caused by high pressure at altitude: these winds mix and make flying low a dangerous gamble for inexperienced pilots! On such summer days, fly early or late.

## Caution!

All the necessary precautions for a high alpine environment should be taken. Exposed to bad weather and stronger winds more than other areas, Venetberg requires an experienced and careful pilot. Beginners and occasional pilots should fly in the morning or leave this site for the sky gods in summer! Attention: there is a restricted area for helicopter activity on the N and W of the Inn river, don't cross it lower than 450m above ground when approaching landing. Check the flight plan shown at the cablecar station!

## Cross country

Unbelievable! Due to its central position and incredible summer thermals you can do a lot of flying here. Cloudbase around can reach over 4600m! Best with light and dry westerly at altitude. In July '99 I crossed Venetberg at 4780m on an epic tandem flight from Bavaria crossing over the Ötztaler main range into Italy, never dropping below 3500m! In July–August regular triangles of up to 150 km are flown on PG. A classic route crosses over to the S faces of the Lechtaler Alps with a leg to Pettnau (just before the Arlberg saddle), up towards Heiterwang (with a turnpoint at Roter Stein above the Fernpass saddle) then across the Inn valley into the Ötztal valley and back from Längenfeld towards the Pitztal valley and Venetberg again. If you cross the key passage at Tschirgant you can follow the S slopes instead, all the way along the Inn valley up to Innsbruck and beyond, which is a typical HG task. A crazy flight was recently done across the Pitztal



Tyrol | Ötztal Alps | Zams

valley and the Ötztal valley and the Stubai main range into southern Tyrol and the Pustertal valley E past Sillian (over 150 km)! Another possibility is going into Engadin (SW) or across the Arlberg saddle (W). Look at the club website for more XC ideas, or discuss your goals with them.

## Useful info

**Getting there:** Airport: Innsbruck. Train from Innsbruck and Bregenz to Landeck-Zams, bus 4206 to Zams centre and the cablecar. By car: A12 Innsbruck–Bregenz until Zams exit and on B171 into Zams until the cablecar parking.

**Getting up:** Venetbahn, Zams, [www.venet.at](http://www.venet.at), Tel. +43 (0)5442 62663

- Weather**
- [www.wetter.at/wetter/oesterreich/tirol/landeck](http://www.wetter.at/wetter/oesterreich/tirol/landeck)
  - 'Wetter' on club website = data for Venetberg

**Meeting pilots:** [www.venetflieger.at](http://www.venetflieger.at) (contact the club for XC and further information). People meet at the Café Valentino near the cablecar.

**Flying school:** Seppl Sturm only does tandem flights now, but he is a very knowledgeable contact, Tel. +43 (0)664 442 5411.

- Staying there**
- Info: [www.tirolwest.at](http://www.tirolwest.at)
  - Camping Riffler, Landeck, Tel.+43(0) 5442 64898 , [www.camping-riffler.at](http://www.camping-riffler.at)
  - Postgasthof Gemse, Zams, Tel. +43(0)5442 62478, [www.postgasthof-gemse.at](http://www.postgasthof-gemse.at)
  - Klösterle Kronburg, Tel. +43(0)5442 63478, [www.kronburg-tirol.at](http://www.kronburg-tirol.at), something very special!

**Map:** Kompass hiking map #35 and #42 Landeck–Nauders (1:50,000)

- Alternative sites**
- Hochoetz + Oetzerberg, (W/NW), Oetz, cablecar Acherkogelbahn, Kontakt: [www.oetz-air.at](http://www.oetz-air.at), Tel. +43(0)664 4524 393



Unbelievable XC potential ....

- Kobler Bergwiesen (SE) and Greit (W), Pfunds, club shuttle transport: Tel. +43 (0)664 205 1868, [www.paragleitclub-pfunds.com](http://www.paragleitclub-pfunds.com)
- Hochzeiger (NW–SW) Jerzens, great winter flying, cablecar: [www.hochzeiger.com](http://www.hochzeiger.com), +43 (0)54148 7000
- Hochimst/Muttekopf (SE/S) cablecar from Imst, +43 (0)5412 66322, [www.imster-bergbahnen.at](http://www.imster-bergbahnen.at)
- Fiss (N/S) cablecar, [www.bergbahnen-fiss.at](http://www.bergbahnen-fiss.at), Tel. +43 (0)5476 6396
- Bergkastlboden (N/W), Nauders, cablecar [www.reschenpass.net](http://www.reschenpass.net), Tel. +43 (0)5473 87 427

**Other activities**

- Landeck has an important cultural activity for such a small place with good nightlife and music
- Swimming lake at Zams
- Notable rafting river Ötztaler Ach
- Canyon Zammer Lochputz
- Landeck castle and archeological museum



Looking out over the Inn Valley



39 Galtür

PREDIGBERG 2645 m ADAMSBERG 2442 m



HEIGHT  
597m – 770m



High in the Paznaun valley at the gates of the Silvretta group, Galtür is a remote and beautiful flying site with various takeoffs. Hidden from the crowds, it is a true jewel of alpine flying, waiting to be discovered. Visit this place for some unforgettable moments but beware of the winds which can be very powerful in summer. Elmar Ganahl has ensured the survival of this place for years, as it can only be reached via the shuttle service which he still offers. His Silbertaler Inn at Galtür has all-inclusive deals for pilots on holiday.

Launch

- 1. (W) 2250m, easy, forest road up to Predigberg, only permitted for the flying school's shuttle, or 1½ hr hike. From the road curve it's 10 min to the takeoff (windsock) on the NW edge. GPS: 46°57'47.41"N, 10°12'23.58"E. If you follow the path towards Predigberg there are more launch possibilities around 2400m.
- 2. (NE/N) 2320m, easy, about 500m E of launch 1, a few road-curves higher, near the avalanche protections. GPS: 46°57'48.18"N, 10°12'47.45"E
- 3. Adamsberg (SW) 2147m, easy, from a bend in the road to Friedrichshafener hut. By shuttle or by hiking (1½ hr). GPS: 46°59'29.05"N, 10°12'53.33"E.
- 4. Adamsberg: Friedrichshafener hut (SE) 2310m, easy, E of the hut. GPS: 46°59'13.59"N, 10°11'59.52"E

Landing

Galtür (1550m), big meadow right of the road, 1 km from Galtür village. GPS: 46°58'20.62"N, 10°11'57.26"E

Flying

Excellent soaring with W/NW or valley-wind in the afternoon, all along the slope (don't go too far south into the Jamtal valley!) Good thermals can be found a bit south of launch (above some scree slopes) and you have to thermal up Predigberg before you can go anywhere. Best in June–September. No winter season (due to snow and avalanche risk).

Caution!

An alpine environment, sensitive to strong wind, weather and thunderstorms. Glacial winds from the Jamtal valley start descending by the end of the afternoon, don't risk flying low into this area!

Xcountry

Excellent flights in July or August south along the Silvretta range (Jamtal or Fimbartal valleys) and across Fluchthorn (where cloudbase can be around 4000m) into Engadin towards Scuols / Pontresina and back. Or E towards Landeck and Innsbruck and W across the Silvretta saddle towards Schruns. Flights further on, to Bregenzer Wald, become more difficult.



Tyrol | Silvretta and Ferwall | Galtür



Twice as much fun from Predigberg

Useful info

**Getting there:** Innsbruck airport. From Bregenz and Innsbruck you can take the train to Landeck-Zams, then bus 4240 to Galtür. By car: from the west (Bregenz) follow the A12 Bregenz – Innsbruck until after Bludenz, exit Montafon, Silvretta Hochalpenstraße B188 and cross the Silvretta pass (toll) to Galtür. From the east: follow A12 until Landeck west exit and continue towards Ischgl on B188 to Galtür.

**Getting up:** Only by the shuttle bus offered by the flying school / Gasthof Silbertaler or by hiking from the village for 1½ hr on the marked trail.

**Weather:** [www.bergfex.at/galtuer/wetter/](http://www.bergfex.at/galtuer/wetter/)  
**Meeting pilots:** At the Silbertaler (see below)  
**Map:** Kompass hiking map #41 Silvretta (1:50,000)

**Flying school:** High & Fun Galtür, Elmar Ganahl, Tel. +43 (0)5443 8256, [www.flugschule.galtuer.at](http://www.flugschule.galtuer.at)

**Staying there**

- Gasthof Silbertaler, +43 (0) 5443 8256, [www.silbertaler.at](http://www.silbertaler.at), also the flying school and offers special discount for pilots
- Camping Zeinissee, Tel. +43 (0) 5443 8562, [www.camping-zeinissee.galtuer.at](http://www.camping-zeinissee.galtuer.at)
- General info: [www.galtuer.at](http://www.galtuer.at)

**Alternative sites**

- Hochjoch (see site page)
- Fiss (N/S) cablecar [www.bergbahnen-fiss.at](http://www.bergbahnen-fiss.at), Tel. +43 (0)5476 6396, contact Elmar Ganahl at Silbertaler for details (it is his second flying site)
- Pardatschgrat (SW–NW), good winter flying. On a scree slope in summer. Cablecar from Ischgl, Tel. +43 (0)5443 606, [www.silvretta.at](http://www.silvretta.at)

**Other activities**

- MTB tours to Jamtalhut and Zeinisjoch
- Mountaineering and ski mountaineering in Silvretta and Ferwall group
- Ischgl active park
- Rafting at the Imster Canyon
- More: [www.galtuer.at](http://www.galtuer.at)



# Schruns



HEIGHT  
1260m – 1617m



HOCHJOCH 2470 m GOLM 2200 m

The two sites near Schruns offer excellent thermal and XC flights under different conditions. Golm is a morning flight and is also good for easterly winds on high pressure days. Hochjoch is best on calm days, around midday, and during the afternoon for distance flights or valley roundtrips.



## Launch

- HOCHJOCH
- 1. Kapellalpe (W/NW)** 1950m, easy, 100m above and behind the Kapellalpe cablecar station. GPS: 47° 4'23.16"N, 9°57'59.27"E
  - 2. Sennigrat (NW)** 2290m, easy, several possibilities on the ridge top around the station. GPS: 47°4'8.13"N, 9°58'24.09"E
  - 3. Wormser Hütte (S/SW)** 2307m, medium-difficult, only for experts, 20 min from the Sennigrat-station, follow the hiking path south. GPS: 47° 3'51.16"N, 9° 58'27.81"E

- GOLM
- 4. (E/NE)** 2050m, easy, on the ridge top 10 min up from the cablecar, ideal with E wind and morning thermals! GPS: 47° 3'46.93"N, 9° 50'18.07"E

## Landing

**Schranser Feld, Schruns** (690m), about 800m south of Hochjochbahn, before Aktivpark Montafon. Access from the town centre via Wagenweg or Doz. Albrichweg. Please check the landing approach before flying! Landing permit payable at the landing field or cablecar. GPS 47° 4'23.64"N, 9°55'6.14"E

## Flying

**Hochjoch:** with N and E winds (and in the morning) you can launch towards the Silbertal valley (Ferwall side) but don't get too low as you have to glide back to landing at Schruns! The more rewarding and easier side is the south slope towards the Montafon valley where there are regular thermals around Kapellalpe and around Wormser hut on the Sennigrat ridge. Watch out for avalanche constructions and don't get too close.

**Golm:** Morning flight for N and E winds. The east slopes below launch offer regular thermals and sometimes soaring conditions, when the E wind blows all day long (usually on high pressure days in winter). You fly in front of some famous alpine peaks: Sporertobel, Schesaplana and the 'Drei Türme' (the three towers) of Rätikon. With good lift at Golm and an altitude of at least 2500m you may approach this last feature but always consider the way back to the distant landing at Schruns (and the high-voltage lines you must cross on the way). With valley winds, you have to fly against a headwind to the right edge of the side valley just above Schruns, before you can soar along the forested flanks of the little dome and approach landing.

## Caution!

Both areas can be exposed to strong winds, bad weather and thunderstorms. Always check the local weather forecasts and never try to fly when south (Foehn) wind is predicted.



South launch at Sennigrat

## Cross country

Excellent XC from April to August. The orientation of the valley and mountain ranges makes the main routes to fly from Hochjoch across the Arlberg saddle or the Silvretta saddle towards Venetberg and the Inn valley (E/SE). Alternatively, cross Rätikon (easier from Golm) going S into Prättigau (Fanas) and follow the standard XC routes there (see Fanas / Sassauna and Jakobshorn / Davos site pages). To the W and NW it is more difficult as you fly against the valley-winds and the ranges are much lower!

## Useful info

**Getting there:** Nearest airports: Innsbruck or Memmingen. By train: Bregenz–Bludenz–Schruns and from the station at Schruns take a bus to the Golm or Hochjoch cablecars. By car: from Bregenz follow the highway toward Innsbruck and exit at Bludenz, follow the signs 'Montafon, Silvretta' into Schruns. If you want to fly from Golm, the landing is the same as Hochjoch, so leave your car at the Hochjoch cablecar (it's difficult to park at the landing area anyway) and take the bus at the railway station.

**Getting up:** Hochjochbahn+Golmerbahn: Infotel +43 5557/6300-0, [www.sommer.silvretta-montafon.at](http://www.sommer.silvretta-montafon.at)  
**Weather:** [www.bergfex.at/hochjoch/wetter](http://www.bergfex.at/hochjoch/wetter) and [www.bergfex.at/golm/wetter](http://www.bergfex.at/golm/wetter)  
**Meeting pilots:** Gleitschirmclub Montafon, Tel. +43 (0)664 2645628, [www.gscm.at](http://www.gscm.at)

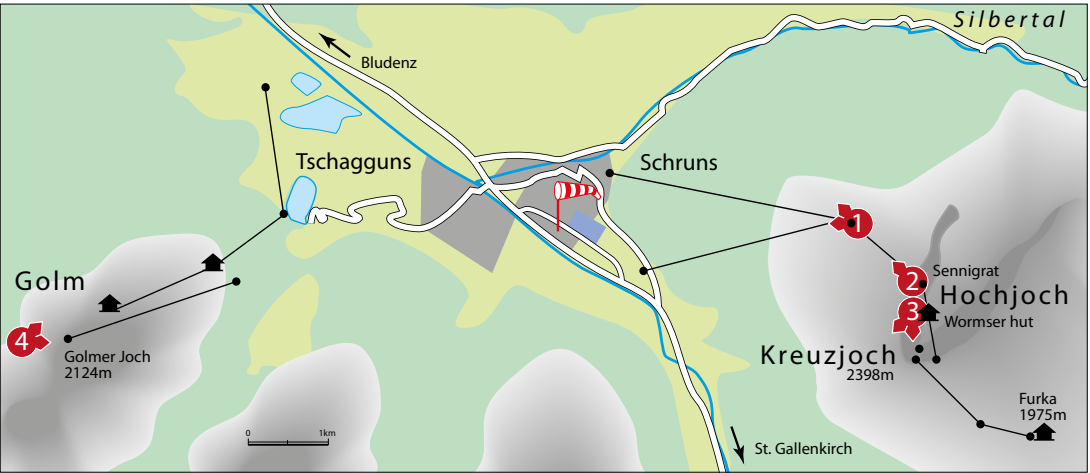
- Staying there**
- [www.camping-zelfen.at](http://www.camping-zelfen.at), Tschagguns, +43 (0)664 2002326
  - Hotel Zimba, Schruns, [www.hotel-zimba.at](http://www.hotel-zimba.at), Tel. +43 (0)5556 72630
  - Ferienwhg. Rüdiss, Tel. +43 (0)664 1213400, [martin@ruedisser.info](mailto:martin@ruedisser.info)
  - Gasthof Hochjochstübli (a club meeting place), Tel. +43 (0)5556 72417
  - Wormser Hütte, Tel. +43 (0)664 1320325



Above Golm in front of the Rätikon towers

- Map:** Kompass hiking map #32, Bludenz-Schruns-Klostertal (1:50,000)  
**Alternative sites**
- Schnifiser Berg (SE–SW), cablecar, [www.schnifis.at](http://www.schnifis.at), Tel. +43 (0)5524 5161
  - Predigberg, Galtür (see site page)
  - Mittagsspitze (SW–SE), Damüls, [www.damuels.at](http://www.damuels.at)
  - Niedere, Andelsbuch and Bezau (see site pages)

- Flying school:** Flight Connection Arlberg, [www.fca.at](http://www.fca.at), Tel. +43 (0)5524 8439  
**Other activities**
- Summer toboggan
  - Scenic drive on the Silvretta-Hochalpenstraße
  - MTB and hiking into Silbertal valley
  - Montafon-Silvretta card special deal, all cablecars
  - More info at [www.montafon.at](http://www.montafon.at)



Vorarlberg | Ferwall and Rätikon | Schruns



# Andelsbuch & Bezau



HEIGHT  
570m – 1031m



NIEDERE 1711 m

Probably the most frequented flying site in western Austria! The long, wide ridge of Niedere provides easy conditions for both thermaling and soaring with superb toplanding spaces. The Bezau (S) side works better in the calm season but when the valley-wind starts blowing in from the north, pilots soar the Andelsbuch side. Beware of dense crowds of gliders during weekends in summer!

## Launch

### ANDELSBUCH SIDE

- 1. Main launch (NW–NE)** 1570m, 15 min walk from the chairlift up to the restaurant. GPS: 47°24'13.67"N, 9°56'19.77"E
- 2. Training launch (N)** 1450m, at Leo's Alm, 15 min walk down and W from the cablecar. GPS: 47°23'56.71"N, 9°55'35.28"E

### BEZAU SIDE

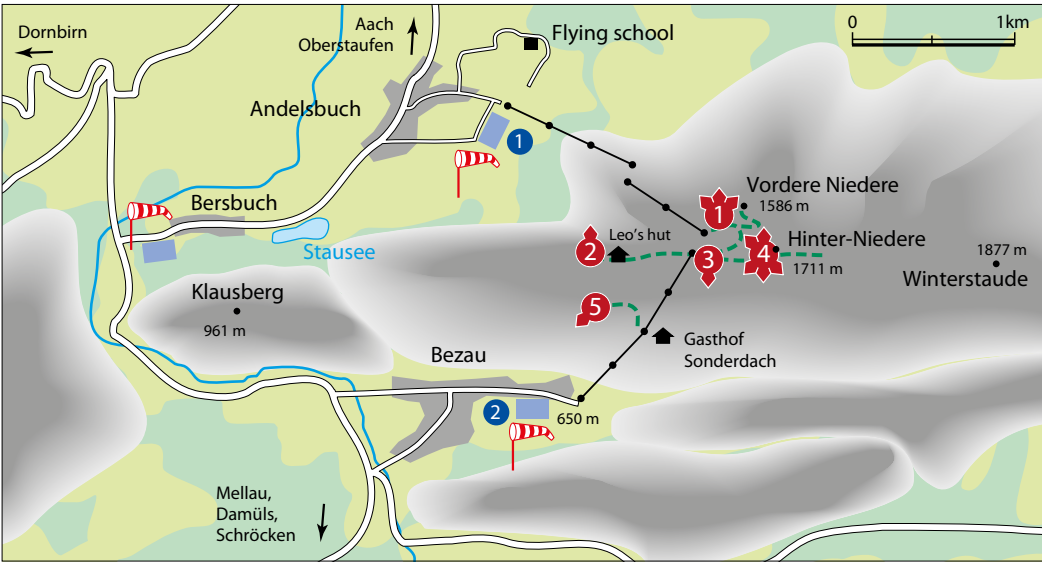
- 3. Cablecar (S)** 1580m, easy, beside the cablecar, GPS: 47°23'56.32"N, 9°56'5.05"E
- 4. Hintere Niedere (SE-SW/NW/N)** 1660m–1711m, from the back of the mountain, several possibilities after a 20 min walk up E towards the highest point. GPS: 47°23'57.20"N, 9°56'41.78"E
- 5. Gasthof Sonderdach (SW)** 1250m, medium, 15 min above the Sonderdach restaurant at the middle cablecar stop, GPS: 47°23'40.82"N, 9°56'7.20"E

## Landing

- 1. Andelsbuch** (660m), big field beside the chairlift. Access: from the main road, B200, turn off at the signs to the Bergbahnen Andelsbuch. GPS: 47°24'44.31"N, 9°54'31.60"E
- 2. Bezau** (680m), meadow at the main road, in the village part Oberhalden, 10 min walk W of the cablecar station. GPS: 47°23'4.44"N, 9°54'52.38"E

## Flying

**Andelsbuch:** Great soaring and thermaling ridge for spring and summer when the N (Bavarian) wind blows up the ridge. Good house thermals E and W from the main launch, especially in front of the



Vorarlberg | Bregenzer Wald | Andelsbuch and Bezau

training launch at Vordere Niedere (the lower and western part of the ridge). Some summer days offer great flights in valley release around the valley basin in front of Niedere until late! With stronger NW winds, don't get too low in the hollow of the ridge right of the lower takeoff at Vordere Niedere, because of rotor.

**Bezau:** The south side of Niedere towards Bezau is more rewarding in autumn, winter and early spring, when there is no N valley-wind on the Andelsbuch side of the ridge. Then the S side provides lift for gentle thermaling and early XC flights. Don't fly too close towards the opposite lower ridges (the extensions of Hälekopf etc.) in thermic conditions; there can be turbulence.

## Caution!

The major hazard is the overcrowding on weekends. Check the landing approach plan at the respective landing fields before criss-crossing the traffic. Also take the usual precautions with stronger winds and don't fly with strong W and Foehn (S) winds.

## Cross country

The easiest task is a tour along the ridge towards Winterstaude (E) and beyond, but make sure you know how to thermal up and that you have enough altitude to return. XC is feasible in spring and early summer before the valley-wind gets too strong. Otherwise you are nailed to the ridge and can

only do short trips around the valley basin of less than 25 km. The main direction for long tasks is SE towards Seefluh–Diedamskopf. A nice task is to go to Diedamskopf and back. The Bezau side is better for XC. The longest flights have gone SE across Bregenzer Wald and the Lechtaler / Allgäuer Alps towards the Inn valley and then E towards Innsbruck (done by a HG in May). Triangles around the Lech valley and the Allgäuer Alps towards Reutte and back have been done by HG in April.

## Useful info

**Getting there:** Nearest airports: Memmingen, Friedrichshafen or Zürich. Take a train to Bregenz, then bus 35 to Andelsbuch or continue to Bezau. By car: from the A14 Bregenz–Innsbruck, exit Dornbirn Nord and follow L200 (Bregenzer Wald) via Alberschwende–Müselbach–Egg to Andelsbuch. Turn left at the signs for Niedere Bergbahn at Café Liss and follow the small road to the big parking area at the landing and chairlift. For Bezau, follow L200 and exit at the village sign for Bezau. Follow the main road across the village to the cablecar (signed).

### Getting up

- Bergbahnen Bezau, Tel. +43 (0) 5514 2254, [www.bergbahnen-bezau.at](http://www.bergbahnen-bezau.at), on weekends try to be



- early as the cablecar has a limited capacity.
- Bergbahnen Andelsbuch, Tel. +43 (0) 5512 2540, [www.bergbahnen-andelsbuch.at](http://www.bergbahnen-andelsbuch.at)

**Weather:** [www.bergfex.at/andelsbuch-bezau/wetter](http://www.bergfex.at/andelsbuch-bezau/wetter) or [http://de.windfinder.com/forecast/niedere\\_andelsbuch](http://de.windfinder.com/forecast/niedere_andelsbuch)

**Meeting pilots:** Pilots meet at the bistro at the Andelsbuch landing in summer or in Bezau at the Gasthof Hirschen, not far from the landing.

### Flying school

- Bregenzer Wald, Jodok Moosbrugger, with offices at the landing Andelsbuch and in Bezau, Tel. +43 (0)5514 31 77, [www.gleitschirmschule.at](http://www.gleitschirmschule.at)
- Kaspar Greber, Flying High, tandem flights and site instruction, Tel. +43 (0)5512/3322

### Staying there

- General info: [www.bezau.at](http://www.bezau.at), [www.andelsbuch.at](http://www.andelsbuch.at)
- Berghaus Sonderdach, Bezau, Tel. +43 (0)664 91 506 91
- Gasthof Hirschen, Bezau, Tel. +43 (0)5514 2382, [www.hirschen-bezau.at](http://www.hirschen-bezau.at)
- Gasthof Pension Barbara, Andelsbuch, Tel. +43 (0)5512 25790
- Camping Bezau, Tel. +43(0) 5514 2964, [campingplatz.bezau@aon.at](mailto:campingplatz.bezau@aon.at)

**Map:** Kompass hiking #2 Bregenzerwald (1:50,000)

### Alternative sites

- Staufen (NW, difficult, experts only), Dornbirn, cablecar + 45 min hike or via road from Hohenems using Karren Lecar (cab) [www.karren.at](http://www.karren.at), Tel. +43 (0)43 (0) 5572 22140
- Damülser Mittagsspitze (SW–SE), [www.damuels.at](http://www.damuels.at), Tel. +43 (0)5510 6200
- Kanisfluh (Hollenke) (N–E–S), cablecar from Mellau + 1hr hike, Tel. +43 (0)5518 2222-0 [www.bergbahnenmellau.com](http://www.bergbahnenmellau.com)
- Diedamskopf (SE–W), winter thermal paradise and XC site, cablecar Tel. +43 (0)5515 4110, [www.diedamskopf.at](http://www.diedamskopf.at)

### Other activities

- [www.bregenzerwald.at](http://www.bregenzerwald.at)
- Canyon park at Bersbuch with Canyoning, Rafting, Kayak (see [www.aktiv-zentrum.at](http://www.aktiv-zentrum.at))
- Hiking, for example Sagenweg or to Winterstaude from Niedere
- MTB bikingway Bregenzerwald.at
- Swimming in the Bregenzer Ach river
- Excursion to Bregenz, city and summer festival at the famous opera lake arena
- Brühlbach waterfalls
- Get the Bregenzerwald three-valley-card for many discounts!





# SLOVENIA: small but magic!

*Small but magic, with wonderful people: Slovenia has it all! It's a charming host for flying tourists, with all the attractions an alpine country can offer – high mountains, pristine canyons and rivers, long ridges for soaring and great landscape for cross country flying.*

Most pilots come in summer and visit Kobarid and Tolmin, at the southern foot of the Julian Alps, in the west of the country. Fewer pilots travel to the areas near Kranj, between the northern side of the Julian Alps and the Karawanken range bordering Austria. Eastern Slovenia, around Maribor, remains largely unexplored by flying tourists.

Close to the sea, the flying here is similar to the south of France and the Italian Alps, with high humidity and low cloudbases, but with the summer seabreeze helpfully pushing the rain further inland. May through August are often hot and humid months with unpredictable conditions and clouds forming early around the summits. You usually find better flying conditions in spring and autumn, when a clear gradient and cold dry air provide high cloudbase, good visibility and constant lift. However, you can fly all the year round, especially at Lijak where the season apparently never ends ...



Photos © Peter Feichtinger

You can find more information about the country at [www.slovenia.info](http://www.slovenia.info). The telephone prefix for Slovenia is + 386. The Hang-gliding and Paragliding Federation is [www.sffa.org](http://www.sffa.org). More information on *Paradais - Paragliding activities in Slovenia* ([www.slo-paragliding.com](http://www.slo-paragliding.com)).

**Kimfly** ([www.kimfly.si](http://www.kimfly.si)) is the only Slovenian paragliding manufacturer and also a paragliding school, contact Vlasta Kunaver & Sandy Marinčić (see display advert).

Check out the book *Slovenija, the Best Flying Sites* from Matevž Gradišek for more details, available at [www.bigopensky.com](http://www.bigopensky.com)

Oliver Guenay organizes weekly site guiding and thermal training in Slovenia between May and September. Email: [oliver-guenay@gmail.com](mailto:oliver-guenay@gmail.com)

The main Slovenian flying areas are presented in this book. Have fun reading through my selection, and enjoy planning your trip!



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# Krvavec

KRVAVEC 1853 m

W

N

E

S

HEIGHT  
635m – 1235m

The ski station of Krvavec is a prominent outpost of the Karawanken range overlooking the plains around Ljubljana. There are few places in the world where you can fly so close to an international airport and be able to watch the jet traffic while soaring and thermaling. But please respect the rules – you must be motorless and stay at least 10 km from the airport. Krvavec is a famous competition site and offers long XC flights and good soaring.

## Launch

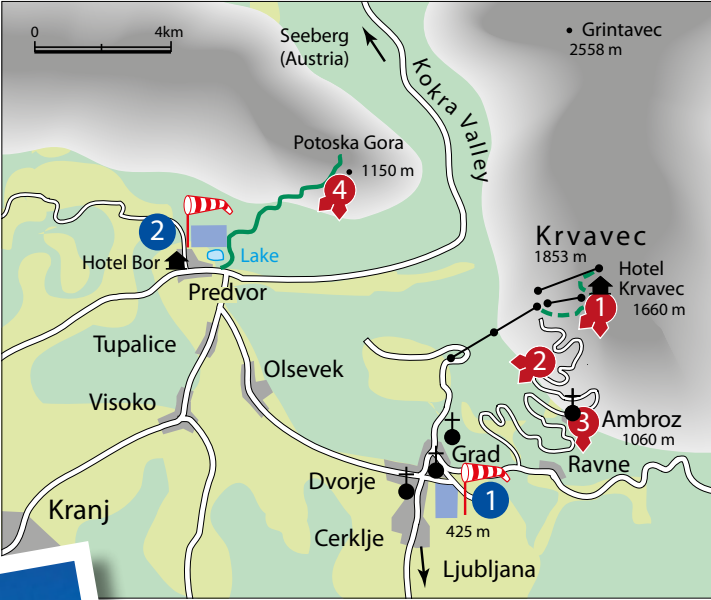
- 1. Hotel na Krvavcu (S/SW)** 1660m, easy steep grass slope below the mountain hut; 20 min walk from the cablecar. GPS: 46°17'47.54"N, 14°31'42.12"E
- 2. Ambrož (SW/W)** 1340m, easy upper launch, from a gap in the forest on the crest, 40m above the last westernmost turn of the Ambrož-to-Krvavec road; walk up (5 min). GPS: 46°16'54.81"N, 14°31'28.55"E
- 3. Ambrož (S)** 1060m, very flat, beside the parking next to the snack restaurant and chapel. Follow the signs for Krvavec across Cerklje and Grad, cross the narrow valley to the bottom cablecar station. Or at the entrance to the valley, turn right and follow the signs for Ambrož (up). GPS: 46°16'28.08"N, 14°31'44.25"E.
- 4. Potoška Gora (S/SW)** 1150m, easy. Opposite Krvavec (to the W), a 2 hr walk up from the little Predvor lake on a signed path. GPS: 46°18'44.40"N, 14°27'14.92"E.

## Landing

- 1. Grad** (425m) long meadow 300m E of the junction with Dvorje (in Grad), GPS: 46°15'35.99"N, 14°29'45.96"E. Drive up from Cerklje towards Grad and turn right at the entrance of Grad where the junction with Dvorje is displayed. Continue on a small road across fields to the landing on the right.
- 2. Predvor** (475m) just W of the little Predvor lake, above the village and opposite Hotel Bor. Don't try to get to this landing from Krvavec (across the Kokra valley) during the summer as the afternoon valley winds can push inexperienced pilots backwards into the narrow valley. GPS: 46°18'14.13"N, 14°25'28.17"E.

## Flying

In the summer season you fly from Krvavec mainly in the morning and from Ambrož in the afternoon, when the valley winds have increased. There is good lift along the slopes, thermals in the morning and soaring later on. Beware of the wind when flying a slow beginner's glider! The forested ridge of Ambrož offers long soaring flights and valley release on summer days during late afternoons and early evenings. The best weather conditions are light SW to SE winds.



Steiner Alps | Cerklje and Grad

**AIRSPACE REGULATION**  
Due to the proximity of Ljubljana airspace, flying around Krvavec in the southern sector is limited to 300m AGL (above ground level, wherever you happen to be). Flying to the north you are outside the TMA and have a limit of 2900m ASL (above sea level). Do not fly further south than the landing field! Because this is an SFFA site, **registration is required**: foreign guest pilots have to acquire a licence at the club or flying school before flying!

## Caution!

Risky with strong E/N/S winds, especially E which causes turbulence and rotor. Beware of strong valley-

winds in summer and stay away from the Kokra valley and the upper slopes. Avoid the Ljubljana TMA; don't fly towards Kranj. When flying behind the Ambrož ridge on the higher level around Krvavec, watch out for low cloud development.

## Cross Country

Good XC conditions along the E–W ranges of the Karawanken; the classic route is towards Kriška Gora (33 km) or N to Grintavec and the Karavanken main range. The longest flight was 153 km to Obertil- liach (see Golzentipp site)! Triangles go via the Austrian Loiblpass or Seebergsattel. Another route crosses SW into the Julian Alps: you need to fly until you're W of Bled or Jesenice and then connect southwards. Flights have also been made to Fusine/ Valromana in Italy (140 km). Check the details of the TMA Ljubljana when making your great plans.

## Useful info

**Getting there:** The nearest airport is Ljubljana or Klagenfurt, with easy connections from the main train route Klagenfurt–Villach–Ljubljana to Kranj. From there take a local bus to Grad or Cerklje, which stops at the cablecar. By car, from the north (Austria) take A11 at the Villach junction (towards Slovenia) and pass the Karawankentunnel (toll) towards Lju- bljana. Exit the highway at Kranj/Vzhod, then follow road 104 towards Sencur through Cerklje and Grad to the landing fields or cablecar (signed *Krvavec*).

**Getting up:** Krvavec cablecar, hourly mid-June through mid-September, with a lunch break at 13h00. Tel. +386 (0)425 25911, [www.rtc-krvavec.si](http://www.rtc-krvavec.si)  
**Weather:** weather station, Tel. +386 (0)31 712 318 and the webcam at [www.rtc-krvavec.si](http://www.rtc-krvavec.si)  
**Meeting pilots:** Club Polet, [www.drustvo-polet.si](http://www.drustvo-polet.si), Tel. +386 (0)40 727 344. People meet at the landing field. HG pilots often meet at the Ambrož restaurant.  
**Flying school:** Kimfly, Vlasta Kunaver and Sandy Marincic ([www.kimfly.si](http://www.kimfly.si)), Tel. +386 (0)1 8323 086. Vlasta and Sandy also offer glider repairs, reserve packing and site introductions. Kimfly is the only Slovenian PG manufacturer. Pilots are welcome to visit the factory! Buy your mandatory flying licence here.  
**Staying there**

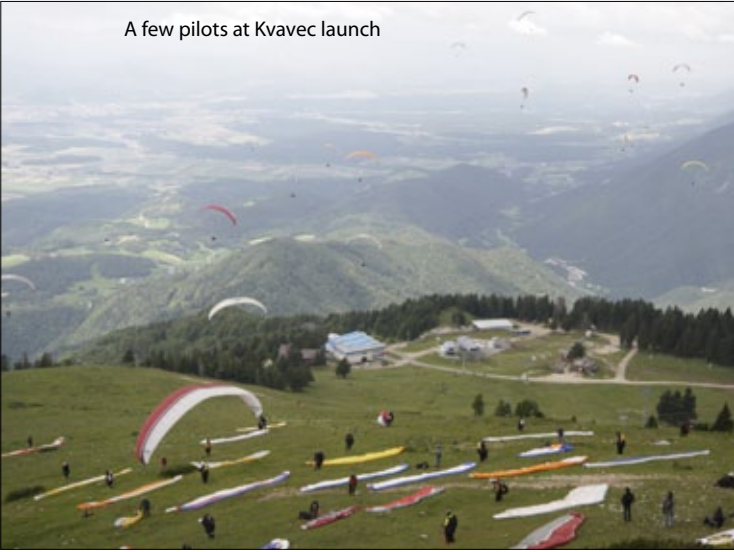
- Camping Camp Reznik at Kamnik, Tel. +386 (0)1 831 7314
- Apartmaji Paula, Cerklje, Tel. +386 (0)4 25 28686
- Gostišče Slatnar (at the Ambrož takeoff), Tel. +386 (0)4 252 2244
- Penzion Zaplata, Predvor, Tel. +386 (0)4 255 6250, [www.pension-zaplata.com](http://www.pension-zaplata.com)

**Map:** Geodetski Zavod Slovenije, Gorenjska (1:50,000); available in local bookstores  
**Alternative sites**

- Kriška Gora (SE-SW) Gozd, access by car / 1 hr walk
- Vogel (N/NE) cablecar from Bohinj, [www.vogel.si](http://www.vogel.si), Tel. +386 (0)4 572 97 12
- Vogar (S/SE), road from Stara Fužina
- Studor (SW/S), road from Stara Fužina

**Other Activities**

- MTB and hiking in the area
- Visit Ljubljana, the old town is very charming!
- Visit Bohinj lake and Bled



All photos © Matež Gradišek





# Kobarid



HEIGHT  
850m – 1195m



STOL 1678 m

The long grass ridge of Kobaridski Stol is perfect and is one of the best flying sites the Alps has to offer. It overlooks the Soča valley and is influenced by both the seabreeze and the thermals of the Julian Alps. With launches low enough to escape from low cloudbases, Stol has it all – from sightseeing to flights on the cross country highway. Your adventure awaits you ... once you get past the hour-long approach road to takeoff.

## Launch

**1. Saddle (SE-SW)** 1425m, easy. GPS: 46°16'20.88"N, 13°28'22.94"E, on the saddle where the rough road crosses Stol N–S. Preferably use the shuttle service available at the main landing areas, Camp Koren, Camp Lazar or by previous arrangement. The road to takeoff is 27 km and there is no parking space for more than two cars. To get there take the road from Kobarid to Bovec and turn left at Zaga, head towards Italy. Just before the border building, on the left, the rough road to Stol begins.

**2. Road (SE-SW)** 1150m; lower takeoff on the southern rough road; GPS: 46°16'16.20"N, 13°27'32.40"E; this launch is directly above Podbela on the south slope (rough road from Sedlo) and is also better accessed via shuttle service (access road 21 km)! To get there go W from Kobarid towards Italy and turn off just after Staro Selo towards Breginj, pass Borjana, Stanovišča and at Sedlo village turn right where the rough road leads up.

**3. Unofficial launches:** there are three lower takeoffs at Starijski Vrh and Lovska Koca for experienced pilots, just on the ridge above Staro selo, but you have to walk up which takes up to 1½ hours. Or descend along the ridge from the main takeoff towards Kobarid. These sites are interesting for hikers and when the cloudbase is very low but the conditions are still flyable.

## Landing

**1. Kobarid** (230m) GPS: 46°14'27.97"N, 13°34'56.94"E. The position of the landing field (windsock) changed slightly in 2009, but it still lies S of the E exit of Kobarid, near the road to Svino and opposite the small industrial zone.



**2. Podbela** (300m) meadow near the Nadiza campsite. From Kobarid take the road to launch 2. The landing field is a bit below the road and just east of the village. GPS: 46°14'43.20"N, 13°27'22.80"E

## Flying

Very easy orientation, but only fly with light winds at altitude (N, NE or SW) and pure thermic conditions (breeze) at takeoff. From the upper launch, you'll find thermals on the left and right gullies. Follow the ridge out towards Kobarid to check the wind for landing. Make sure the cloud development allows you to soar up the slopes! You don't need to thermal up to summit level as the slopes provide

enough lift in the afternoon, so you can cross to the W and E of the ridge. Make sure you reach the landing – valley-winds can change around Kobarid (W and E mix sometimes)! Beware of turbulence when reaching the ridge above Kobarid (especially with a N from the Bovec side). With a valley-wind from Tolmin you can usually thermal up to cross the Soča valley east towards Krn.

## Caution!

Strong thermals in summer! Rapid cloud development at low level with humid air from the sea. Dangerous with N/NW conditions and strong wind at altitude – check the weather forecasts carefully!

## Cross Country

The long Stol ridge extends from Kobarid into Italy and indicates the main XC route. Usually you go W/E (and the cloudbase can be around summit level) as far as Gemona di Friuli before turning back. A landing there will cost you a very long return by bus and train. Another way is E across the Soča valley to Krn and on to Kobala at Tolmin (a fairly easy task with good lift and the help of the afternoon seabreeze to get back). This flight doesn't require high cloudbase as you can fly above the hills and ridges just above the valley, and so avoid the main summits often covered in clouds.

## Useful info

**Getting there:** Ljubljana or Trieste airport. Trains run via Ljubljana – Jesenice (connection to Austria) to Most na Soči. From there take a bus to Kobarid (busline Nova Gorica – Bovec). From Italy, trains connect to Nova Gorizia and local transport goes to the Slovenian side. By car: from the north take A10 highway (Salzburg – Villach/Klagenfurt), at Villach junction take A2 (A23 in Italy) towards Italy (Tarvis – Udine) and exit at Tarvisio N, follow SS54 to Passo di Predil, cross into Slovenia down to Bovec and continue to Kobarid on road 203. A short overview map is on [www.dolina-soce.com/lto-about-en.html](http://www.dolina-soce.com/lto-about-en.html)

**Weather:** [www.windfinder.com/forecast/kobariski\\_stol\\_kobarid](http://www.windfinder.com/forecast/kobariski_stol_kobarid) or <http://vreme.zurnal24.si/prosti-kas/padalstvo/kobariski-stol> (PG weather info)

**Meeting pilots:** The club is Društvo Adrenalin Kobarid, [www.drustvo-adrenalin.si](http://www.drustvo-adrenalin.si); Tel. +386 (0)41 953370. Contact the club for your flight permission sticker or buy it at Camp Koren, Camp Lazar and Jelkin Hram. Shuttle service available from the campsites and main landing area in summer season.

**Getting up:** All year round shuttle service is available from Wolfgang Reinelt, Tel. +386 (0)41 810 999, [www.paragliding-adventure.com](http://www.paragliding-adventure.com)

**Map:** Geodetski zavod slovenije, Tolmin (1:50,000)

## Staying there

- Info: [www.dolina-soce.com](http://www.dolina-soce.com)
- Kamp Lazar, [www.lazar.si](http://www.lazar.si); Tel. +386 (0)41 520784; campsite and holiday house at the Soča river near Kobarid. Edi Lazar prepares the best crêpes in Slovenia – check it out!
- Kamp Koren: Lydia's campsite opposite Lazar is also a classic for outdoor enthusiasts, Tel. +386 (0)5 389 1311, [www.camp-koren.si](http://www.camp-koren.si)
- Pension Jelkin Hram, in the village of Drežnica; Klavdijs Pension is another favourite with warm welcomes for everybody, [www.jelkin-hram.com](http://www.jelkin-hram.com); Tel. +386 (0)53 848 610, shuttle service

## Alternative sites

- Kobala (see site page)
- Krn (S), difficult, fly & hike (3 hr from Planica Kuhina), by car from Kamno, south of Kobarid

- Kanin (NE-SE), Bovec, winter takeoff from the ski area, very rocky in summer
- Planja (S/SE) Bovec, road to Pluzna and hike 40 min towards Planina Krnica
- Planica (W/SW); road from Krn village + ½ hr walk
- Kuk (SE-SW, W-N); various takeoffs above Livek at the old summit ski station (40 min hike or 4x4)
- Matajur (S), Italian side, from Rifugio Pelluzzi
- Mangart saddle (SE/E) alpine takeoff in spectacular setting, road from Log pod Mangartom towards the Predil pass, signed turn to Mangart

## Other activities

- Fine dining at the restaurants Franko (Staro selo) and Topli Val (Kobarid)
- Fly-fishing, mountain biking
- Rafting and kayaking on the Soča river, [www.sloveniarafting.si](http://www.sloveniarafting.si)
- A visit to the war memorial and museum (in Kobarid during WWI several of the fiercest battles took place here: the Isonzo battles)
- Most Boka waterfall on the road to Bovec



(Kat.★★★★)

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GPS N 46°15.053 E 013°35.200

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[www.kampkoren.mobi](http://www.kampkoren.mobi)

[info@kamp-koren.si](mailto:info@kamp-koren.si)



44 Tolmin

KOBALA 1080 m



HEIGHT  
900m



The little grassy dome of Kobala is an unimposing foothill of the Julian range of Jalovnik and overlooks the lower Soča valley above Tolmin and the confluence with the Tolminka. The place is protected from winds at altitude but receives both valley-winds from the west and later the seabreeze from the south via the narrow Soča valley. These conditions provide excellent gentle thermic and soaring flights along the valley towards Kobarid and back. You can enjoy the special microclimate and beautiful surrounding from April to September.

Launch

**1. Kobala (E/S/W)** 1080m, easy, road from Tolmin; 25 min by shuttle from the landing area or by your own car (following the road via Poljubinj (the industrial zone of Tolmin) up to Ljubinj and turning left to Planina Stador, signed). Prepare for road chaos in summer when everybody wants to use their private vehicle, as the road is often too narrow to pass others! GPS: 46°10'49.80"N, 13°46'44.76"E

Landing

**Main landing field** (180m); PG+HG, 1 km from Tolmin center, just below it at the exit road towards Kobarid, just after the Soča bridge (when coming from Kobarid) on the left between fields. Opposite the sports center (and the shuttle service!). GPS: 46°11'1.05"N, 13°43'25.45"E

Flying

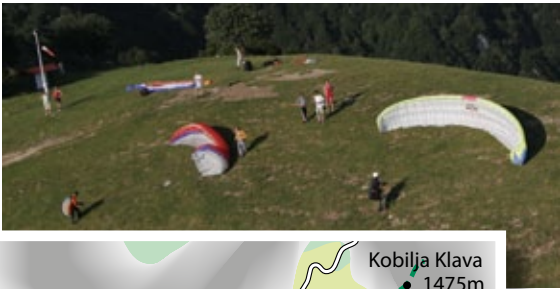
There is a daily site fee (charged with the shuttle fee at Tolmin main landing) or buy a guest membership at the local club. The shuttle service is a hefty 10€ per trip which is not environmentally helpful as it encourages the use of private vehicles and increases the chaos on the road to takeoff. Kobala nevertheless offers a world class competition site, good for XC beginners but more difficult than Lijak. Kobala is often extremely crowded between May and August, unless bad weather keeps the pilots at home or at Lijak! The E side is best for morning flights (or when there is strong high pressure all day long) but remember to turn around the spur with enough height to reach the landing! The house

thermals come up the gully on the way to Kobilja Glava (left of the takeoff). On the S side, you launch around midday, especially on days with stronger seabreeze coming in from the south via the Soča valley. The W side is the main takeoff direction in the afternoon or on days with low pressure or little pressure gradient. When flying S or W, the thermals await you near the saddle, south of launch, and if you can get high you may cross over to the low, forested ridge at Zabijski vrh, 1 km N from the takeoff above the Tolminka canyon, where you'll find strong leeside thermals to boost you higher and get you to Mrzli vrh and the XC highway towards Kobarid. Alternatively, use the lift on the W side to make height directly on the face of Kobilja Glava.

Caution!

High mountains, exposed to bad weather and all its consequences! The Julian Alps are the first obstacle for the humid winds from the Mediterranean and this can provoke rapidly developing low cloudbase and maybe thunderstorms, often near Tolmin! In that case you are flying in a trap with no exit except ending

perched (fortunately) in a tree somewhere to the east ... Another phenomenon that newcomers to Slovenia must learn to understand is the *Burja* wind, a gusty bad-weather NE wind, often too strong at Tolmin and Kobarid. It blows in the morning and sometimes all day long (rather don't fly then – head to Lijak instead, where the prevailing power of the seabreeze dominates in the afternoons).



Julian Alps | Tolmin

Cross Country

Kobala is a springtime delight if the cloudbase is forgiving. The classic triangle or out-and-return visits the Stol summit via the south faces. You can extend that flight: jump over to Kanin, go around the Bovec basin and return via Krn or vice versa.

Be careful around Krn with low cloudbase and trying to fly like a ghost between the ridges; accidents have occurred this way! You could extend that flight W: see Stol site page – into Italy down to Nimis/Gemona, all the way along the ridge. To the E you can go towards Skofja Loka passing Cerknno, remaing above the Bača valley using the summits of Porezen, Blegoš and Lubnik (forming an E–W ridge). Or cross N to the main divide and fly Vogel–Kobla etc. above the Bohinj valley.

Useful info

**Getting there:** Nearest airports: Ljubljana or Trieste. Trains run via Ljubljana–Jesenice (connection to Austria) to Most na Soči. From there take a bus to Tolmin (busline from Nova Gorica to Bovec). From Italy there are train connections to Nova Gorizia and local transport to the Slovenian side. By car: from the N take the A10 (Salzburg – Villach/Klagenfurt), at Villach junction take the A2 (A23 in Italy) towards Italy (Tarvis – Udine) exit Tarvisio N, follow SS54 to Passo di Predil, cross into Slovenia down to Bovec and continue to Kobarid and Tolmin on road 203. An overview map is on [www.dolina-soce.com/ito-about-en.html](http://www.dolina-soce.com/ito-about-en.html)

Meeting pilots

- People meet opposite the main landing area at Kobala Center where you buy your admission ticket and get a shuttle bus to takeoff. Also offers wifi, toilet, emergency contact, info point. [www.kobala.si](http://www.kobala.si), Tel. +386 (0)41 966 367
- If the center is closed, shuttle services offered by: Saša, Tel. +386 (0) 41 647 865; Vladimir, Tel. +386 (0) 31 647 865; and Wolfgang (see ad; shuttle and accommodation)
- Free-flying radio frequency is 147.800 mHz

Staying there

- Info: [www.dolina-soce.com](http://www.dolina-soce.com)
- Hotel Krn, [www.hotel-krn.com](http://www.hotel-krn.com); a central meeting place; good food and breakfast! Tel. +386 (0)5 382 1100
- Paragliding Adventure, Wolfgang Reinelt, Tel. +386 (0)41 810 999, shuttle service, weather info, rooms (also for groups) and site instruction, [www.paragliding-adventure.com](http://www.paragliding-adventure.com)
- Pension Rutar, Tolmin, [www.pension-rutar.si](http://www.pension-rutar.si), Tel. +386 (0)5 300 500
- Camp Lazar and Camp Koren, see Stol (Kobarid)
- Camp Vili,Volarje (between Tolmin and Kobarid)

**Weather:** <http://vreme.zurnal24.si/prosti-kas/padalstvo/kobala> (PG weather) or ask Wolfgang at Paragliding Adventure (see below). Kobala automatic windstation Tel. +386(0)41 646319.

**Map:** Geodetski zavod slovenije, Tolmin (1:50.000)

Other activities

- Info: [www.dolina-soce.com](http://www.dolina-soce.com)
- Visit the Tolminka canyons (Dante's cave, Devil's Bridge) and Zadlaska: unforgettable nature!
- MTB roundtrip Tolmin - Razor hut - Kobala; MTB rental at Maya Sports
- Kayaking and rafting in the Soča river from Kobarid to Tolmin; rent an inflatable raft and try easy, refreshing whitewater class 2 between Camp Koren bridge and the confluence with Tolminka! Maya Sports Tel. +386 (0)5 380 0530, [www.maya.si](http://www.maya.si)
- A hike on top of Tolmin to the city hill Kozlov Rob (½ hr from the parking).
- Climbing: Pri Čiginju (beside Čiginj village).
- Via ferrata (fixed cable mountain routes) on Krn, Triglav and Mangart
- Fly-fishing on the Soča; a world class venue!
- Kobarid wartime museum
- Museum train through the Julian tunnel to Bohinj lake
- Finest Slovenian cuisine at Franko's restaurant in Staro Selo, 5 km west of Kobarid



Photo © Matevž Gradšek

Alternative sites

- Stol (see site page)
- Vogel (N/NE) above Stara Fuzina (Bohinj lake)
- Vogar (SW/S) at Stara Fuzina
- Kuk (SE-SW, W-N); various takeoffs above Livek at the old summit skistation (40 min hike / 4x4)
- Soriška planina (S/SW) the Slovenian record site above Bohinj lake; on calm days with no wind at altitude, road and 20 min hike

**PARATAXI/WETTERINFO**  
Wolfgang - Mobil: 00386-41-810 999

**ZIMMERVERMIETUNG**  
Sabine - Mobil: 00386-31-212 286

[www.paragliding-adventure.com](http://www.paragliding-adventure.com)





# Lijak



HEIGHT  
515m – 835m



LIJAK 920 m

At the south-eastern end of the Alps, on the escarpment of the high Trnovsker plateau, there is a small clearing in the forest that is one of the best flying sites when most of the Alps are under clouds and rain! Thanks to the summer seabreeze from the gulf of Trieste, a mere stone's throw away, the clouds get pushed away through the afternoon and allow for flying along the ridge between Nova Gorica and Ajdovščina. Lijak offers a rewarding time in the gentle air currents and allows beginners to complete their first XC course without fear. It is worth a try all year round, with astounding thermals and sometimes much higher cloudbase during the winter!

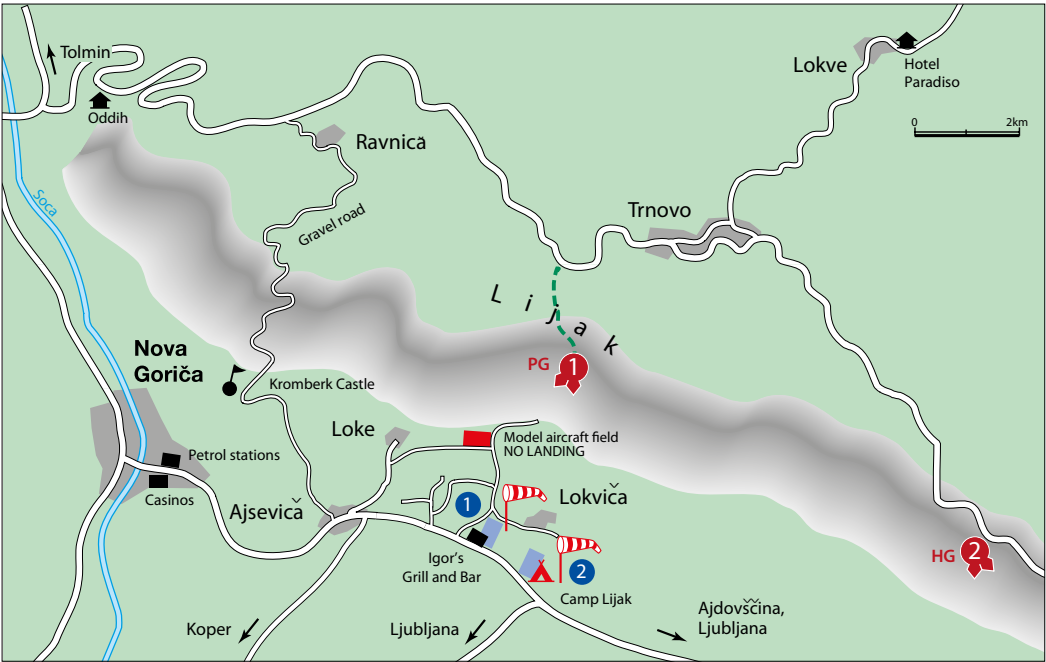
## Launch

**1. Lijak PG (S/SW)** 585m, easy, clearing in the forest on the escarpment. GPS: 45°57'47.75"N, 13°43'24.45"E. From Camp Lijak or the main landing head back towards Nova Gorica until just before the two fuel stations. A small road turns right toward Kromberk. Go up past the Kromberk castle, then at the next junction turn right to Ravnica, where you turn right again at the church junction and continue upward on the escarpment for several kilometres (Trnovo road) until the road straightens. Slow down after the 9.5 km sign, the parking on the right comes up quickly. Walk 15 min downward across the forest then up again (after a small parking space) through the trees to takeoff. The beautiful hike down (2 hr) passes above the left edge of the takeoff (red signs) in a long curve on a small path across the forest that finally leads down on a forest road and with a long left turn down to the church of Šmihel. From there follow the asphalt road down across Ozeljan to the junction with Camp Lijak on the right.

**2. Čaven Kopitnik (S/SE)** 905m, HG ramp. Follow the above road 4 km further into Trnovo where you turn right (Čaven Kopitnik) and continue until the end of that road at the escarpment. GPS: 45°57'17.55"N, 13°45'43.81"E.

## Landing

**1. Livesce** (70m) big field for HG and PG, turbulent along the tree line with stronger W winds! GPS: 45°56'50.56"N, 13°42'41.71"E



Goriška | Trnovsko Banjska planata | Nova Gorica

**2. Camp Lijak** (70m) smaller field for PG, tree line to the E, obstacles between camping and landing field, check it out carefully before landing! GPS: 45°56'33.84"N, 13°43'6.57"E

## Flying

This is not a morning flight for those who seek thermals, but it's good for training, with little wind down to the landing. Between May and September, the

seabreeze usually starts around midday and pushes the clouds backwards into the Alps. This causes conditions which can bit a bit strong until the mid-afternoon, but your patience will be rewarded with excellent flights until late (often 19h00 and later in May, June and July).

The seabreeze has three directions along the Vipava valley: from the west (Nova Gorica) when the pressure decreases, directly from the south (strong





seabreeze) or up from the east (especially during the morning and late afternoon).

Beware of an effect called *Burja*, a gusty NE wind that can blow many days when the pressure is very low. But in summer it will often die down and give way to the seabreeze around midday. Later there can be a mountain wind from the back blowing down on the takeoffs.

The house thermals trigger directly in front of the takeoff where a rock hollow at the bottom provides strong lift. Avoid getting pushed backward above this section, because without speed you may be forced to land on the small model-plane area which is only for emergency. Or you'll land on the vineyards, which can be painful!

After launching you should turn left to keep the launch area open as there are often many groups there for training during the season. There is good lift in front of the rock section left of takeoff and it gets you above the escarpment. Then you can turn SE following the ridgeline towards the highest peak, Kucelj (1237m).

Expect low cloudbase here around in summer: often the clouds lie on top of the peak. You can still pass by further away from the ridge, where there are often better thermals but it's no XC highway; you have to find them and circle up!

Caution!

Crowded in summer, exposure to thunderstorms and bad weather in general. Strong launch conditions (over 30 km/h) around midday from May through August.



Cross Country

Excellent flights when the seabreeze is blowing, as it calms the turbulence and delivers gentle flying along the ranges to the SE. The classic route goes towards the Nanos antenna and back (70 km) or straight towards Ajdovščina (a return is difficult against the headwind), even with low cloudbase around 1100-1200m ASL (the valleys are at 100m ASL). In spring with higher cloudbase of 1500-1800m you can fly N into the main ranges of the Julian Alps.

Useful info

**Getting there:** Nearest airports: Ljubljana, Trieste and Venice-Treviso (Ryanair). Take a train from Ljubljana or Udine (via Italy) to Nova Gorica, then a bus or taxi to the landings or a shuttle (reservation) from Camp Lijak. By car: via Italy from the N and W (via Villach/Klagenfurt) follow A23 towards Tarvis – Udine – Trieste and exit to Nova Gorizia, follow the highway into Nova Gorica past the border, pass the first roundabout (with Qlandia shopping center on your right) and turn sharply right on the second roundabout (signs for Kromberk etc). Stay on the road, pass the two fuel stations (left and right of the road), junction at Ajševica, turn left and continue to the main landing or go 800m further to Camp Lijak (marked by two red windsocks on left). **Map:** Geodetski Zavod Slovenije, Nova Gorica (1:50k) **Weather:** General Slovenian weather: [meteo.arso.gov.si/met/en/](http://meteo.arso.gov.si/met/en/) and pilots' weather: <http://vreme.zurnal24.si/prosti-kas/padalstvo/lijak> **Flying school:** Sandy Marinčić (see Krvavec page)

Meeting pilots

- Club Polet, Damjan Pregelj, Tel. +386 (0)41 214056
- People meet at the landing sites. On the main landing there's Igor Drožina's buffet: the biggest hamburgers around and shuttle transport to takeoff or help with accommodation! Pay your takeoff and landing fees here (3€ daily). Igor's cell. is +386 (0)31 777709, [www.poletite.si](http://www.poletite.si)
- Or you can join Alexander Mladovan at Camp Lijak, who offers shuttle service as well (see below). This is also a good meeting place.



Staying there

- Camp Lijak, Alexander Mladovan, Tel. +386 (0)31 89 4694, [www.camplijak.com](http://www.camplijak.com): bungalows, rooms and shuttle service
- Hotel & Camp Siesta, Kromberk industrial zone, Tel. +386 (0)41 698599, [www.hotel-siesta.si](http://www.hotel-siesta.si), an overpriced B&B for pilots in need of a roof!
- Rooms: Prenočišča Edvina, Tel. +386(0)5 333 0180
- Sobe Ferjančič, +386 (0)5 333 3136
- General info: [www.novagorica-turizem.com](http://www.novagorica-turizem.com)

Alternative sites

- Kovk, SE-SW, above Ajdovščina (landing at Budanje near Pizzeria Anja)
- Kobala (see site page)
- Monte Carso (W/SW) at Malikras near Trieste
- [www.bigopensky.com](http://www.bigopensky.com) (check out the bilingual PG guidebook of Slovenia from Matevž Gradišek)
- Socerb: Mali Kras (W/SW) above Mali Kras with landing at San Dorligo near Trieste (Italian side!)

Other activities

- Good eating at Gostilna Sterk, Kromberk castle, Gostilna Pri Hrastu and at Marco Polo in the center of Nova Gorica
- Casinos of Nova Gorica
- Things to see: Solkan bridge, Kostanjevica monastery, Postojna caves and the old town of Trieste
- Slovenian coast at Koper
- MTB, hiking and climbing

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# ITALY: diversity and southern flair

*Volo Libero – free flying in Italy! Along the southern side of the Alps, a large number of sites await, in a huge arc extending from the gateway to the Riviera across Piedmont, Lombardia, Trentino and South Tyrol towards Venezia and Friuli at the border with Slovenia. Bear in mind, this is only the extreme north of the country!*

This region offers the most diverse range of scenery imaginable: from the icy peaks of Monte Rosa to the warm and pleasant lake sites above Lago Maggiore or Lago di Como, from the eternal rock spires of the Dolomites to the Grappa hills around Bassano.

Flying in Italy has a different character than flying on the northern side of the Alps or in the central Alps. Flying begins earlier in the year and extends longer into the autumn (except for the places the fog can reach). The days often become hot and humid in summer. Several central sites have developed, not just for the Italian pilots but rather for the visitors escaping the cold and rainy north into a more protected climate.

Probably the most frequented sites are **Bassano**, followed by **Malcesine** / Monte Baldo at Lake Garda and **Monte Cornizzolo** / Lake Como, and in autumn, **Col Rodella** and the Sella saddle for impressive flying in the **Dolomites**. A different kind of Dolomite experience is offered at **Molveno** at the base of the Brenta Dolomites – equally beautiful, but less challenging.

If you like easy and uncrowded flying, check out **Meduno** and especially **Alpe Giumello**! Also **Cavallaria** at Ivrea is lesser known to the international flying community; it has a good infrastructure and offers great flights into the Graian Alps. **Speikboden**, deep within Southern Tyrol and close to the main range of the Alps, is becoming increasingly popular for its flying potential. Check it out together with **Kronplatz**, a good winter/north-wind flying site.

If you are a solo explorer and regular experienced pilot, you simply must visit **Mottarone** above the two lakes of Lago Maggiore and Lago d'Orta! A better option for the inexperienced is **Alpe Quaggione** while on the nearby site of **Maggiore**, famous Laveno awaits. For individual flying, you can get all you want at **Vigizzo**, **Liretta** and **Forcella di Sale**!

Unfortunately, beyond the major sites, there is little, if any, information to be found in English. I have selected a number of very diverse flying sites in the different regions, some of which are good for everybody with a complete infrastructure, while others require individualistic pilots who can look after themselves and can find or fly their way around. But you'll always find help and welcome from the local clubs.

Note that during the week and out of high season, you are often on your own facing the fact that no retrieval is available. You have to organize yourself, but you will be rewarded with unforgettable flights in unspoiled countryside.

Most development and industry is concentrated in the north, so you will need patience when struggling with the Italian traffic there. Take it with good humour: industrial plants can offer good thermals, noticeable around Monte Cornizzolo and Bassano.

Telephones have **+ 39** country prefix. In Italy you include the 0 when dialling a landline, even when calling from a foreign country (eg. +39 0473 22 45) and without the 0 to a cellphone (eg. +39 336 766 544). Within Italy, just dial 336 766 etc. when using a cellphone.

Further information on flying can be found at **www.fivl.it** (the Italian free-flying federation), **www.vololibero.net** (a private network to find other pilots, places, chat about issues, competitions, material etc.) and **www.parapendio.com** (similar, plus lots of links to flying schools, clubs, weather, gliders, pictures, films, market for used wings etc.)

More details are given on each site page.

*Buon volo!*





# Watles



HEIGHT  
660m – 2097m



WATLES 2657 m

Soon after crossing the Reschen saddle into South Tyrol the valley widens and the slopes become gentle meadows. The southern breeze whispers a message of a different landscape and a milder climate. That's where you find Watles, high but unspectacular, on your right, dominating the triangle with Switzerland at the base of Sesvenna group. It's an easy site all year round, for all kinds of pilots; a winter ski resort and a summer hiking and flying paradise: perfect for pilots who need a gentle introduction to flying after a long break.

## Launch

- 1. Hotel Watles (SW-SE)** 1720m, main launch, easy ideal grassy slope, top-landable, good for days with thermic breeze. About 100m S of the Watles Hotel. Park there and walk over. From the Reschenpass (Landeck) – Meran road, exit into Burgeis village and follow the signs for Prämajur and continue up until the signs appear for Hotel Watles. GPS: 46°41'59.05"N, 10°30'19.42"E.
- 2. Pfaffensee (E/SE/S)** 2220m, medium. From the cablecar station follow the signed path towards Plantapatsch hut which passes the small Pfaffen-see lake (20 min). The launch site is just before reaching the lake, on the shoulder on your right. GPS: 46°42'45.14"N, 10°29'47.31"E.
- 3. Watles summit (SW-SE)** 2657m, easy, alpine, rarely used, hike 2½ hr from Prämajur or from the cablecar across Plantapatsch hut (1½ hr) or use the ski lift in winter. There are several places to launch.

## Landing

**Schleis** (1060m), a meadow beside the Schleis–Mals road, W of the village and N of the road. From Burgeis go towards Mals and turn right to Schleis. The field (windsock) is at the W edge near a small chapel. GPS: 46°41'32.81"N, 10°31'41.47"E.

## Flying

Keep soaring the gullies and spines above the entrance of the Schlinig valley. From noon you can expect solid thermals from that side. If there is a NW/N influence the thermals get rude and rowdy – beware! If you chose a dry spring day expect very

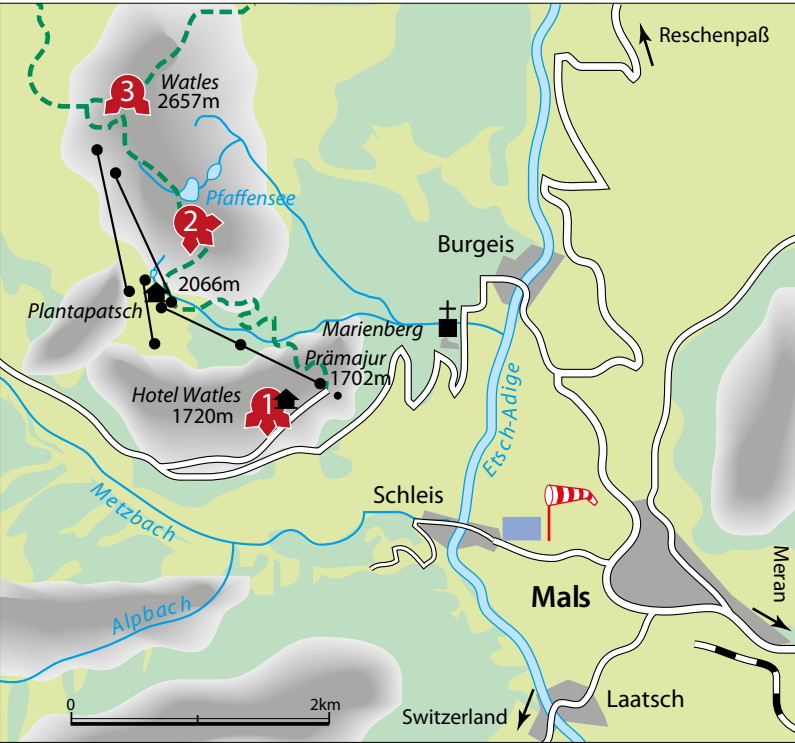
strong thermal activity – inexperienced pilots should only fly in the morning!

## Caution!

No flying with N or W winds! Expect thunderstorms during high summer and finish flying early. Always check the weather forecast carefully because Watles often sits at the intersection of different wind systems.

## XCountry

The best time (or, let me confess, the only good time) for XC flights here, is spring and early summer when the air is dry, with high cloudbase, without N wind and with no valley inversion coming up the Vintschgau valley from the south. Then you have the option of flying the entire upper Vintschgau area into the Ötztaler Alps, Ortler and Sesvenna mountains and beyond (mid March – mid May). The main route is N across the Reschenpass towards Landeck and the Inn valley. For roundtrips and triangles you can follow



South Tyrol | Vintschgau | Burgeis and Mals

the ridges counter-clockwise around Mals and the Upper Vintschgau and cross the Ofen valley towards the Ortler mountains then try come back to Watles via the Texel group side (crossing the Vintschgau valley requires a cloudbase at 3500m)! A second option is to cross the Vintschgau valley E along the Texel group and follow the range towards Meran (and back). You can discuss flight options with the local expert, Georg Ziernheld at Hotel Watles.

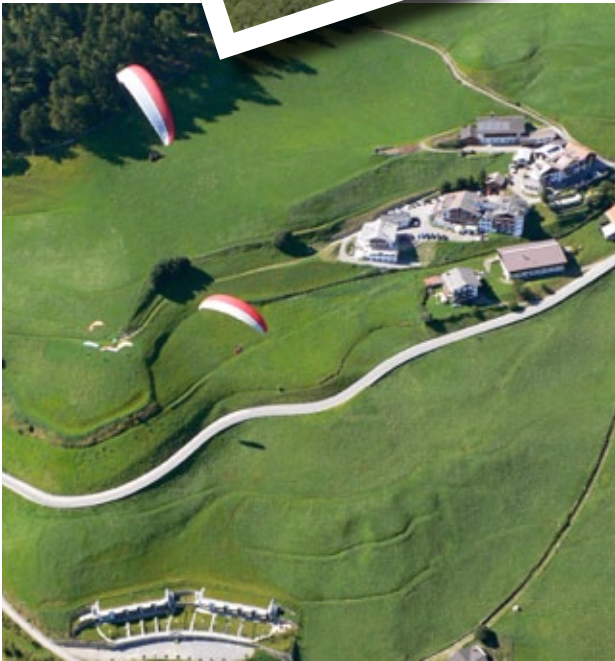


Photos © Luis Alber

## Useful info

- Getting there:** The nearest airport is Innsbruck. Trains run from Landeck/Austria in the north and Bozen (Bolzano)–Meran on the Italian side (further international lines go through Brenner) to Mals. In Mals railway station take a city bus to Watles. For connections see: [www.watles.net/\\_downloads/2010\\_flyer\\_wandertaxi.pdf](http://www.watles.net/_downloads/2010_flyer_wandertaxi.pdf). By car: from the north via Landeck–Reschenpass–Meran, take the Innsbruck–Arlberg highway, take Fliess/Reschenpass exit, continue on the B180 into Italy (SS 40). Go down to Burgeis, turn off to Schlinig and Prämajur.
- Getting up:** via cablecar [www.watles.net](http://www.watles.net)
- Weather**
- [www.bergfex.it/watles/wetter](http://www.bergfex.it/watles/wetter)
  - [www.watles.com/webcams\\_wetter.htm](http://www.watles.com/webcams_wetter.htm)
  - [www.provinz.bz.it/wetter/wetterstationen.asp](http://www.provinz.bz.it/wetter/wetterstationen.asp) (click St. Valentin, the nearest weather station)
- Meeting pilots:** at Hotel Watles near the main takeoff or in the cafés of Burgeis and Mals.
- Staying there**
- Info: [www.burgeis.org](http://www.burgeis.org)

- Hotel Watles, [www.watles.com](http://www.watles.com), Tel. +39 0473 83541. The owner, Georg Ziernheld, is a PG pilot and offers tandem flights to guests
- Map:** Kompass hiking #52 Vintschgau (1:50,000)
- Alternative sites**
- Kanzel (N/NW) at Sulden is the N wind launch in the region. Chair lift. Tel. +39 0473 613 047
  - Leiten (SW-SE) at Schluderns (road to Matsch)
  - Giggelberg (SE) with landing at Rabland, cablecar Texelbahn, Partschins, Tel. +39 0473 968295, [www.textelbahn.info](http://www.textelbahn.info)
  - Hochmuth: Klammeben at Meran (see site page)
  - Flying at Stilfserjoch and from Ortler is forbidden! (National park area)
- Other activities**
- Discover the glacier valleys of the Ötztaler and Ortler Mountains with a visit to Sulden, at Stilfserjoch or the Langtaufferer valley!
  - Swimming pool at Erlebnisbad Mals
  - MTB and hiking on Watles mountain
  - Climb Ortler or Piz Sesvenna
  - Stroll in the old town of Meran
  - Dining and more in Mals





# Hirzer & Meran



HEIGHT  
750m – 1640m



KLAMMEBEN 2100 m HOCHMUTH 1340 m

Several sites exist around the city of Meran; these two are the summer highlights! The grassy spur of Hochmuth provides better flying during the morning and midday, but the west-facing slopes at Hirzer yield better afternoon thermals. Both sites offer panoramic views and XC flights. The best meeting place is Törgglerhof landing at Saltaus, where pilots and their families find comfortable accommodation and a warm welcome.

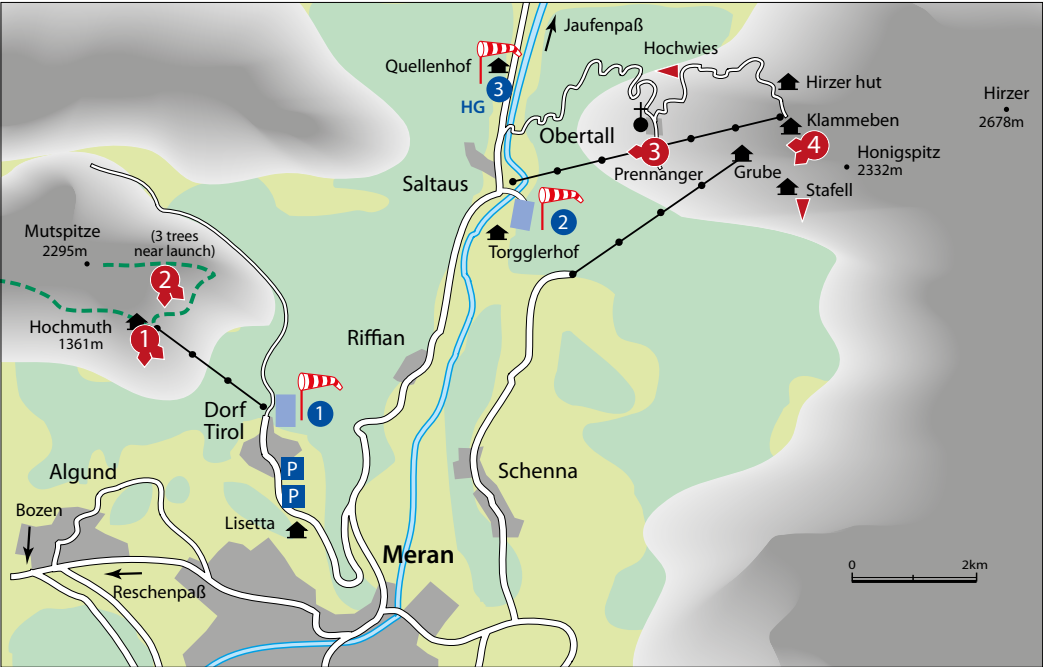
## Launch

- HOCHMUTH
- 1. Hochmuth Gasthof (S/SE)** 1340m, easy, steep meadow below the restaurant (Gasthof) next to the cablecar. GPS: 46°42'5.32"N, 11° 7'52.79"E
  - 2. Mutspitze (S/SW)** about 1810m, easy, steep slope on the shoulder, the takeoff is near three trees; 1½ hr hike from Hochmuth station (signed path to Mutspitze). GPS: 46°42'41.73"N, 11° 7'55.61"E

- KLAMMEBEN (HIRZER)
- 3. Prennanger Inn (W)** 1410m, easy, just south of the cablecar intersection. A training site for glides down, when the cablecar is closed, or there's snow at Klammeben. Beware: rotor in S wind and tricky with zero wind, when it's better to launch at Hochwies Inn (W) further N of the cablecar. Car access is also possible from Saltaus / Obertall. GPS: 46°44'0.66"N, 11°13'39.87"E.
  - 4. Klammeben (Hirzer) (SW/W)** 2060m–2100m, easy, several windsocks, launch areas on a dome and behind it on the slopes of Hirzer, 20 min hike above the Klammeben top station. Follow the path to Hirzer and Stafelhütte past the gate. GPS: 46°44'9.56"N, 11°15'2.73"E. Alternatively continue another ½–1 hr to the grass slopes around Staffelhütte below Honigspitz.

## Landing

- 1. Dorf Tirol (530m)** GPS: 46°41'5.97"N, 11° 9'37.57"E. Below and opposite the cablecar station. (Not possible for HG, land at Torgglerhof). Watch out – this field is uneven and has a number of irrigation mini-tubes sticking out of it! If high enough you can cross over to the Torgglerhof landing.



- 2. Torgglerhof** (460m) GPS: 46°43'28.19"N, 11°12'1.28"E. Big landing field just below the cablecar in Saltaus. Valley-winds in summer afternoons can get strong. Approach carefully: don't follow the riverside as there is a high voltage line running parallel plus a telephone line hardly visible. If your final approach comes from the forest (mountain) side you should be fine. Just don't come too close to the buildings of Torgglerhof. There's plenty of space.
- 3. Quellenhof** (500m) GPS: 46°44'27.74"N, 11°12'13.96"E. Alternative landing (good for HG) on the right side of SS44, about 1 km after Saltaus, before passing the houses of Quellenhof.

## Flying

**Hochmuth** is a nice morning flight on days with no anticipated wind at altitude (usually the valley-wind picks up by 11h00 from the S, except if there is a W wind forecast). You may find lift here from March through October, and in summer as early as 09h00! The house thermal is just around the antenna below the takeoff and around the gullies west of it (but don't enter them with an easterly breeze!). With a thermal you can easily get height to reach Mutspitze and cloudbase.

South Tyrol | Samtaler Alps and Texelgroup | Dorf Tirol and Saltaus



Flying above the lower flanks of Hirzer with the Meran basin in the distance





Over the Passeier valley with Hirzer above

**Klammeben-Hirzer:** From the line between launch and Prennanger you need to get about 600m further S, to the ridge with the large S facing gully running up towards Hirzer. If you catch a thermal there you can climb up towards the summit. Otherwise this takeoff is often used by tandem gliders and for beginners and Sunday pilots to do their recreational panoramic glides down.

The area around the Klammeben launches has a gully just in front of it with active lift in the afternoon hours. You may then need to turn south towards a flat spur with a hut and a large meadow (Staffelhütte). There are regular thermals but beware of turbulence from the S facing spurs. You can now thermal up towards the first mountain (Höniger) and then carry on to Hirzer. If you chose to fly up the Passeier valley towards St. Leonhard there are many meadows for emergency landing.

### Caution!

Study the landing areas to visualise your correct approach before flying: narrow valleys, obstacles and valley-winds! If you undershoot your landing you may hit a fruit plantation get stabbed by the sticks! Also carefully check the weather in high summer. The Hirzer range and the Texel group attract thunderstorms when the valley-winds are blowing strongly. When this happens the entire area becomes a trap, with hardly any safe landing!



Hirzer

## Cross Country

An easy task is an excursion up the Passeier valley to St. Leonhard and the Jaufen saddle. You may not find your way back when the valley-wind moves in but it is still a nice flight. If you get high enough you may try to get back. You can attempt this flight from either launch – Hochmuth or Klammeben – but it's easier along the W faces in the afternoon. From Hochmuth you can fly to the summit of Mutspitze and continue W to Tschigat and Zielspitze and back, then head up the Passeier valley or simply cross E to Hirzer and Ifinger, return and continue to Jaufensaddle. If you're looking for undisturbed high cloudbase with little or no valley-winds, you'll find it mostly between April and May, when a bigger task is feasible without bigger risk!

## Useful info

**Getting there:** The nearest airports are Verona and Innsbruck. Trains connect via Bozen to Meran. From the station take a bus to Dorf Tirol and Saltaus (bus stops at the cablecars). By car: from the north on the A22 (Innsbruck–Bozen/Bolzano) exit towards Meran and follow SS38 towards Merano S, then follow the brown signs to Passeiertal / val Passiria and Dorf Tirol, going around Meran city. At a split in Dorf Tirol turn right to Passeiertal / St. Leonhard and continue to Saltaus. Turn right to the parking (cablecar) or continue downward for another 800m to the landing area at Torgglerhof. To reach Hochmut cablecar just stay right at the split in Dorf Tirol and continue past the landing area towards the cablecar.

### Getting up

- Hochmuthbahn, Dorf Tirol, Tel. +39 0473 92 3480, [www.hochmuth.it](http://www.hochmuth.it)
- Hirzerbahn, Saltaus, Tel. +39 0473 64 5498, [www.hirzer.info](http://www.hirzer.info)

### Meeting pilots

- Pilots meet at the Torgglerhof, Saltaus
- [www.flyhirzer.com](http://www.flyhirzer.com), Tandemclub Ifinger, office opposite the cablecar in Saltaus, you can get more info about flying sites, flight conditions etc.

### Staying there

- Info: [www.passeiertal.it/en/](http://www.passeiertal.it/en/)
- Apfelhotel Torgglerhof: Tel. +39 0473 64 6433; very nice welcome and recommended for pilots with their families! Apartments are also available.
- Camping Untersaltaushof: an award-winning campsite, connected to Unterslthausen Hof, with wellness section, 200m from Torgglerhof landing.
- [www.campinpasseiermeran.com](http://www.campinpasseiermeran.com), Tel. +39 0473 64 5454, also offers holiday apartments
- Tirolerhof, Dorf Tirol, not far from the landing, Tel. +39 0473 92 3326, [www.hotel-tirolerhof.it](http://www.hotel-tirolerhof.it)
- Gasthof Hochmuth: rustic accommodation at the take off ([www.hochmuth.it](http://www.hochmuth.it)) Tel. +39 333 266 8484

**Map:** Casa Editrice TOBACCO #011 Meran (1:25,000)  
**Weather:** <http://flyhirzer.com/de/wetter-de.php> or [www.provinz.bz.it/wetter/suedtirol.htm](http://www.provinz.bz.it/wetter/suedtirol.htm)

### Alternative sites

- Glaiten (S) easy, winter site, at the Jaufenpass road
- Auen at Sarnthein (S) a valley-wind soaring site

for experienced pilots, just 100m above the road, but experts can reach Hirzer and land at Törgglerhof from there!

- Meran 2000 / Falzeben (SE); cablecar (Meran 2000) usually a winter flying site; contact: Franz Pixner ([www.tirolfly.com](http://www.tirolfly.com))
- Vigiljoch (S) at Lana: evening soaring and thermaling in summer for experts; cablecar Vigiljochbahn from Oberlana, Tel. +39 0473 561333
- Giggelberg (SE), landing at Rabland, cablecar Texelbahn, Partschins, Tel. +39 0473 968295, [www.textelbahn.info](http://www.textelbahn.info)

### Other activities

- Check out the old town of Meran, a must-see!
- Hiking, MTB and climbing in the Sarntaler range around Hirzer and in the Texel group (Hochmuth)
- Rafting in the Passeier River
- Reinhold Messner's castle at Juval, a mountain museum
- Trips to the Ortlergroup / Ötztaler Alps via Timmelsjoch or the Dolomites via Eggen canyon at Klausen



Land directly  
in the hotel area...

Paragliders are very welcome!



Italy  
Schweinsteig 19 – 39015 St. Leonhard  
Tel: +39 0473 645433  
Fax: +39 0473 645545  
[info@torgglerhof.it](mailto:info@torgglerhof.it)  
[www.torgglerhof.it](http://www.torgglerhof.it)



# Speikboden



HEIGHT  
550m – 1640m



SPEIKBODEN 2517 m AHORNACH 1420 m

A jewel hidden in South Tyrol, where long deep valleys run up to the main ranges of the Alps. Speikboden has a growing reputation as one of the cross country highlights of the eastern Alps. With valleys and ridges and glaciated peaks all around, Speikboden forms the centrepiece for trips into nearly any direction. Just below it, the takeoff at Ahornach (situated straight above Sand) is more accessible, offering everything from spring-time thermals to good training flights for pilots with less experience.

## Launch

SPEIKBODEN  
**1. Speikboden (N/S)** 2362m–2400m, easy-medium, GPS: 46°54'54.63"N, 11°53'55.33"E. From the cablecar walk down the saddle (big windsock) where the ski piste descends. You will find several takeoff possibilities there, extending about 50m up the ridge.  
**2. Speikboden summit (N/S/E)** 2510m, easy-medium, around the summit of Speikboden, follow the ridge from the cablecar for about 25 min.

AHORNACH  
**3. Ahornach (S/SW)** 1420m, easy, meadow just below the Ahornach–Pojen road. Follow the road from Sand to Ahornach and cross the village until a road splits left towards Pojen. Follow it up until you reach the takeoff. GPS: 46°55'34.22"N, 11°58'5.23"E.

## Landing

**Sand in Taufers** (870m) industrial zone. From Sand in Taufers, head S towards Kematen along Via Industriale. After 1 km, just past the junction left to Kematen and the swimming pools, the field on your right, opposite the windsock with the information board. GPS: 46°54'41.34"N, 11°57'38.54"E. To get back to Speikboden cablecar and parking: take the local bus into Sand central bus station and change to the bus towards Ahrntal. It stops at the cablecar. If you can't find a bus and have at least 5 people, call: Taxi Albin Tel. +39 347 353 3353 (www.taxi-sandintaufers.com). It's the shuttle which also takes pilots to Ahornach. For the local bus connections, check www.oberhollenzer.com that connects the landing with Speikboden cablecar.

### Landing fee! You must buy a landing ticket

at Café Laube (Tel. +39 347 571 3508, closed on Tuesdays) or Gasthof Bruggnhof at Kematen (Tel. +39 0474 678004, closed on Mondays).

## Flying

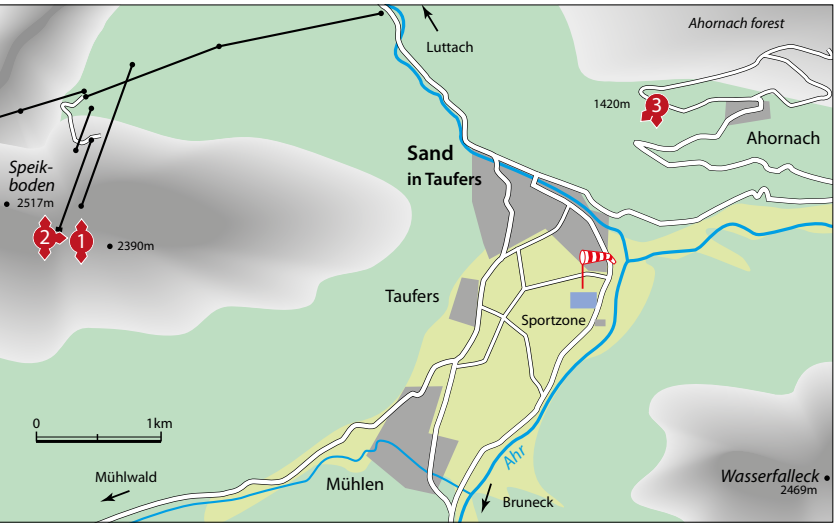
From the S and N launches on the ridge you can pick your first thermals above the hollows and gullies towards the E (Sand) and with some altitude continue the ridge W into Durreck group and catch the lift on the S faces. On a good day you'll find more lift here than anywhere else. With a light E keep to the shoulder above Sand. In the afternoon you can cross towards the W faces above the landing field at Kematen and with some good lift you can venture out towards Bruneck and return.

## Caution!

Speikboden is extremely sensitive to N wind. Never try to launch then! Strong winds at altitude, especially from the N/W, trap you with the leeside thermals, producing severe rotor conditions. The site is exposed to the usual overdevelopment on days with low pressure and high humidity. It's an alpine environment, requiring a regular pilot, or an introduction by a tour guide.

## Cross Country

Speikboden has a number of advantages for XC triangles: it is a high launch with a good altitude difference and is surrounded by several ridges above low valleys that are easy to use and produce good



South Tyrol | Zillertaler Alps | Sand in Taufers



North launch from the Speikboden ridge



Another route is to connect with the Pustertal valley (XC highway) by crossing the Muehlwalder valley S from launch, then turning W above the first ranges towards the entrance of the Pustertal valley around Fortezza / Franzensfeste before coming back.



Sand in Taufers

lift as early as 10h00. And the cloudbase quite often reaches 4000m. Are you starting to get excited? Look at the map carefully: Your departure point lies in the centre of five valleys. You can work around them counter-clockwise and keep the sun shining on the slopes – you've just found the prime task! You can use the entire day in June and July, which gives you up to 10-11 hours to complete tasks. For an average, alpine XC pilot, tasks of 3-4 hours take you on great adventures (triangles average 50–100 km). There are so many combinations which makes the flying here so rewarding!

Speikboden is protected from moderate N, but not from a strong N caused by bad weather on the N side of the Alps. Plan to come to Speikboden from spring until late summer (August) with a very light N/NW wind at altitude, which brings you the dry, cold air for high cloudbase. The window for XC stretches from March into October which is proof of the conditions. Several record flights have been

done recently by PG (200 km triangle in July 2010).

To start with, you can try to follow the takeoff ridge W (Muehlwalder range) above the Mühlwalder valley which ends at Neves lake at the foot of Großer Möseler. Thermal up above the Neves saddle on the S face of Weisse Wand / Pfaffen Nock and turn E across the side valleys of the Ahrntal valley. Continue to Schönberg – Wolfskofel (or further behind) along the valley as long as you like and cross south into the Durreck range (most likely around Prettau) and fly out W above the Rain valley back to Sand, eventually making a loop towards Speikboden before landing. You can prolong the flight axes according to your skill level and the conditions!



Useful info

**Getting there:** The nearest airport is Innsbruck. Trains run from Bozen / Brixen to Bruneck and local buses connect with Sand in Taufers, Ahornach and the cablecar at Speikboden. By car, the fastest approach is from the Brenner highway A22 (Innsbruck – Bozen – Modena) and exit at Brixen onto SS49 heading towards Bruneck / Pustertal and continue until the turnoff for Sand in Taufers. Follow SS 621 into Sand. You pass the landing field. Continue up the valley to the cablecar.

**Getting up:** Speikboden cablecar Tel. +39 0474 67 8122, [www.speikboden.it](http://www.speikboden.it) (detailed weather info)

**Weather:** see the cablecar website or [www.provinz.bz.it/wetter/hoehenwindstationen.asp?redas=yes&stat\\_stid=208](http://www.provinz.bz.it/wetter/hoehenwindstationen.asp?redas=yes&stat_stid=208) (the Pfunders mountain station shows detailed weather data)

**Meeting pilots**

- Falkenclub, Tel: +39 0474 55 4666, [www.falkenclub.com](http://www.falkenclub.com)
- Most people meet at the landing place or opposite in the parking lot

**Staying there**

- Info: [www.ahrntal.it](http://www.ahrntal.it), Tel. +39 0474 65 2081
- My recommendation: Wellnesshotel Feldmilla, [www.feldmilla.com](http://www.feldmilla.com), Tel. +39 0474 67 7100; special offers for PG pilots; contact Mrs. Ruth Leimegger!
- Camping Antholz, Tel.: +39 0474 49 2204, [www.camping-antholz.it](http://www.camping-antholz.it)

- Maps**
- Kompass hiking # 82 Ahrntaler Berge (1:50,000)
  - IMTA Mapgraphic # 16 Ahrntaler Berge (1:25,000)
- Alternative sites**
- Kronplatz (see site page)
  - Platten (SW-SE) above Pfalzen (good spring takeoff); road
  - Gitschberg (S/E/W) at Meransen; fantastic XC site! cablecar + walk
  - Gais (SW) road from Uttenheim

- Other activities**
- Tauferer-Ahrntal at the foot of the Zillertal and Venediger ranges is a hiking and mountaineering paradise!
  - Check out the castles around here!
  - Book your wellness session in Feldmilla Hotel, a pleasure after your XC-flight! [www.feldmilla.com](http://www.feldmilla.com)
  - Canyoning and rafting: [www.yetiadventures.info](http://www.yetiadventures.info)
  - [www.bergtotal.com](http://www.bergtotal.com) - weather, mountain activities, books, info and more in Southern Tyrol
  - Horse-riding and horse-trekking: [www.pferdetrekking.it](http://www.pferdetrekking.it)



Launching from Ahornach

KRONPLATZ 2273 m

# Kronplatz



HEIGHT  
1274m – 1325m



A famous winter ski station, this freestanding dome towers above the Puster valley between the main ranges of the Alps and the Dolomites. It offers a first class viewpoint and superb panoramic flights. For the pilot visiting South Tyrol this is an unmissable destination.

## Launch

- 1. Cablecar (W-N)** 2270m, easy, about 50m W of the cablecar station; toplandable. GPS: 46°44'17.61"N, 11°57'27.21"E
- 2. Ski slope (N/NE)** 2219m; about 200m downward (N) on the ski slope, visible on the way up from the cablecar. GPS: 46°44'28.46"N, 11°57'22.34"E
- 3. Summit east (E/SE)** 2260m; 100m E of the cablecar on the summit plateau. Not allowed in winter (ski slope)! GPS: 46°44'19.91"N, 11°57'39.99"E
- 4. Summit south (S/SW)** 2260m; 100m S of the cablecar, not allowed in winter! (ski slope). GPS: 46°44'17.87"N, 11°57'30.11"E

## Landing

**Reischach (945m)**, for HG & PG, opposite the cablecar, N of the parking area. GPS: 46°46'24.08"N, 11°56'22.95"E. To get to the cablecar follow the signs for Kronplatz and Reischach from Bruneck. The cablecars from Olang and St.Vigil have no official landings. PG pilots land there in winter occasionally near the bottom stations or on harvested fields.

## Flying

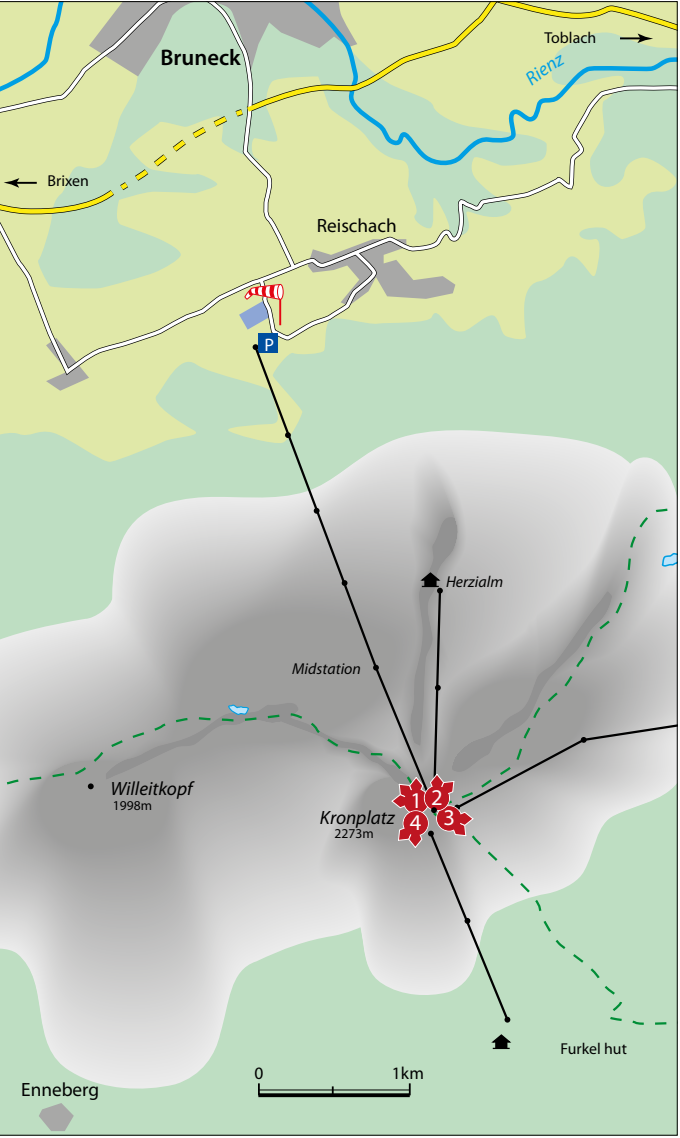
The W and N launches are the most convenient for longer soaring and panoramic flights above the Bruneck valley basin, along the N face during summer and also in the rest of the year as they are allowed during ski season. The S and E launches get used when its thermic or in easterly valley winds only. Remember there are no official landing fields at Olang and St.Vigil and the cablecars there operate only in the winter season. The thermals are on the western ridge (from either side) or from the hollow below the summit, near the cablecar line.

## Caution!

A freestanding dome often generates rotating winds that swirl around with no clear direction except on strong wind days. Avoid strong wind and be very careful on days with S and N! Pay attention when the wind rotates around the summit or when the hollow in front of the W launch produces thermals. You still have to pass the summit to get in front of it above the valley and on the way you can get pushed downwards.

## Cross Country

Not a good XC option – rather try Pfalzen and Speikboden! With a light N/NW, on a dry day between March and August, you can try to go SE via Piz da Perez and the chain running towards Pragser Wildsee lake, with a chance to continue to the Tre Cime di Lavaredo. Cloudbase should be above 3000m. Usually you don't have the opportunity to thermal widely across the Pustertal valley before the valley-winds pick up and disturbs the thermal activity. To the south the gaps between the ridges are too big to cross given the usual cloudbase you find here.



South Tyrol | Puster valley | Reischach and Bruneck



# Useful info

**Getting there:** The nearest airport is Innsbruck. Trains run to Bruneck and local buses to Reischach / cablecar. By car: from the north via Brenner highway A22 towards Bozen / Bolzano, exit Brixen SS49 towards Bruneck / Pustertal, follow until the turnoff at St. Lorenzen. Go via Stefansdorf to Reischach.

**Getting up**  
Kronplatz, [www.kronplatz.org](http://www.kronplatz.org); Tel. +39 0474 58 4225

**Weather**

- [www.kronplatz.com/de/service/suedtirol-wetter/](http://www.kronplatz.com/de/service/suedtirol-wetter/)
- [www.provinz.bz.it/hydro/daten/stazione\\_dettaglio\\_d.asp?STAT\\_ID=108](http://www.provinz.bz.it/hydro/daten/stazione_dettaglio_d.asp?STAT_ID=108) (the weather station at Plose – very important for checking the wind before flying in the area!)

**Meeting pilots:**  
Time to Fly Pustertal; [www.time-to-fly.org](http://www.time-to-fly.org); Chris Niederkofler, Tel. +39 3495 64 1605. Chris works at the Hotel Keil pub; you can always join him there and get more information or come flying when he has tandem flights!

**Staying there**

- Residence Untermoarhof, directly beside the ski slopes ont the N side of Kronplatz, [www.untermoarhof.com](http://www.untermoarhof.com); Tel. +39 0474 584 222
- Alpinhotel Keil, Olang, (E side of Kronplatz) [www.alpinhotel.it](http://www.alpinhotel.it); Tel. +39 0474 49 6716
- Bauernhof Jörglmoar, St.Lorentzen (the owner is a pilot and gives information); Tel. +39 0474 47 4184, [www.joerglmoar.com](http://www.joerglmoar.com)

**Map:** Casa Editrice Tabacco #33, Bruneck (1:25,000)

**Alternative sites**

- Pfalzen (SE-SW), road
- Frällerberg (SW) at Rodeneck, road
- Gitschberg (E/S/W) great XC takeoff at W entrance of Pustertal valley, cablecar from Meransen
- Lüsener Alm (S), road from Lüsen near Brixen to Tulperhof at the takeoff; good for Sunday pilots and small XCs
- Plose (W/NW) Brixen, excellent evening soaring and sightseeing flights, cablecar from St. Andrä, Tel. +39 0472 200 433 [www.plose.org](http://www.plose.org)
- Ahornach and Speikboden (see site pages)
- Helm (SE-SW) at Sexten, cablecar, Tel +39 0474 65 2155

**Other activities**

- Old Bruneck town ([www.bruneck.com](http://www.bruneck.com))
- Visit the Tauferer-Ahrntal and the Raintal valley
- MTB trips around Kronplatz and the side valleys
- Need adrenaline? [www.adrenalineadventures.it](http://www.adrenalineadventures.it)



# Seceda



HEIGHT  
1070m – 1190m



SECEDA 2518 m

Ben Üni! *Welcome! The Gröden valley, part of the Ladinic (Ratoromanic) cultural heritage with its own language, lies in the heart of the Dolomites and offers a breathtaking flight experience. The Seceda, a mere foothill to the rock towers of the Geisler group, is not just a scenic ski station but also the straight ramp to launch you into Dolomitian skies. It offers two faces: the western cliffs and the smooth eastern grass-slopes, both just a facet of the entire piece, which creates a demanding aerial adventure for the experienced pilot, with unforgettable impressions. Seceda is much less frequented than the nearby Col Rodella. Locals know the reason why. For your own safety, you should contact the local pilots.*

## Launch

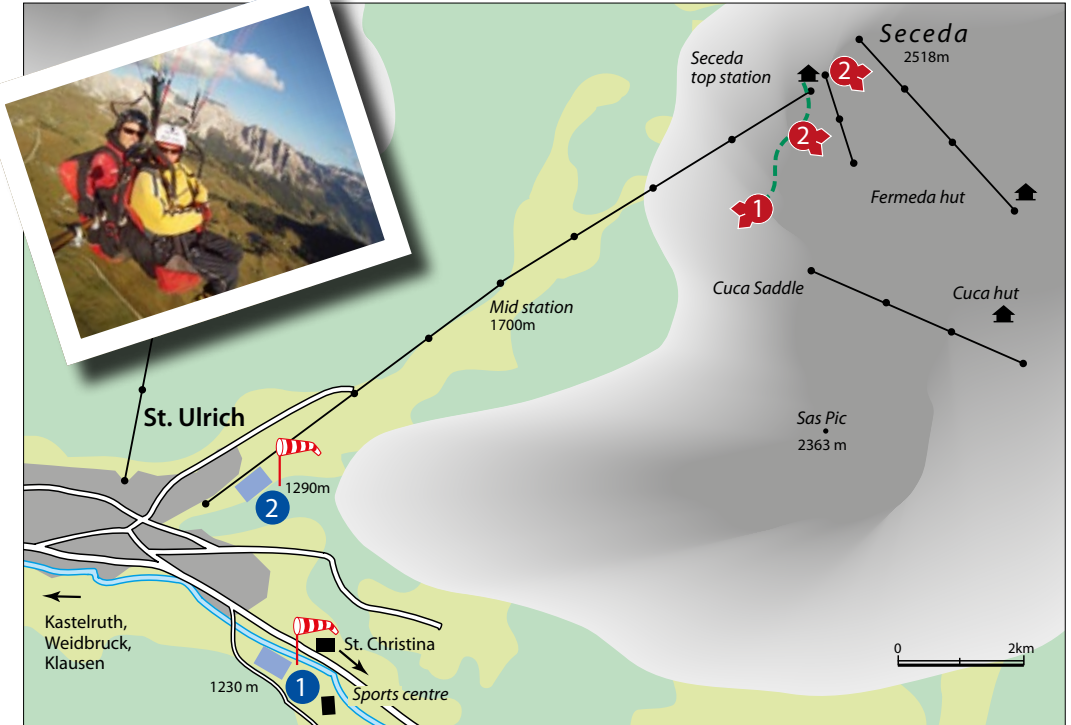
- 1. (SW/W)** 2360m, medium-difficult, small grass hollow on the edge of the cliff (windsock), a 500m walk downwards from the cablecar by following the back. GPS: 46°35'35.94"N, 11°43'22.62"E
- 2. (E/SE)** ± 2470m, easy: there are two possibilities, one near the top of Seceda, 200m NE of the cablecar, E of the ski lift. GPS: 46°35'58.27"N, 11°43'42.33"E; the other one is near the met/webcam station 50m S of the cablecar. Note: you have to fly around Sass Pic or cross the Cuca saddle between Sass Pic and Seceda to reach the landing!

## Landing

- 1. Main landing** (1280m). Meadow just in front of the St. Ulrich sports field, between the river and the road (below it). GPS: 46°33'55.72"N, 11°41'22.06"E. Pass St. Ulrich on the road towards Sella Pass / St. Christina, after about 800m from the centre of St.Ulrich turn right and park at the head of the field, where the road to the sports centre is signposted.
- 2. Anatal valley** (1290m); small meadow in the narrow valley where the cablecar leads up to Seceda. Oriented towards the valley-wind but surrounded by trees and only landable by expert pilots and with the help of valley-wind. 150m from the cablecar, towards Seceda. GPS: 46°34'37.29"N, 11°40'41.72"E.

## Flying

The W launch leads to a house thermal. Wait until the wind comes straight and not sideways! After



takeoff you can check the cliff to your right or cross S towards the area above Cuca saddle and the head of the ridge running down towards the valley and St. Ulrich. Follow the ridge line and don't fiddle about for too long above the Ana valley, otherwise you will have to land there. The main landing field cannot be seen from takeoff and you have to fly several kilometres out towards the valley but with

any modern glider you will always reach it comfortably. When soaring above the Ana valley you have to fly out when getting lower than Cuca saddle! After a launch above the flat grass bowl of the eastern flank you aim for Sass Pic, the dome ahead of you. Fly on its east side and you'll find the lift to get out above St. Christina easily, or ride the house thermal of the south face upwards.

South Tyrol | Geisler group | St. Ulrich and Ortisei



Caution!

Don't fly with strong winds of any direction at altitude, but especially N and when thunderstorms are forecast! Hobby pilots should not fly here in summer around noon! Don't attempt to launch without a solid ability to reverse launch. Guest pilots should always contact the local club or tandem office at the cablecar before launching. Try to hook up with a flight of the local tandem pilots. If you have little experience, come here with an experienced guide and outside of peak summer!

**Emergency** Tel. 118; Helicopter centre St. Ulrich / Ortisei Tel +39 0471 797766

Cross Country

It's a tough start point, with spring and summer thermals around 7 m/s on the W face. Consult the local tandem pilots about the XC possibilities. The XC seasons starts in April and runs until September with some isolated days in October! Usually dry summer months present very strong conditions and, despite the west-facing launch, you must take off as early as possible and go towards the Cuca saddle or Sass Pic, where some excellent house thermals await you. Then turn N towards the Geisler group's S faces and climb along the rock walls to gain good height.

With over 3000m cloudbase you can follow the Geisler group E and continue towards the Alta Badia valley, either crossing it eastwards to access the Fanes group and Cortina or connecting to the Sella group and flying around it towards Pordoi saddle. From there it's a jump to Marmolada southward or back via the W faces of Sella, or (with good height above 3500m) across Langkofel into the Val Gardena / Gröden valley. This circuit seems to be a standard one on good flying days.

Alternatively you can make straight flights following the Puster valley (NE) or Fassa valley (SW) and fly out towards Trento, or try to connect to the southern Dolomites via Valsugana.



On the west side of Seceda, with Langkofel in the distance

Useful info

**Getting there:** The nearest airport is Verona. The Innsbruck–Brenner–Bolzano–Trento main train network stops at Klausen. Choose from the several daily buses to St. Ulrich. Local bus connections are available around the Grödnertal valley. By car: take highway A22 Brennero–Bolzano–Modena, exit at Klausen and go towards Grödnertal / St. Ulrich

**Getting up**

- Seceda Bergbahn, St. Ulrich, [www.seceda.it](http://www.seceda.it), Tel: +39 0471 796531
- Check for the Val Gardena card which offers a weekly use of all cablecars, bus transport and more for a discounted price!

**Weather**

- [www.seceda.it/deu/livecam-meteo-s.php](http://www.seceda.it/deu/livecam-meteo-s.php)
- [www.arpa.veneto.it/bollettini/htm/dolomiti\\_meteo\\_en.asp](http://www.arpa.veneto.it/bollettini/htm/dolomiti_meteo_en.asp)
- Weather links on the club website

**Meeting pilots**

- [www.parapendio-gardena.com](http://www.parapendio-gardena.com); St. Ulrich; Tel. +39 339 670 9659
- Fly 2, PG Tandem club and Tandem flights; [www.fly2.info](http://www.fly2.info), Tel +39 335 571 6500, Kilian Insam gives advice on the flight conditions and does tandem flights with inexperienced pilots!

**Guided tours**

The author of this book guides a Dolomite seminar and introduction every year for small groups. Contact: [oliverguenay@gmail.com](mailto:oliverguenay@gmail.com)

**Staying there**

- Info: [www.valgardena.it](http://www.valgardena.it)
- My tip: Garni Belvert, Wolkenstein (5 km up the valley), at the landing area of Ciampinai with a good ground-handling slope just outside, Tel. +39 0471 79 5514, [www.belvert.it](http://www.belvert.it)
- Hotel Freina, Wolkenstein; Tel. +39 0471 79 5110, [www.hotelfreina.com](http://www.hotelfreina.com)
- Garni Belaut, Wolkenstein, Tel. + 39 349 102 6268
- Camping Seiser Alm, Völs, Tel. +39 0471 70 6459, [www.camping-seiseralm.com](http://www.camping-seiseralm.com)
- Hotel Albion, St. Ulrich, Tel. +39 0471 70 0042, [www.albionhotel.net](http://www.albionhotel.net)

**Map** Casa Editrice Tabacco, #5 Grödnertal (1:25,000)

**Alternative sites**

- Ciampinai (NW/W/NE/E) Wolkenstein (Selva), cablecar Tel. +39 0471 76 5313; impressive flight at the bottom of Langkofel
- Sass Pic (all directions); 1 hr from the Seceda cablecar top station or 1½ hr from St. Christina
- Spitzbühel (W/SW), excellent springtime and afternoon flight above the largest high grass plains of Europe (UNESCO world heritage); car access prohibited: take the bus from Kastelruth from the landing to the base of the chairlift (Tel. +39 0471 727061) to Spitzbühelhut or walk ½ hr if the chairlift is closed!
- Steviola (E/SE/S) beautiful flight above the rock walls of Längental and Wolkenstein; 1½ hr walk.
- Dantercepies (SW/W) afternoon flight from near the Grödnertal saddle; cablecar from Wolkenstein / Selva and 10 min walk W
- Sell Saddle for superb late afternoon soaring and groundhandling
- Colalt (S), Corvara; cablecar
- Col Rodella (see site page)



**Other activities**

- Good dining at Sneton, Sottriffer and Zur alten Traube at St. Ulrich, or Freina at Wolkenstein
- Swimming and wellness at Mar Dolomit
- Hiking and via ferrata at the Geisler, Stevia and Sella group
- Climbing at the Sella saddle (Sella towers)
- Famous ski area of Sella Ronda
- Visit the castles in the surrounding valleys, and the Säben Monastery above Klausen
- Bozen city centre
- The grass plains of Seiser Alm; a UNESCO world heritage site ([www.seiseralm.it](http://www.seiseralm.it))



# Col Rodella



HEIGHT  
85m – 1158m



The aerial arena above Col Rodella and the Sella Pass has a worldwide reputation for the best flying you can find in the Dolomites in late summer and autumn. It's fascinating and breathtaking, but reckless launches in leeside conditions and overcrowding by hundreds of pilots in late September are ongoing problems, so I have added Belvedere as a good alternative and highlighted the Sella saddle as well. Choose when and where to go carefully. If in doubt, stand down, and take an experienced guide for your own safety and enjoyment!

## Launch

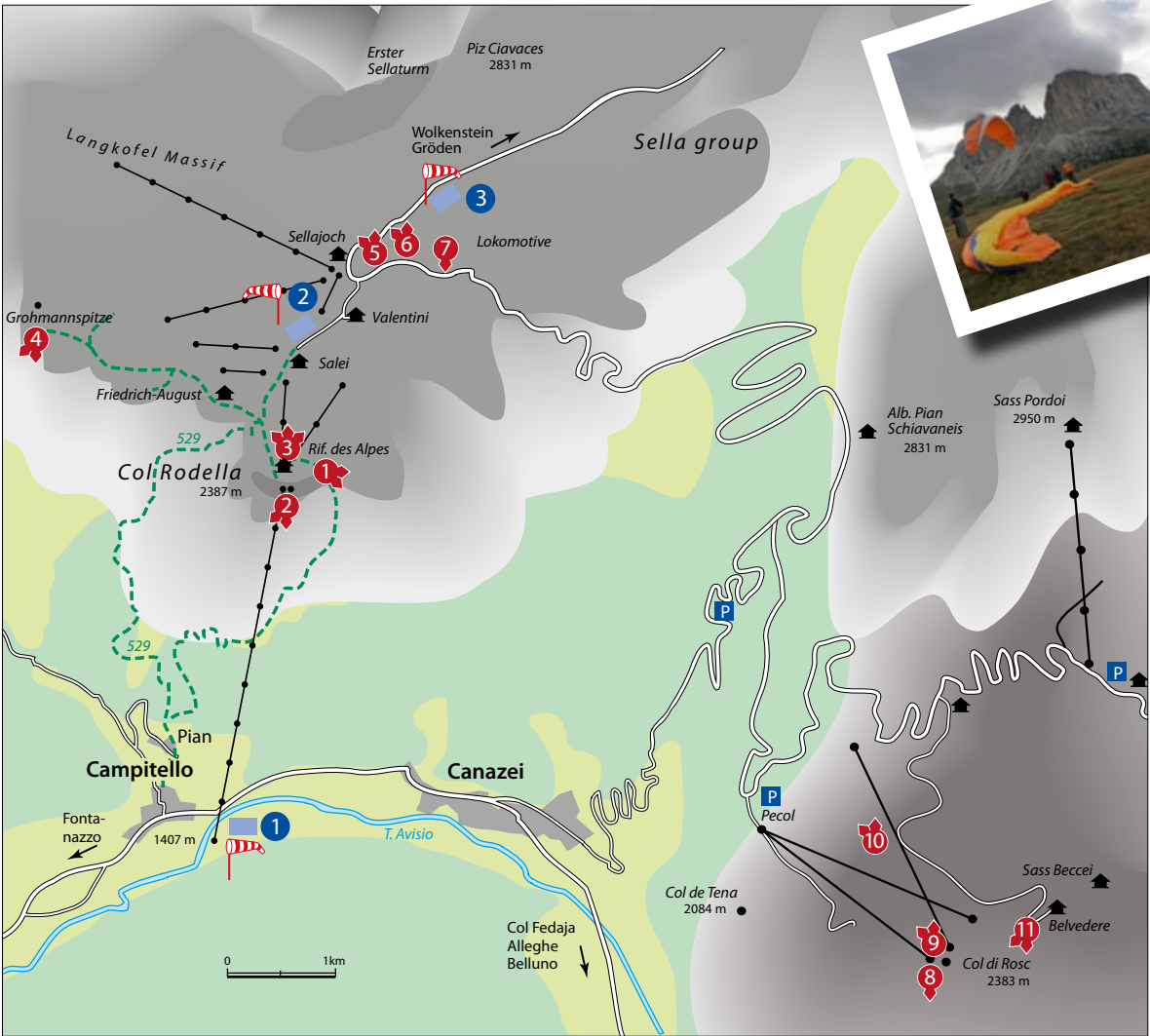
### COL RODELLA

**1. Rifugio des Alpes (SE/E)** 2390m, easy-medium, on the grass shoulder, E of the hut, 5 min walk from the cablecar. Typical morning launch. GPS: 46°29'49.77"N, 11°45'12.54"E

**2. Rodella South (S/SW)** 2320m, easy-medium, main launch. Long field below the rock face on the Fassa valley side. The lower part of the field is less steep and without obstacles. From the cablecar walk for 10-15 min down and around onto the south side. GPS: 46°29'36.91"N, 11°44'57.23"E

**3. Rodella North (NW-NE)** 2380m, easy-medium, just behind Rifugio des Alpes between the chairlifts (not in winter!) GPS: 46°29'50.31"N, 11°45'7.31"E

**4. Pian dei Manc (S/SW)** 2560m, easy, GPS: 46°30'20.76"N, 11°44'8.44"E. Good alternative launch above the Friedrich-August hut at the base of Grohmann Spitz. Follow the road from Sella saddle parking at Rifugio Valentini towards Col Rodella and turn right towards Friedrich August hut. Just before reaching the hut, climb on the prominent rib to the right until you reach the big meadow of Pian dei Manc (1h15 from the car). Or descend from Col Rodella cablecar until the small saddle and climb up (1 hr).



Trentino | Sella and Langkofel Group | Campitello and Wolkenstein

### SELLA PASS

**5. Saddle (N/NW)** 2220m, easy. A grass step below the saddle after the telephone line. Park on the road 100m before the saddle itself and walk down for 5 min. Excellent for ground-handling and evening soaring with light NW winds from the Gröden valley. GPS: 46°30'33.49"N, 11°45'49.90"E

**6. Shoulder (N/NW)** 2270m, easy-medium. From the pass walk 10 min up (N) to the cross and turn to the slope facing N. GPS: 46°30'33.00"N, 11°46'7.01"E.

**7. Lokomotive (S)** 2335m, medium-difficult. Only for experts! GPS: 46°30'31.41"N, 11°46'20.26"E. From launch 2, continue on the rib towards the rock towers for another 10 min until passing a small rock formation shaped like a train; recognizable from the pass road when coming up from the Gröden valley / Val Gardena. The grass and scree-field lies to its south at the bottom of the first Sella tower.

### BELVEDERE

- 8. Col di Rosc (S)** easy, 2370m, just behind the cablecar. GPS: 46°28.467'N, 11°48.117'E
- 9. Col di Rosc (NW/N)** easy, 2346m, grassy dome 50m below the cablecar, when looking down, right of the cables! GPS: 46°28'30.38"N, 11°48'8.31"E
- 10. (NW/W)** easy, about 2140m, grassy dome beside the ski slopes, good launch when the wind is stronger and for evening soaring, access by car is possible, plus 5 min walk. GPS: 46°28'47.42"N, 11°47'53.04"E
- 11. (S/SW)** 2370m, on the S face towards Col Fedaja, easier than launch 1; from the cablecar walk 10 min E on the Bindelweg onto the S face. GPS: 46°28'32"N, 11°49'07"E

## Landing

- 1. Campitello** (1402m), huge landing field 500m E of the cablecar. GPS: N 46°28.561' E 11°44.960'
- 2. Sella Pass toplanding zone** (2250m) easy, just on the flat grass saddle westwards above the road between Rifugio Valentini and Rifugio Salei. GPS: 46°30'21.25"N, 11°45'10.63"E. After years of flying here, this is my favourite place. The wind comes mostly sideways from the S or N but causes no problems. You can use the slope as well. After landing take a relaxed Cappuccino at Rifugio Valentini and get your car! Or walk over in 25-30 min to the cablecar at Col Rodella.
- 3. Sella Pass North** (2130m), only for PG! Flat meadow beside the Sella pass road in a hollow below the N launch. GPS: 46°30'46.97"N, 11°45'53.01"E. This area is good with a light N wind and is the last safe landing field before the forest, if you launched for a short training flight.



Fun time on the Sella Pass saddle





### Flying

At **Col Rodella** most pilots underestimate the crosswinds of the Gröden valley (Val Gardena) in the north and the Fassa valley below. Both winds join around Col Rodella and can cause different leeside conditions and turbulence around the dome – mostly at the eastern hollow below the morning takeoff, where many lazy pilots think they will find quick lift without having to walk! Don't follow them, except when it's early. The E side can be flown until 10h30 and never on days with expected N influence. The leeside thermals are crazy and mix with the N wind. On dry days with strong thermal activity even dust devils can be seen in the eastern hollow!



In the afternoon hours the wind from the Fassa valley (from the SW) starts to dominate. Then you have to launch on the S side and you will find strong thermals in front of the rock face and on the W side. They often overlap, with a N influence.

Beware also of S conditions (a forecasted S wind on the Italian side of the Alps) as the wind rapidly increases when thermal activity is combined with altitude wind and valley wind (the Fassa valley lies in the same direction).

The Pian dei Manc launch is the safest launch in the Col Rodella area, except on strong wind days. You are protected from a light N wind and can cross towards the Col Rodella's W/N faces to find thermals, but you will find solid house thermals right in front of takeoff, so you reach Col Rodella with a good clearance.

**The Sella Pass** launches are good for experts (Lokomotive) and for evening / late afternoon soaring with a light wind from the N/NW. You have to launch on the shoulder above the pass and cross towards the rock faces where you should find lift. Your wind should be at least 15 km/h and not more than 25 km/h! The lower takeoffs are good training spots for ground-handling, toplanding and playing around, mostly in the afternoon.

**Belvedere** is a reliable alternative on days with a light N, which crosses Sella pass and descends along the eastside of Col Rodella but blows up again on the Belvedere slope. On days with strong thermal activity the house thermal sits on the western edge after the S launch. Launching to the S from Belvedere should only be done in calm conditions. Strong thermals and NW winds can interfere with each other here and also produce gusts. Also don't fly at Belvedere with easterly winds!

If the valley-wind gets too strong at Belvedere don't force yourself to reach the main landing at Campitello. There is an emergency landing much closer and you can also land near launch 3 at Belvedere, which saves you from hitch-hiking back to your car.



### Caution!

Don't fly with N wind: check the detailed weather situation with the webcams, especially Seceda and Plose where you have a better wind indication than on Col Rodella. Col Rodella is a trap in a N wind! The complicated air circulation around Col Rodella demands an expert. The strong Dolomite thermals are severe from May to August. Most pilots come to this area from mid September until beginning of November. Strong S can cause rapid low level condensation, rain-showers and strong lift on the faces of Col Rodella, Belvedere and around Sella.



### Cross Country

Cloudbase can be between 3000m and 4500m, even in autumn, depending on the cold and dry air influence from the N/NW. With a launch from Col Rodella / Belvedere or Lokomotive you can fly around the Sella and Pordoi saddles, cross to Marmolada peak opposite (but don't topland it!) and turn back to continue along the Langkofel group towards the Rosengarten / Catinaccio group further W above the Fassa valley before turning back to follow the W faces, crossing the Seiser Alp into Gröden valley / Val Gardena and from there retuning to Sella – a perfect triangle. Straight flights go SW along the Fassa valley towards Trento and S, across Sella towards Cortina and further (E), or N across Seceda and Raschötz or Geisler group into the Puster valley and beyond.

### Useful info

**Getting there:** The nearest airports are Verona, Innsbruck and Treviso. Trains go to Trento, Bolzano/ Bozen and Ora/Auer; from there take the bus. From Bozen/Bolzano bus 180 to Vigo di Fassa. Then change to bus 101 to Campitello. From Ora/Auer bus 140 to Cavalese. Then change to bus 101 to Campitello. From Trento train station take bus 104



via Auer to Cavalese, then change to Canzei/Campitello. By car: from the south take the A22 Brennero–Trento–Modena, exit at Ora/Auer and take SS48 via Passo San Lugano–Val di Fiemme–Val di Fassa to Campitello. From the north: A22 Brennero–Modena, exit Bolzano/Bozen N and take SS241 Passo Costalunga/Karerpass–Val di Fassa to Campitello.

#### Getting up

- Col Rodella, Campitello, Tel. +39 (0) 462 60 1285, [www.canazei.org](http://www.canazei.org)
- Belvedere, Pecol, Tel. +39 (0)462 60 1285
- The cablecars run from mid June until 10 October. Thereafter you have to walk to Col Rodella from the Sella saddle (35 min) – park above or at the Rifugio Valentini. For Belvedere, go from Sella pass to the Pordoi pass junction and turn left at Pecol / Hotel Gonzaga. You can drive up until close to the lower takeoff. There are taxi shuttles in Campitello who take groups to Col Rodella and Belvedere.

**Weather:** [www.3bmeteo.com/le\\_webcam/Canazei](http://www.3bmeteo.com/le_webcam/Canazei) – Col Rodella/1646

**Meeting pilots:** [www.parapendio-gardena.com](http://www.parapendio-gardena.com), with excellent weather links and detailed info on the flying at Rodella and Seceda, but in German (at least have a look at the sketch of the wind situation).

#### Professional guiding

The author is a Dolomite expert, in contact with the local clubs and pilots since 1989. Visitors can arrange a training tour during season (mid Sep – late October). Email: [oliverguenay@gmail.com](mailto:oliverguenay@gmail.com)

#### Staying there

- Rifugio Valentini, Sellapass, Tel. +39 (0)462 60 1183, [www.rifugiocarlovalentini.com](http://www.rifugiocarlovalentini.com)
- Rifugio des Alpes, Col Rodella, Tel. +39 (0)348 695 7713, [www.rifugiodesalpes.it](http://www.rifugiodesalpes.it)
- Césa da Mont, Campitello, Tel. +39 (0)462 75 0310 (apartments)
- Hotel Stellamontis, Campitello, Tel. +39 (0)462 75 0310, [www.stellamontis.it](http://www.stellamontis.it)
- Camping Marmolada, Canazei, Tel. +39 (0)462 60 1660, [www.campingmarmolada.com](http://www.campingmarmolada.com)



**Map:** Casa Editrice Tabacco #06 Val di Fassa (1:25,000) available in the local bookstores.

**Alternative sites:** the flying sites in the Alta Badia / Hochabtei valley (below the Grödnert Saddle):

- Colalt (S/SE) evening flight in summer, you can cross the valley to climb on the rock face of Sassongher; cablecar, Tel. +39 (0) 471 83 6034 (mid June – end Sep)
- Boé / Crep de Munt (N/E/S) around the cablecar; morning flight for the "Sellaronda by air" via Corvara cablecar, Tel. +39 (0)471 83 6266 (mid June - end Sep)
- Vallon (S/E) at the top of the chairlift from Boé.
- Paion di Cermis (N-W) Cavalese, cablecar, [www.alpecermis.it](http://www.alpecermis.it), Tel. +39 (0)462 34 0490
- Buson del Corno Nero / Monte Cucal (S-W); Cavalese
- Buffaure (S/W/N); cablecar from Pozza di Fassa, Tel. +39 (0)462 76 3339
- Porta Vescovo (NW/E), cablecar from Arabba

**Other activities:** more info on [www.fassa.com](http://www.fassa.com)



# Meduno

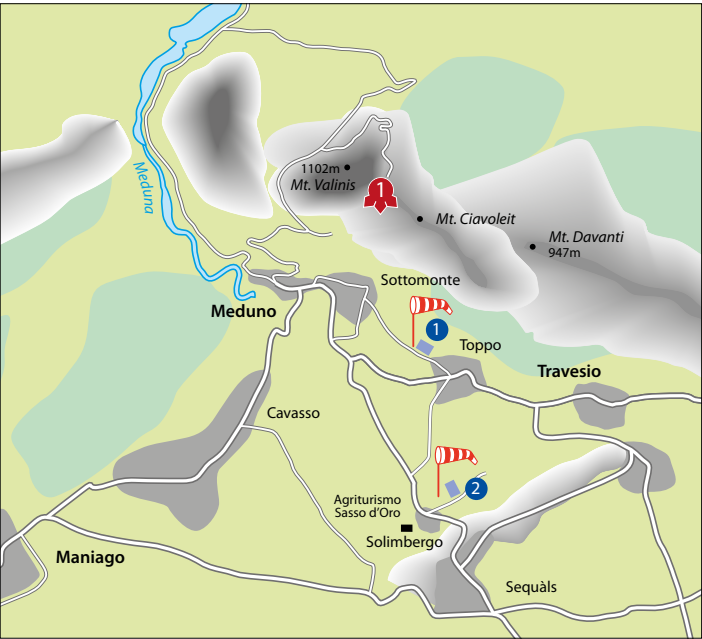
MONTE VALINIS 1103m



HEIGHT  
780m – 1103m



week (Pianacavallo area): there are severe consequences when you traverse the airspace there! (It is permitted on weekends, along the ridge).



Venetia - Giulia | Carnian Pre-Alps | Meduno and Sequals

Meduno has only recently become a ‘secret spot’ for those who like to escape the bad weather in the north (or from overcrowded Bassano). Thanks to Patrizia from the Sassodoro B&B, the infrastructure for visiting pilots is excellent. Monte Valinis offers huge meadows that are easy for paragliders and hang-gliders to launch and ground-handle. The strong summer breeze and the hilly environment are reminiscent of the Umbrian Hills in Middle Italy. The area is more complicated than Bassano for cross country because of the narrow river valleys and the huge forested areas. One needs to get really high! On the other hand it is a fun place with famous summer restitution (valley release) – you can sometimes fly from 16h00 until it’s almost dark, then topland or head out across the flatlands!

## Launch

**1. (SW-SE)** easy, plus a hang-glider ramp on the saddle. You can launch at 970m on the saddle or from the summit ridge (S) 1103m, or below it (SE). GPS: 46°13’50.26”N, 12°48’23.12”E. Access is by road from Sequals, to Meduno and across the village up to Malga Valinis (abandoned) and further on to the takeoff on the saddle below Monte Valinis.

## Landing

**1. Toppo** (190m) main landing at Via Tomba, directly below Toppo castle. GPS: 46°12’18.53”N, 12°49’7.29”E. From Sassodoro or Sequals follow the road towards Meduno. At the entrance sign of Meduno turn right and head towards Toppo until a T-junction. Turn right again and at the little square immediately left. Cross the village following the sign Castello di Toppo and go straight over the fields to the landing area with a service hut.

**2. Salimbergo Ultralight strip** (175m) 300m E of the main road to Meduno, turn right into Via del Cumignan and left to the hangar. You can also land (on very small fields) around Sassodoro! GPS: 46°10’53.50”N, 12°49’20.64”E

## Flying

From takeoff, gain altitude by turning right to the summit slope of Valinis. Once at ridge level you may try to fly left (E) along the escarpment, where you find another pretty good thermal at the U-shaped hollow. Beware of the ridge with a quarry on the foot of the mountain; often quite a turbulent area! For landings in Salimbergo around Sassodoro you need a height gain of 300m above takeoff. Smooth evening summer breezes from 17h00 onward allow for toplandings and training.

## Caution!

Beware of N wind, as there is a N-S valley close by along which it can blow! Also when choosing XC routes, carefully study the surrounding relief and the level of cloudbase forecast! It should be at least 1800m. Don’t go towards Aviano during the

## Cross Country

The usual directions are towards Monte Raul – Monte Fara and Piancavallo in the west and towards Gemona and the long ridge into Slovenia to Kobarid in the east. There are difficult crossings in either directions, a minimum altitude of 1600m is required! The route to Gemona is easier than it looks, stay on the slopes and never get out into the flatlands. Emergency thermals can be found at the Flagogna castle before the river!

## Useful info

**Getting there:** Nearest airports: Venice and Treviso. The nearest train station is Pordenone, from there take buses to Spilimbergo and Sequals. By car from the south: follow A4 towards Udine, then A28 towards Pordenone until Cimpello exit. Drive towards Sequals until Solimbergo (signs for Agroturismo Sassodoro), or onwards until Meduno and the road to launch. From the north: from the A23 Villach (Austria) – Udine take Gemona / Osoppo exit and go towards San Daniele – Spilimbergo to Sequals and continue towards Meduno passing Solimbergo. Take note! Don’t use the Col di Rest approach from the north. The saddle is often closed and the road is in very bad conditions. The Carnian route from South Tyrol to Tolmezzo is very long and curvy!  
**Weather:** [www.osmer.fvg.it](http://www.osmer.fvg.it) or [www.centrofriulanoparapendio.it](http://www.centrofriulanoparapendio.it)  
**Map:** Casa editrice tabacco #28 (Tramontina–Val Cosa–Val d’Arzino) 1:25,000

**Meeting pilots:** Club Valinis 2000. Pilots meet at Sassodoro in Solimbergo or at the landing field. They began a shuttle service from Sassodoro in 2010, presently run by Paolo Tel. + 39 333 266 0977.

## Staying there

- Agriturismo Sassodoro, Patrizia speaks English, Tel. +39 0427 93587, mobile +39 333 266 0977, [www.sassodoro.pn.it](http://www.sassodoro.pn.it), GPS: 46°10’39.95”N, 12°48’59.05”E
- You can camp / caravan at the Sassodoro parking.
- Wild camping at the landing in Toppo is tolerated.

## Alternative sites

- Aviano, Piancavallo (S/SE) several launches
- Guarnan (S/SE) at Gemona, road + 40 min walk.
- Also check out [www.centrofriulanoparapendio.it](http://www.centrofriulanoparapendio.it)

## Other activities

- Old towns of Venice, Gemona and Udine
- Mountaineering in the Carnian Alps
- Vineyards and choice meats of the area
- Lots of MTB routes





# Feltre

MONTE AVENA 1454m



HEIGHT  
1070m – 1142m



The grassy dome and viewpoint of Monte Avena, above the Piave valley, is an excellent start for adventures along the southern Dolomites. It is also a good alternative site to the Monte Grappa / Bassano area but with less infrastructure. The landings and launches are wide and easy, but you have to take your own vehicle. A good place for a spring cross country flight and for your first toplanding!

## Launch

- 1. Campet d'Avena (S/SE)** 1410m, easy; for HG & PG, on the summit plateau at a T- junction with the road to a restaurant, left of the road (windsock). GPS: 46° 1'47.83"N, 11°49'33.83"E
  - 2. Croce d'Avena (S/SW)** 1440m easy, only for PG, 1 km further on the summit road towards Rifugio Lusa. GPS: 46° 1'55.87"N, 11°48'53.37"E.
- To access these launch sites, from Arten/Fonzaso go into the village centre and turn at the signs for Pedavena. Go through the houses of Teven and down into the centre of Pedavena (church, small marketplace) on Via Oswaldo. At the T-junction turn left (signs for Croce d'Aune, Monte Avena). Now head up on SP473 until the road to Monte Avena (brown sign) turns left. Go through the forest until the meadows with a junction and houses. Turn left (signs for Campon and Decollo volo libero) and drive up to the summit plateau.

## Landing

- 1. Arten** (320m) big field between the SS50 and the industrial zone of Arten (windsock). When coming on the SS47 from Trento/Padova towards Feltre, turn off at the signs for Arten/Fonzaso, turn right at the junction and follow Via Fenadora and Via San Rocco towards the centre of Arten until Via Monte Aurin. Turn right and go 100m to the head of the landing field. GPS: 46° 0'16.26"N, 11°49'28.68"E.
- 2. Pizzeria Ristorante Al Tabia** (298m), main landing for HG. Take SS50 from Arten towards Feltre for another 1.5 km until you see the landing field with windsock on your right, just before the restaurant with parking. Park there and walk towards the landing. GPS: 46° 0'31.01"N, 11°51'39.57"E

**3. Birreria Pedavena**, 76 Viale Vittorio Veneto, Pedavena (340m), field behind the restaurant and beergarden in Pedavena village. GPS: 46° 2'0.49"N, 11°52'58.97"E. Besides being an interesting place, it offers good dining too! Check it out at [www.birrieriapedavena.info](http://www.birrieriapedavena.info). In Feltre, turn at the signs for Pedavena, Croce d'Aune etc. and drive up.

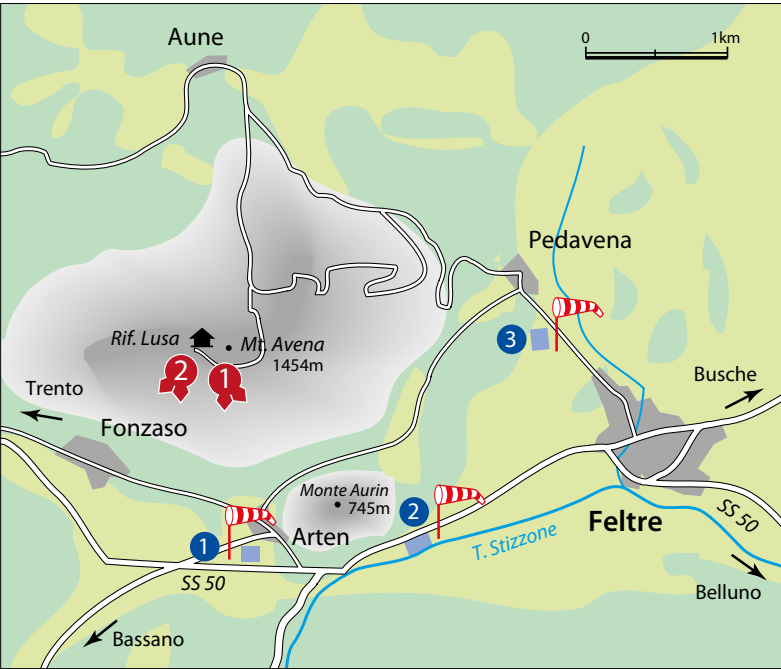
## Flying

There is a site fee of 10€ per guest pilot payable at Fiore bar (Pedavena), al Lago camping (Arsie), Gemelli bar (Feltre), or Croce Hotel (d'Aune). There's a house thermal just in front of launch 1, towards the right shoulder; for launch 2, it's towards the shoulder on the left. Toplanding is best performed 100m behind launch 1. It's generally safe there and even big enough for hang-gliders.

The best flying season is from April through July, but the site is flyable all the year round with some surprising days until October. Cross country departures can also be made after midday. Launch 1 works from 10h30 in

the season. Launch 2 is sometimes in the lee when the valley-wind is blowing from the NE, and works better after 17h00 with calm conditions and sometimes restitution above the valley. From the launch you look down towards the prominent hill of Monte Aurin which separates the corner of Arten-Fonzaso from the main valley of the Piave river.

Be careful when choosing your landing because Monte Aurin can create leeside conditions when the winds come from behind it, so check it before you fly! You'll often find a thermal on the windward side.



Venetia | Dolomiti Feltrine | Feltre, Arten and Pedavena



## Caution!

Look out for cables above the south flanks when approaching close to the slope and houses at Arten and Fonzaso. Thunderstorms develop mostly opposite Monte Avena on the Asiago plateau to the S, or behind you, above the peaks of the Feltrin Dolomites towards the NE. They can cause severe turbulence near the landing even when not closing in on Avena. Stronger winds from W and E make the takeoff areas tricky and only suitable for experts. Never fly with N wind (it is forbidden anyway). Toplanding on the western launch is more difficult.



## Cross Country

The classic route goes towards Belluno and back (70 km) following the ridge above the Piave valley. But flights of over 100 km have been done, and in any direction. A good flight will get you to Levico Terme in Valsugana (Panarotta) and back via Avena to Belluno where you can eventually cross south towards Monte Grappa (more difficult).

## Useful info

**Getting there:** Nearest airports: Venice, Verona, Treviso (a Ryanair destination). Trains connect with Feltre from different locations like Belluno, Padova, Treviso and Trento (via Bolzano-Brennero). The fastest route is Treviso–Feltre (1 hr). Buses run from Feltre into Arten and Pedavena with stops near the landings. To get to Monte Avena you have to take a bus towards Croce d'Aune and leave at the junction. Then walk or hitchhike or check with other pilots at the landing (difficult during the week). By car: from the N/E, take the A22 Brennero–Bolzano–Trento–Modena, take Trento N exit and cross the roundabout towards Padova, then on the SS47 Valsugana–Padova–Pergine until Belluno/Feltre/Arsie exit on SS50. Continue until Arten/Fonzaso exit for the west landing area and access to Monte Avena, or continue to Tabia landing, or head into Feltre and then Pedavena and take the SP473 towards Croce d'Aune until the turnoff for Monte Avena. From the south via Treviso and SS348 you can get to Feltre.  
**Map:** Kompass #76 Pale di San Martino (1:50,000)

- Weather**  
[www.3bmeteo.com/meteo/monte+avena](http://www.3bmeteo.com/meteo/monte+avena)  
[www.windfinder.com/forecast/monte\\_avena\\_feltre](http://www.windfinder.com/forecast/monte_avena_feltre)
- Meeting pilots**  
[www.paradeltafeltre.it](http://www.paradeltafeltre.it), Tel. +39 0439 56630
- Flying school:** Parapendio Scuola Monte Avena, Tel. +39 338 483 0850
- Staying there**
- Albergo Croce d'Aune, Tel. +39 0439 977000, [www.crocedaune.it](http://www.crocedaune.it)
  - Camping all' Lago, Arsie, Tel. +39 0439 58540,
  - Albergo alla Cesa, Feltre, Tel. +39 0439 303055,
  - Park Hotel, Feltre, Tel. +39 0439 880088, [www.parkhotelfeltre.it](http://www.parkhotelfeltre.it)
- Alternative sites**
- Rifugio Dolada (S), Belluno (Pieve d'Alpago): road from Ponte nelle Alpi and Lago di Santa Croce
  - Giovannin (Monte Cesen) (S/SE): road from Valdobbiadene
  - Pizzoc (SE/S); road from Vittorio Veneto
  - Barco di Levico (SE/S): road from Borgo Valsugana
  - Bassano/Monte Grappa (see site page)
  - Vetriolo (S/SE): road from Levico Terme
  - For more ideas, visit [www.vololiberotrentino.it](http://www.vololiberotrentino.it)
  - Flights around S. Martino di Castrozza (La Rosetta, Cima Tognazza, Punta Ces) are for experts only!
- Other activities**
- Info: [www.magicoveneto.it](http://www.magicoveneto.it)
  - Dolomiti Bellunesi national park
  - Swimming and other activities at the Arsie lake
  - Climbing, hiking, MTB around Feltre and Belluno
  - Visit Bassano and Belluno old towns
  - Take a trip to Venice



# Bassano



HEIGHT  
560m – 1390m



*Where the Alps descend to the plains of the river Po, Monte Grappa rises up, with ridges and high plateaus that provide some of the finest flying of the southern Alps, especially in spring and autumn, or when the rest of the mountains are covered in snow. There are many launches, low enough to be protected from the terrible north Foehn yet high enough up the slopes to provide good thermal lift and a departure point for XC. Bassano offers a diverse infrastructure as well and so it has become a free-flying Mecca. Beware of Christmas, Easter and midsummer holidays, when hundreds of pilots swarm on the takeoffs and in the air! The focus point is 5 km east of Bassano town, in the village of Semonzo del Grappa, around the three landing areas and Airpark Monte Grappa.*

*This is the paragliding centre of Andreas Breuer, who has initiated most of the flying developments here. It's not just about the flying – any pilots who travel with their family can find many activities, not least of which is a visit to Bassano town centre, around the old bridge.*

## Launch

**1. Costalunga (E/SE)  $\pm$  750m, easy, often**  
used by PG schools. The easternmost takeoff  
lies near the antenna above Romano d'Ezzelino.  
Drive up road 141 from the village in the  
direction of Monte Grappa. Park near the Trattoria  
Costalunga. The launch is clearly visible nearby.  
GPS: 45°48'42.27"N, 11°44'42.17"E

**2. Stella Alpina (S)** 760m, medium grade in nil wind. This new takeoff lies 50m E of Stella Alpina chalet, and is the first takeoff on the Monte Grappa road from Semonzo. Used by schools and guests of Stella Alpina. Often better than launch (3) in the afternoon. Beginners, beware of the flat launch area ending in a high bush-line when there is little wind!  
GPS: 45°49'9.73"N, 11°45'47.59"E

**3. Tapeti / Da Bepi (S)** 850m, easy, main takeoff in winter and spring with a good lift on the eastern bowl left of launch. On the eastside, a bit higher up, is a HG launch area, where PG pilots can prepare their wings before bringing them over to launch here. Use the same road as for launch 2, just continue for 2 min. Park your car 50m higher at the HG ramp (restaurant). GPS: 45°49'24.44"N, 11°46'5.08"E

**4. HG ramp launch (SE)** 880m, main launch for HG together with Da Bepi S-launch. At the restaurant (open in the season) with parking space, 1 min higher up from launch 3 on the Monte Grappa road. GPS: 45°49'27.78"N, 11°46'13.27"E.

**5. Col Serai / Casette (SW/W)** 980m, easy-medium, PG+HG, 3 road curves higher up from Bepi, on the left. Walk to takeoff on the small road just below the grassy



Venetia | Monte Grappa | Semonzo del Grappa and Borso del Grappa



dome of Col Serai. The little plateau itself is good for preparation and toplanding to the west.  
GPS: 45°49'38.53"N, 11°46'5.45"E

**6. Monte Legnarola / Baita Camol (S/SE)**  
1326m, easy-medium, unofficial PG launch for those pilots who want to avoid the crowds! Just drive up the Monte Grappa road until Baita Camol is signed on your right. Park, and walk to the ridge (10 min). There are several fields for launch. The best options are at GPS: 45°50'42.52"N, 11°47'28.35"E. The slope to the east, below Baita Camol, is sometimes used as a training slope.

**7. Panetone / Monte Meda (SW-SE)** 1580m, easy, PG+HG. This highest takeoff is below and W of the Monte Grappa monument, close by, and is mostly closed from late November until mid April because of snow (just like launch 6). It takes you nearly 45 min to get there from Semonzo. From the Monte Grappa road walk to the right for 5 min to the grassy hill. Toplandable, with brilliant views (especially in autumn)! GPS: 45°51'42.47"N, 11°48'13.72"E. Beware of strong thermals from the obscured gully below – they can push you back and are as powerful as canons when there is NE wind at altitude!

## Landing

**1. Semonzo main landing PG (190m).** Clearly signed from the main road through Semonzo, this fairly big field lies 500m opposite Airpark and the plaza of the Consorzio Turistico at Via Casale Nuovo. GPS: 45°48'28.06"N, 11°46'12.00"E.

**2. Semonzo, Airpark** (188m). Smaller than landing 1 and sometimes reserved for students of Airpark, but landable for everyone. Beware of rotor caused by buildings especially when the wind turns east! GPS: 45°48'36.55"N, 11°46'16.33"E.

**3. Semonzetto** (168m), HG+PG, south of the main road crossing Semonzo. Signed, with parking, beside the apartment complex of Garden Relais. GPS: 45°48'21.80"N, 11°46'40.12"E.

For detailed landing schemes ask for the plan at Airpark Monte Grappa, it also contains a number of regional landing and launch sites nearby!

Support this project on [www.bestflyingsites.com](http://www.bestflyingsites.com)

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**[www.montegrappa-airpark.com](http://www.montegrappa-airpark.com)**







## Flying

When the Italian sun is unhindered by haze and clouds, mostly from October through April, it reaches the spines and gullies of Monte Grappa – this is the best time for this flying site! Costalunga, to the W, is fully exposed to the morning sun. It also is a student site together with Stella Alpina, so independent pilots should avoid it once it is flyable at Bepi and Col Serai. For those capable of catching a thermal the main trigger spur is Bepi. Expert pilots looking to climb higher should launch at Col Serai (with W) or at Panetone. This entire ridge provides good lift which you should use before you search further E towards the higher plateau of Monte Grappa (where the slopes get steeper and rockier) or eventually head out over the plain (with some good hills and fields for climbing to cloud base). The ridge runs NE-SW. If clouds are developing fast and low try to avoid getting sucked in by flying out over the plains. The thermals will work there as well. In spring, it gets more pleasant late in the afternoon (sometimes until 7pm!) with the Italian valley-winds on

the slopes – ideal for pilots with less experience. Good advice is available at Andreas' Airpark office.

## Caution!

The high number of pilots during the season requires good experience and discipline in thermaling together with many others! Several weather situations must be seriously considered: thunderstorm approach is difficult to discern through the thick haze which rises from the lowlands towards the Alps and covers the Italian skies from late April into late September! So always be aware of the current forecasts. The second phenomenon is north *Foehn*, an icy cold wind blowing down into Italy when there is a low pressure over the northern Alps. Usually those days when it reaches Bassano are clearly unflyable, but there can always remain a risk to those flying unaware of the arriving conditions! And low pressure over the Adriatic can cause the gusty easterly *Bora*, risky for inexperienced pilots. With NE winds forecast at altitude (high pressure over the northern Alps) you get early cloud development above the ridges and sometimes clouds thicken and produce a short rainshower. Stay away from the higher ridge. It often calms down by the afternoon. Finally, beware of too many pilots approaching landing at the same time – make your calculations early enough!

## Cross Country

Bassano is repeatedly the site for PWCs and smaller competitions; many skilled pilots come here in spring and autumn to train. The southern lowlands always provide good emergency landings along the ridges. The easiest XC flights are NE following the Piave valley (Valdobbiadene) and back to Costalunga (30 km) or further on, across the Brenta valley and Marostica / Monte Caina (40-50 km there and back). The classic run goes from one of the major launches (Tapeti or Panettone) along the Grappa ridge to its lower NE end and back to Costalunga and the landing (25 km). A more challenging route is crossing to the Piave valley (NE) and coming back to Bassano via Feltre. In March and April, rewarding

flatland flights (mostly unexplored) W of Vicenza (50 km) and Verona (80 km) are possible but plan for the CTR Venezia-Treviso (airspace 0-1980m). You can avoid it by turning S from the mountains at Marostica-Bassano instead of heading straight out to the flatlands from Grappa-Panetone.

## Useful info

**Getting there:** The nearest airports are Treviso (RyanAir) 45 km away, and Venice (EasyJet and many others) 65 km. Coming by car from the N via Brenner highway (autostrada), exit at Trento N, take SS47 towards Padova, take Bassano exit. After 1 km at the junction go to Romano d'Ezzelino, Semonzo. In Semonzo follow the signs to Airpark or the landing zones. From the south: aim for Vicenza or Padova, then SS47 to Bassano. From Venice use Via Treviso – Castelfranco to Bassano.

### Meeting pilots

- Airpark Montegrappa or Consorzio Montegrappa (the tourist office): get your Flycard for Monte Grappa before flying!
- [www.vivereilgrappa.it](http://www.vivereilgrappa.it)
- [www.aeroclubmontegrappa.it](http://www.aeroclubmontegrappa.it)

**Map:** Casa Editrice Tabacco #51 (Monte Grappa–Bassano–Feltre) 1:25,000

**Flying school:** Airpark Montegrappa for international pilots, Andreas Breuer, Tel. +39 0423 910 405, info in English! [www.montegrappa-airpark.com](http://www.montegrappa-airpark.com), [airpark@libero.it](mailto:airpark@libero.it)

**Weather:** Check at the flying school daily, or in [www.aeroclubmontegrappa.it](http://www.aeroclubmontegrappa.it) [www.meteoalpin.com](http://www.meteoalpin.com) (German and English, general forecast for Veneto)

**Emergency:** Ambulance, local call 118  
Police in Crespano Tel. + 39 0423 53095

### Alternative sites

- Monte Caina (E/S/SW) at Rubbio and Tortima above Marostica
- Monte Sumano (SE) at Schio
- Monte Croce (S) at Cogollo del Cengio
- Monte Cavallo (S) only permitted on weekends
- Monte Cesen (E/S/W) check restrictions due to a military airfield nearby at Aviano!
- Monte Avena (see site page)



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Das Familien-Geleitete Hotel verfügt über umfassende und comfortable Zimmer: Die bolzereichen Einrichtungen sind sorgfältig gepflegt. Von den Terrassen aus sind die entzückende Landschaften des Grappa-Massivs und der Asolanischen Hügel genießbar. Die Frühstück-Büffets bieten eine leichtere Wabl, mit Getreide, Früchten und tagesfrischen Marmeladen, jedoch auch eine inartenationale Wahl mit Eiern, Frühstücksspeck, Lokale Käse und verschiedenen Torten.

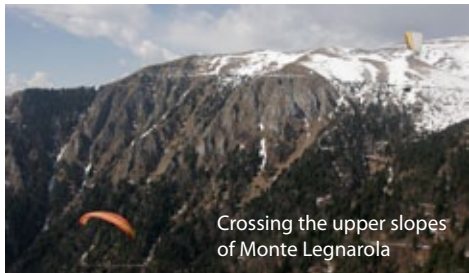
### RESTAURANT

Alessandro und Francesco führen unser Restaurant aus antiker Kochkunst und bieten die Typischen venetischen Gerichte auf den gemütlichen Innenräumen oder auf der sonnigen Terrasse an. Auf der Terrasse haben Sie einen unbeschreiblichen Ausblick auf das grüne Hügelland mit den Farben von Deltagleiter - oder Paraglidingsegeln.



Semonzo di Borso del Grappa TV - ITALY  
Via Caose 22 - Tel. 0423 910813  
[www.gardenrelais.it](http://www.gardenrelais.it) - [info@gardenrelais.it](mailto:info@gardenrelais.it)





Crossing the upper slopes of Monte Legnarola

#### Other activities

- Hiking and MTB at the Monte Grappa
- Visits the old towns of Bassano, Marostica, Asolo, Padova and Valdobbiadene
- Try the excellent Grappa drink, which is produced in the region!
- Visit Venice, 1 hour drive from Bassano



Panetone

## Instructor & Guide

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**Slowenia \* Verbier \* Tegelberg**  
**Bassano \* Chamonix**

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**moni@parafly.at**  
**www.parafly-stubai.at**

**Staying there:** for general info try Consorzio Turistico, Tel. +39 0423 91 0526, office open daily 10h00-12h00, info@vivereilgrappa.it

#### My personal recommendations:

- Chalet Stella Alpina, Walter and Flavia's place away from the crowd, with a very charming welcome and even pickup of guests! Tel. +39 0423 199 5224, www.chaletstellaalpina.it
- Garden Relais, Silvia's hotel and apartments near the landing area (English spoken), Tel. +39 0423 91 0858, www.gardenrelais.it, info@gardenrelais.it
- Locanda Montegrappa, Borso del Grappa, Silvia's very famous gourmet restaurant and inn! Tel. +39 0423 56 1133, www.locandamontegrappa.it
- Camping & Pizzeria L'Antica Abbazia, not only the best place to eat, but also a great campsite, Tel. +39 0423 56 1150, www.anticaabbazia.com
- Tilly's Locanda, a very nice and established place for pilots, conveniently located near the centre of Semonzo and the Grappa road! Tel. +39 0423 56 1418, www.tillys.it

# Lake Garda



HEIGHT  
1700m



Monte Baldo ridge, with its wide meadows, offers not only a superb panoramic view down to the fjordlike Lake Garda, the holiday and outdoor paradise, but it is also one of the major venues for paragliding safety training. Soaring on a summer evening here is a highlight in a pilot's life! Flying here is rewarding for everyone, from the regular pilot enjoying the long glide down to the cross country addict who is looking for a bigger challenge, because you can set off in four directions from this site! Claudio from Hotel Ideal in Malcesine is the local expert who will give you not only accommodation but helpful advice, and will issue a mandatory life jacket to you (for free). The landing that looks tiny at first glance becomes a field the size of an aircraft carrier, docked on the lakeshore. So don't worry but try to remember the approach procedure you learnt at school unless you want a refreshing dip. Beware of the midday breeze in summer, the Ora. That is not a good time for landing!

## Launch

- 1. (W/SW)** 1760m, easy, 15 min walk north of the cablecar station on the wide ridge. Toplandable. GPS: 45°46'34.79"N, 10°51'47.47"E
- 2. (NE)** 1760m, easy, about 10 min N of launch 1, on the ridge. Rarely in use.
- 3. (E/SE)** 1760m, easy, just opposite the W launch.

## Landing

**Malcesine** (60m) huge green, artificial runway, the 'aircraft carrier' on the eastern lakeshore about 1.5 km N of the edge of Malcesine. **There is no other landing spot** – check the landing before you go flying! Also, the parking spaces are limited (especially in summer). So rather leave your car parked at the cablecar station or bring a bike and leave it locked at the landing area. The landing will offer a restaurant and regular services during season, from 2011 onward. GPS: 45°46'54.86"N, 10°49'3.39"E.

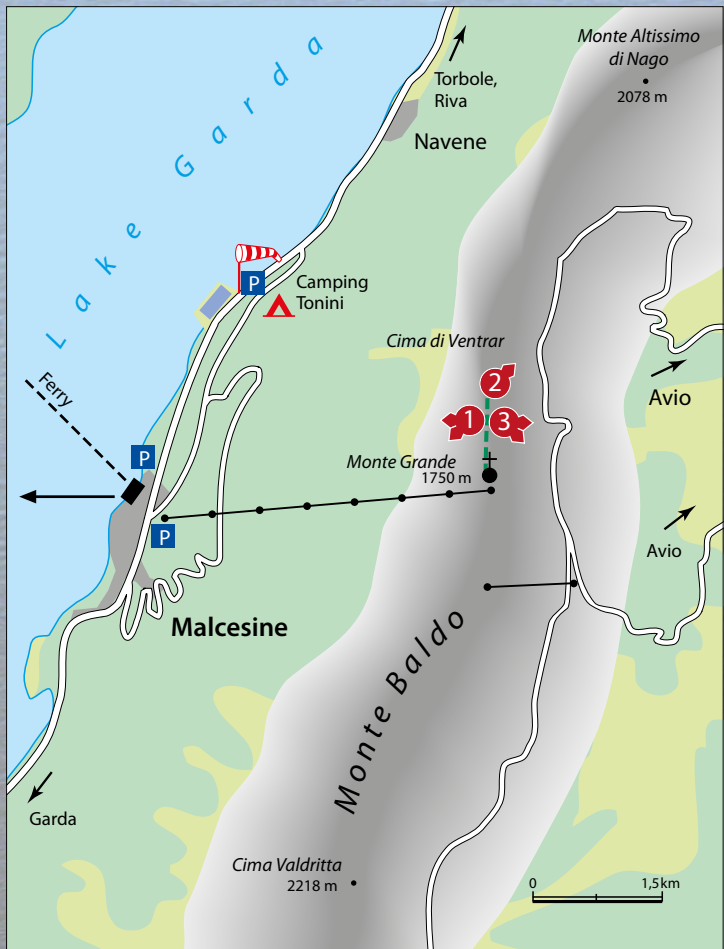
## Flying

The west side is good for sightseeing flights or soaring, especially in the evening, and is used by pilots on safety training courses. The east side is good for thermaling and XC flights from about 09h30 during the season. When you are flying in summer and the

breeze on the lake increases rather try to topland. The wind, even when zero up high, can reach 30 knots+ in the lowest couple of hundred meters of your approach. Inexperienced pilots should never try to land with *Ora* conditions: fly in the mornings and evenings! Try to approach ahead of the landing area with enough space to turn safely on to it.

## Caution!

A life jacket is mandatory – read the info at landing very carefully! Never ever try to fly with north *Foehn* (which will show its presence in the morning only as a mere gusty E down below). Avoid *Ora* conditions on the lake from May through September. Also the exposure of the Baldo ridge means exposure to bad weather as well. If uncertain, contact professionals for advice!



Restaurant - Pizzeria - Beds - Breakfast

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# Cross Country

Baldo has been underestimated. It's a superb and sophisticated departure point, offering four directions! Not for novice XC pilots or visitors with little experience of the Alps, but for those who are looking for the thrill of a lifetime. Imagine flying from the lower hills across the towers of the Dolomites into the high and glaciated mountain ranges and looking down on the different aspects of nature in the Alps! Serious flights have been undertaken to the N to Canazei and Toblach (160 km). To the east to Bassano (80 km), to the west to Pinzolo (60 km) and to the south to Monte Belpo and back (40 km). It is just a matter of time and courage before a pilot reaches the N side of the Alps from Monte Baldo. For all XC advice speak to Claudio at Hotel Ideal.

## Useful info

**Getting there:** From the highway (Brennero–Trento–Modena), exit at Rovereto N and follow SS to Torbole and further on to Malcesine, where you pass the landing area. The cablecar signs point to the left, from the center of Malcesine. Be prepared for parking problems, especially in the season! Rather leave your car at the parking area near the main square and bus station, or, if you're a guest, leaving it at Hotel is ideal (another 200m S across the main square).

**Getting up:** Malcesine cablecar, Tel. +39 045 740 0206, [www.funiviedelbaldo.it](http://www.funiviedelbaldo.it)  
**Weather:** Monte Baldo weather station, wind speed, direction, temperature: Tel. +39 366 594 4289  
**Meeting pilots:** Claudio at Hotel Ideal, Tel. +39 335 611 2902, email: [info@paraglidingmalcesine.it](mailto:info@paraglidingmalcesine.it)  
**Flying school:** Arcobalenofly in Mori, Fabio Rezzore, Tel. +39 348 709 7989, [www.arcobalenofly.com](http://www.arcobalenofly.com)

**Staying there**

- My personal recommendations are:
- Hotel Ideal, Malcesine, [www.hotelidealmacesine.com](http://www.hotelidealmacesine.com), Tel. +39 045 740 0152
- Apartments Laura & Jasmin, Malcesine, Tel. +39 045 740 0105, [www.bikeapartments.com](http://www.bikeapartments.com)







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**Map:** Carta Dei Sentieri, Monte Baldo & Alto Garda (1:25,000) for sale at the local shops  
**Alternative sites**

- Passo Bordala (SW) training site for Arcobalenofly, see under flying school
- Monte Stivo (NW-SW) Arco, road from Bolognano to Capanna Finotti plus 1½ hr walk, brilliant evening flight!
- La Rosta (W/SW) and Palon (N/NE) road from Sarca valley towards Bondone, before arriving at the Bondone plateau, to the left!
- Monte Belpo (SW/W) at Lumini, road from Caprino Veronese via Lumini to Zeno, 2 launches for HG+PG, also from the summit (1½ hr walk).
- Other sites around the lake of Garda: Monte Altissimo, Monte Costabella (Brenzone), Monte Pizzocolo (Toscolano-Maderno).

**Other activities**

- Windsurfing, kitesurfing, swimming, sailing, diving at the lake
- MTB and Downhill, many bike shops in the area, check out Bike Extreme on Via Navene Vecchia in



Malcesine for rentals/gear, Tel. +39 045 740 0105

- Climb in Sarca Valley around Arco; lots of rock!
- Via ferrata (cable hiking routes) at Mori, Arco, Riva
- Rafting and kayaking in the Sarca canyon
- The old towns of Malcesine, Riva and Arco
- Visit the arena of Verona

LAGO DI GARDA - GARDASEE - LAKE GARDA - ITALIA



[www.hotelidealmalcesine.com](http://www.hotelidealmalcesine.com)  
email: [ideal@malcesine2000.com](mailto:ideal@malcesine2000.com)



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Via Gardesana, 228  
Tel. +39 045 7400152  
Fax +39 045 6583168



# Molveno

PRADEL 1490 m


N

W

E

S

HEIGHT  
264m – 710m



*The vantage point of Pradel is not just a brilliant view over Lake Molveno and the eastern end of the towers of the Brenta Dolomites, but also a great place to fly! You can expect thermals as early as February, it gets strong and powerful from April throughout the summer, then mellow again in autumn. Those who want sightseeing flights should therefore avoid the summer (with its low clouds) and come in September. For a chance of a truly spectacular XC flight in the southern Alps, you need to come in spring.*

## Launch

- 1. Pradel (S/SE)** 1490m, easy. Access by cablecar and walk down (S) 5 min to launch. GPS: 46° 9'15.54"N, 10°57'18.30"E.
- 2. Deft (S)** 1060m, easy, near the middle section, a big clearing on the slope W above the highest part of Molveno, called Deft. Access: drive there, by turning from SS421 (Via Nazionale, the main road crossing Molveno) into Via Belvedere and park your car where a road turns left crossing the slope towards the west. Follow it for about 15 min. This takeoff is used when the cable car and chairlift isn't operating. GPS: 46° 8'44.75"N, 10°57'35.37"E

## Landing

- 1. Molveno Pozze** (796m) landing on a slightly inclined meadow near the lakeshore (windsock). GPS: 46° 8'22.47"N, 10°57'56.18"E. When descending from Trento into Molveno, pass the cablecar and continue until a junction with Osteria del Maso is in front of you. Turn right and go down until the sign Hotel Gloria / Capo Linea to the left. Turn left into Via Lungolago and park opposite Pasticceria l'Aquilone. Go towards the lake, pass the tandem info point and turn left below Hotel Gloria into a short road that reaches the landing site. You can also go on to the lakeshore and turn left and uphill.
- 2. Val delle Seghe** (780m) unofficial (but tolerated) field beside the big parking area. GPS: 46° 8'28.55"N, 10°57'34.24"E. Instead of turning left into Via Lungolago, continue down the main road, cross a short bridge and continue 100m. Turn right to Campo Sportivo and go another 100m. The field is to your right. Behind it is a big parking/caravan area.

## Flying

From the launch turn left and fly to the spine, where the rocky gullies usually produce thermals. When the S breeze is stronger they drift and you have to thermal up slightly northwards, 200m from takeoff. Check the wind at altitude! If it comes from the west you may encounter it from 200-300m above takeoff. Make sure the southerly summer breeze, the *Ora*, is not too strong when soaring or trying to land on the Val delle Seghe side (right of launch).

In mid-afternoon the sun shines on the west faces which may cause turbulence from thermals on launch: take care!

With enough height you can fly across the plateau behind launch (with Rifugio La Montanara) and gain more height towards Croz dell' Altissimo with its impressive rock face. Holiday pilots should avoid midday in summer as the *Ora* wind can get strong – not as strong as at Lake Garda, but enough to give you more than you want when trying to land!



## Caution!

Don't fly here with winds at altitude, especially N/W. It's a high mountain area with associated risks – winds and thunderstorms! In summer, valley-winds can get strong around midday.

## Cross Country

In spring, long XCs to the N and W have been flown. You need cloudbase at 2500m and light to moderate wind at altitude with no influence below 2000m, usually found on specific days between April and June. The flight N along the Etsch (Adige) valley towards the Pustertal valley and the main range of the Alps is suitable only for serious experts ... ask at the club! A nice crossing is over the Brenta to Pinzolo: make height towards Monte Daino, then continue to Soran, cross the Brenta peaks on to the W, flying up the Rende valley across Pinzolo and M. di Campiglio. Another option is towards the Nons valley (N) and the Val di Sole (NW) by flying first to Piz Gallino west of Andalo, then following the Mular range to Lake Tovel and Monte Peller until you reach Cles in the Nons valley.



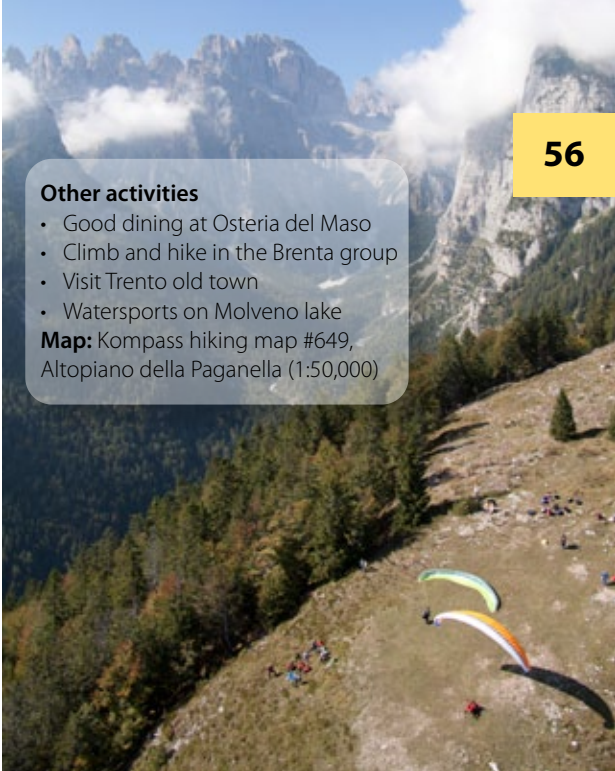
## Useful info

**Getting there:** The nearest airports are Verona and Innsbruck. The main train network runs Innsbruck–Bolzano/Bozen–Trento–Verona. Take a train to Trento, then a bus connection to Molveno via Mezzocorona and Fai della Paganella. By car there are two options from the A9 Brennero–Trento–Modena. Either take exit S. Michele all'Adige / Mezzolombardo or Trento N and follow SP235 Val di Non / Val di Sole until the junction to Molveno. Or take SP237 via Fai della Paganella / Andalo to Molveno. Then follow SS421 into Molveno.

**Getting up:** Cable car to Pradel and chairlift Croz del Altissimo. At Pradel go around Albergo della Brenta 100m to the chairlift. You can reach Pradel by car when the cable car isn't operating. You can walk up to the main launch from Pradel in 40 min. or try the lower launch. Tel. +39 0461 58 6981, open daily from mid May through end of September and over Christmas holidays. For the rest of the year: only on Friday, Saturday and Sunday (June through September). Launch is closed 12h15-14h30!

**Weather:** [www.ilmeteo.it/meteo/Molveno](http://www.ilmeteo.it/meteo/Molveno)

**Meeting pilots:** Vola Bass Molveno, [www.volabass.it](http://www.volabass.it)



**Staying there:** more info on [www.molveno.it](http://www.molveno.it)

- Camping Spiaggia Molveno, [www.campingmolveno.it](http://www.campingmolveno.it), Tel. +39 0461 586 978
- Hotel Piccolo Baita, Pradel, Tel. +39 0461 58 6110, [www.hotelpiccolobaita.com](http://www.hotelpiccolobaita.com)
- Rifugio La Montanara, Tel. +39 0461 58 5609, 50m behind the top of the chairlift (on the mountain)
- Albergo della Brenta, Tel. +39 0461 58 6902, [www.alberghidelbrentaepadel.com](http://www.alberghidelbrentaepadel.com) (at the middle section of the cablecar/chairlift).

**Alternative sites**

- Monte Paganella (NE-SE, W/NW) at Andalo
- Doss del Sabion (SW/W) at Pinzolo, cablecar [www.funiviedelpinzolo.it](http://www.funiviedelpinzolo.it), wind station Tel. +39 333 484 8431
- Vetriolo (SW) road from Levico Terme (Valsugana), meeting & info at Maso al Vetriolo vecchio, Tel. +39 0461 70 1564, [www.vololiberotrentino.it](http://www.vololiberotrentino.it). A good option in winter and with N wind!
- Monte Bondone: Palon (all directions) and La Rosta (W) and Vazzon / Lagolo (NE); road from Trento and Lasino.



# Forcella di Sale

W

N

E

S

HEIGHT  
463m – 906m

FORCELLA DI SALE 1108 m GOLE 1017 m

The beautiful west-facing ridge above Lake Iseo is one of the lesser-used areas in the Italian lake district but nevertheless worth a try! Especially suited for those pilots who prefer the calm of nature to noise and small-talk. You will be mostly on your own (but not lost) in friendly Sale Marasino, except on the weekends.

## Launch

**1. Forcella di Sale (SE-SW)** 1100m, easy, ideal grass slope on the saddle. GPS: 45°43'26.69"N, 10° 8'45.74"E. From the meeting point at Trattoria Le Portole take the club's shuttle to launch (often only on weekends or call the club for a ride if you are a group). You can walk up in 1.5 hr or try it with your own vehicle. But beware: it's very steep and actually requires a 4x4! If you don't have one, rather go to **2. Gole (S/SW)** 1017m, easy, GPS: 45°41'23.40"N, 10° 8'2.29"E. Ideal grass slope (windsock). Gole is about 2 km further south on the same side of the valley, accessible by normal car and a 5 min walk. From the lakeshore road at Sale Marasino drive back towards Sulzano (S). At the roundabout follow the sign S. Maria del Giogo. It's about 9 km. Head up, underneath the SS510 and continue towards Tassano, then Martignago. At a junction near Agriturismo Ca del lago turn left and curve through the forest. At the next junction turn left (small sign to Gole). A level dirt road leads to another junction. Turn right there, head up through some turns, then left again at a junction and pass below the takeoff field until you reach a small parking area on your left. Walk up to your left on a small trail through the bush (5 min).

## Landing

**1. Le Portole** (554m) GPS: 45°42'35.95"N, 10° 7'48.30"E. Big field just opposite the parking area of Trattoria Le Portole.  
**2. Sale Marasino** (194m) Palestre (the sports and activity hall) field just S of the hall and the sportsfield. GPS: 45°42'43.55"N, 10° 6'39.13"E. Follow the lakeshore road S from the junction where it goes up to Portole, past the church until you reach

the building of Banca Popolare di Sondrio where you turn right into the parking and walk up to the landing area (windsock). This landing is for regular pilots – check it out first!

## Flying

Depending on the sun and the wind you can expect good thermals from noon until late afternoon. Regular thermals release from the slopes on either side of Forcella and at Monte Caprello.

During spring and summer it is easy to link the takeoffs and fly around the arc of mountains. The finest flying here is between August and October when a smooth airflow from the lake and the valley causes restitution flights in the early evening. If you get too low, there are emergency fields below the takeoff areas, but watch out for cables!

## Caution!

North wind, summer thunderstorms, low cloudbase and strong altitude winds can cause problems.

## Cross Country

Towards the N (Breno – Edolo) or the E (Idro lake); best time from March through August.

## Useful info

**Getting there:** Nearest airports: Bergamo (Orio al Serio; a Ryanair connection), Verona or Milano.



Lake District | Sale Marasino

There's no local bus to the takeoffs, you can try hitch-hiking or check with the club. By car: from the A4 Milano–Venezia, exit towards Brescia Ovest when coming from the east and follow the signs towards Milano/Bergamo on SP11 then continue towards Boario / Lago d'Iseo. When coming from the west on the A4, exit towards Rovato and follow the signs for Lago d'Iseo. From both sides, get onto the SS510 Pisogne and exit at Sulzano. Drive down to the lake and turn right, follow the lakeside road into Sale Marasino. After passing Blue Marlin Pizzeria and before Villa Bredina Hotel, follow the signs for Le Portole at the roundabout and turn right underneath the train line before curving upwards, always following the signs for Portole.  
**Weather:** [www.ilmeteo.it/meteo/Sale+Marasino](http://www.ilmeteo.it/meteo/Sale+Marasino) or [www.3bmeteo.com/meteo/sale+marasino](http://www.3bmeteo.com/meteo/sale+marasino)

**Meeting pilots:** At Le Portole, good food, helpful people with useful info and numbers of the pilots. Club: Parapendio Sebino, Tel. +39 030 982 0863  
**Flying school:** Check at the club or try Brixiafly at Brescia, [www.brixiaflying.it](http://www.brixiaflying.it), Tel. +39 030 242 0912  
**Staying there:** Free camping and caravanning at the Portole landing! Otherwise:  
• Camping Saletto, Sale Marasino lakeshore, Tel. +39 030 98 6333  
• Albergo Orazio, [www.albergoristoranteorazio.it](http://www.albergoristoranteorazio.it), Tel. +39 030 98 6174  
• Hotel Rotelli, Tel. +39 030 986174, [www.hotelrotelli.it](http://www.hotelrotelli.it)  
**Map:** Kompass hiking #106 Lago d'Iseo (1:50,000)

**Alternative sites**  
• Maddalena (SW/E) at Brescia  
• Monte Torcola (NW-SW, S) at Piazzatorre, cable car Tel. +39 (0)345 31 1455, [www.brembanaski.com/piazzatorre.html](http://www.brembanaski.com/piazzatorre.html)  
• Monte Pizzocolo (SE-S) at Toscolano Maderno, via road, Lake Garda (land at Lido degli Ulivi)  
**Other activities**  
• Dining at Blue Marlin, Albergo Orazio or Trattoria Le Portole!  
• Watersports on the lake  
• MTB and hiking  
• Visit Brescia old town



Autumn flight from Forcella di Sale



# Alpe di Giumello



HEIGHT  
247m – 1359m



ALPE DI GIUMELLO 1565 m MONTE CROCE DI MUGGIO 1800 m

Beautiful meadows surround Monte Croce di Muggio. On good days it offers a superb viewpoint and the area is a playground for pilots, with good toplanding opportunities if you have no retrieval. Otherwise the entire Val Sassina below with the hills and ridges opposite you provide waypoints for nice cross country flights away from the noise and ugliness of the industrial zones around Lecco and Como.

## Launch

- 1. Alpe di Giumello (S/SE)** 1565m, easy, walk 10 min (about 400m) E from the parking area on the broad trail. GPS: 46° 2'47.59"N, 9°22'10.15"E
- 2. Alpe di Giumello (E/NE)** 1560m, medium. GPS: 46° 2'47.32"N, 9°22'28.33"E. If you follow the grass ridge further to where it descends slightly towards some huts, you'll find a level launch area facing NE.
- 3. Monte Croce di Muggio (SE-SW)** 1669m, easy, main takeoff from the shoulder, GPS: 46° 2'57.55"N, 9°21'41.87"E; walk up in 20-25 min from the parking
- 4. Monte Croce di Muggio summit (S/SW)** 1800m, medium, 35 min from the parking. Either start near the cross or descend 50m to a step (a bit easier). GPS: 46° 3'2.53"N, 9°21'25.81"E

## Landing

- 1. Alpe di Giumello** (1553m) top/landing after a flight from the summit, just above the parking area (windsock). GPS: 46° 2'45.81"N, 9°21'47.29"E
- 2. Taceno, Cortenova industrial zone** (439m) GPS: 46° 0'50.15"N, 9°22'3.96"E. Pass the Taceno junction (turns left) on the main road, go 500m further into the valley towards Cortenova. The landing field is between the industrial compound and the river. At the village sign for Cortenova turn right into Via Carregiata and follow it until the end (windsock). Now turn right on the track (yellow sign says Atterraggio) to the landing field.

## Caution!

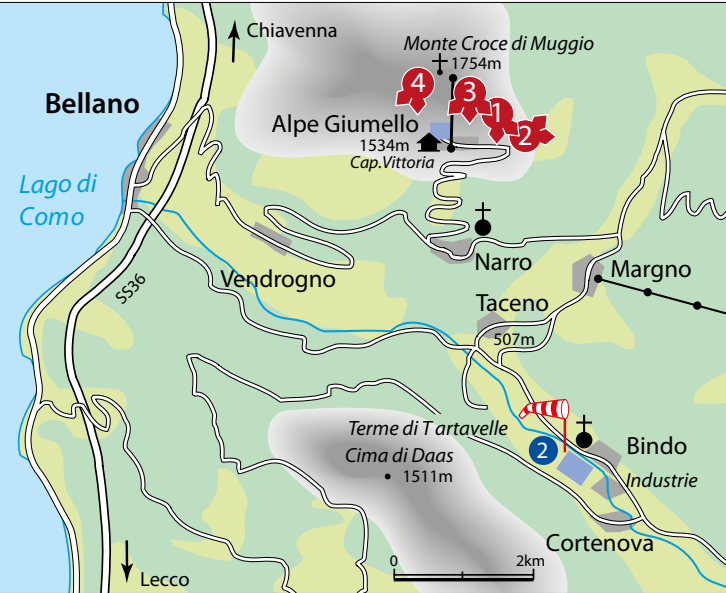
Strong winds at altitude are risky, as the mountain is quite exposed. Also during spring and summer the Lake Como area is very exposed to thunderstorms.

## Flying

Depending on the weather and the time of day you have several options. Choose between a glide down from Giumello or fun soaring and thermaling above the meadows after launching from Croce di Muggio (which is better in the afternoon, facing SW). The E launch is good in the morning and on days with E wind. If you launch NE make sure you get around the spur of Giumello in order to reach the landing in Val Sassina! There are hardly any emergency spots on the N side.

## Cross Country

You need good thermal activity with cloudbase of at least 2100m to cross the valley to the SE and connect to Piani delle Betulle, Piani di Bobbio and onwards. It is more likely that you'll get a visitor coming from Valcava or Cornizzolo flying towards you. Don't try the rocky, turbulent Grigna area (S), fly around it along the western sides of the Valsassina. The other route goes NE towards Val Varrone and the Swiss Veltlin, but always remember that you need high cloudbase, as all the valleys are narrow and the summer winds are powerful. Beyond Giumello you will be alone, away from the crowd. Study the maps carefully!



Lombardia | Alpi Orobie | Taceno

## Useful info

**Getting there:** Trains will get you to Lecco, then take a bus into Valsassina and Taceno/Margno. By car, from the south on the A4 Milano-Venezia, exit towards Lecco/Lago di Como and use SS36 via Verano Brianza to Lecco from the Milan side. Use SS342 via Cisano Bergamasco then SS639 Lecco from the Bergamo side. At Lecco both routes join in the SS36 towards Spluga (Splügen)/Sondro. Continue until Bellano/Valsassina exit and drive towards Taceno on SP62. At the junction with Taceno turn left and go up the mountain through the villages to Alpe di Giumello.

**Shuttle service:** Franko Uberti, Tel. +39 348 131 0602 at 14h00 every flyable day (see the club) or contact him!

**Weather:** [www.ilmeteo.it/meteo/Alpe+Giumello](http://www.ilmeteo.it/meteo/Alpe+Giumello) or [www.astrogeo.va.it/meteo.htm](http://www.astrogeo.va.it/meteo.htm) (regional service)

**Meeting pilots:** The local club is Skyhard at Taceno, [www.skyhard.org](http://www.skyhard.org), Tel. +39 0341 88 0111. Meet at Trattoria Colibri bar in Taceno. From there (or the landing) take the shuttle service to launch!

**Flying school:** Flylibell, Tel. +39 329 987 8261, [www.flylibell.com](http://www.flylibell.com)

**Staying there:** more info on [www.valsassina.it](http://www.valsassina.it)

- Capanna Vittoria, Tel. +39 0341 84 0164, 150m left of the parking on Alpe di Giumello
- Albergo Alpino, Casargo, Tel. +39 0341 84 0161; [www.hotelalbergoalpino.it](http://www.hotelalbergoalpino.it)

- Hotel Larice, Margno, Tel. +39 0341 84 0620
- Campeggio le Rocce Rosse, Taceno, Tel. +39 0341 88 0471

**Map:** Kompass hiking map #105 (1:50,000)

## Alternative sites

- Piani di Bobbio / Orscellera (W/SW) at Barzio, road
- Ortighera and Monte Cimone (Piani delle Betulle; W/SW) at Taceno, road and cable car
- Valcava (SE-SW) at Caprino Bergamasco, see [www.vololiberobergamo.it](http://www.vololiberobergamo.it)
- Monte Farno (SW-SE) at Gandino, road
- Monte Cornizzolo (see site page)

## Other activities

- Skiing and hiking in Valsassina
- Climbing area: Grigna at Lecco
- Excursions to Bregaglia/Bergell and Monterosa
- Water activities on the lakes





# Monte Cornizzolo



HEIGHT  
785m – 976m



MONTE CORNIZZOLO 1210 m

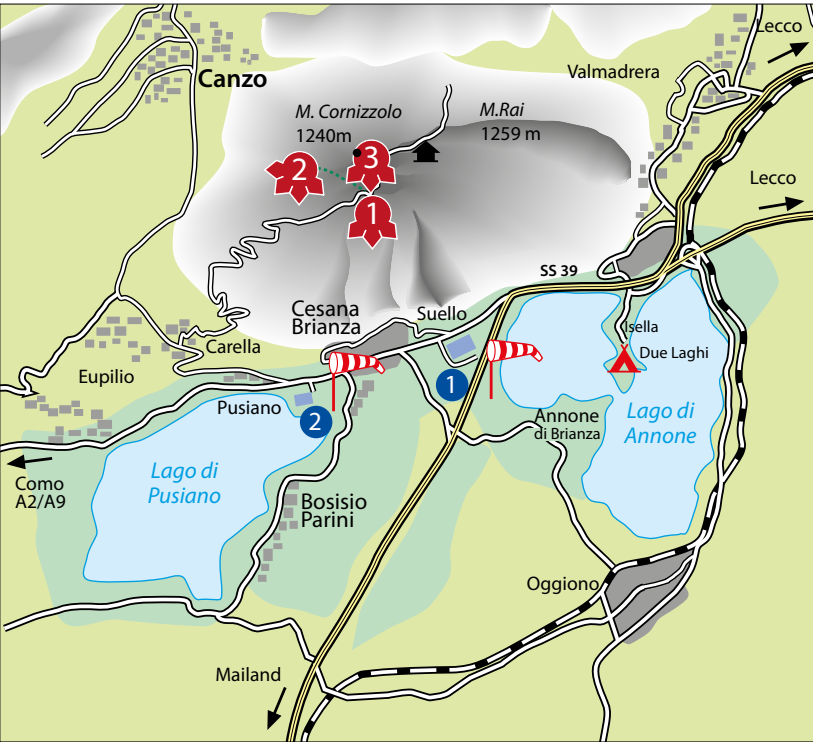
The grassy dome of Cornizzolo presents a view of incredible contrasts: lakes, narrow valleys and mountain ridges with industrial and urban development squeezed in-between, combining, overlapping and stretching out as far as the eye can see. This makes the whole scenario both picturesque and chaotic when trying to analyse how to navigate safely around here! A more sensitive soul could choose Alpe Giumello instead, where nature remains more intact. However, Cornizzolo has remained popular because of the excellent infrastructure and great conditions that can yield fantastic flights.

## Launch

- 1. Risparmio Basso (SE-SW)** 1045m, easy, the main takeoff on the central S slope below the road and 100m below the summit. GPS: 45°49'58.40"N, 9°18'7.67"E. The only direct access is by shuttle service. If you prefer to hike: from the landing in Suello drive to the main road and take it to Pusiano, turn right towards Eupilio and head up for 3 km until the sign for Carella. Turn right and go up (signs for Cornizzolo) passing a little chapel and reach the gate at Dei Cacciatori bar. From there you have to walk for 1 hr to Risparmio Basso.
- 2. Centrale (SE-W)** 1130m, easy. The big grassy western shoulder has a wide choice of launches, usually occupied by competitions. GPS: 45°50'0.93"N, 9°17'34.70"E. From the service road walk up (20 min)
- 3. Risparmio Alto (SE-SW)** 1210m, easy. Not often used, but some people like it. 25 min hike to the summit from the lower takeoff. GPS: 45°50'13.65"N, 9°18'7.82"E

## Landing

- 1. Suello** (234m) GPS: 45°48'59.45"N, 9°19'4.01"E. From Suello centre follow the main road towards Lecco until 400m after the village ends, where you reach a junction. Turn right (downward) across a first junction then continue on Via Boschetto and follow the signs Parapendio Lecco scuola di Volo. Another option is: at the end of Suello you have Ristorante Il Ghiaccio on the left hand side where you can also turn right to reach the last junction, where you go right onto Via Boschetto to the landing.
- 2. Pusiano** (260m) GPS: 45°48'43.82"N, 9°17'42.60"E. A big field on the E side of Lake Pusiano between the shore and an industrial zone. Watch out for the high-voltage line on the edge of this landing. When driving from Suello towards Como, cross Cesana Brianza and the junction to Bosisio. About 200m further on, turn left onto Via Pasoli (in Pusiano), opposite a tennis court. Park near the end of this dead-end road at an industrial compound. The landing field is the meadow in front of you.



Lombardia | Lake Como | Suello and Pusiano

## Flying

When launching, make sure there is nobody crossing your course, because below the Risparmio takeoff is a soarable slope with a gully on the right and sometimes gliders turn back from that gully, looking for better lift, which can cause an involuntary close call if you have just lobbed off the slope. Wait at the launch until the windsock shows straight lift and don't stay too close to the slope as you might pass the first thermal and get pushed down between the upslope breeze and the mighty bull of hot air

charging up from the huge limestone quarry at the bottom. It can feel like rotor when it hits you. Also when getting low, don't soar along the quarry, as you are far from any safe landing! Depending on the wind, your clear flight area is in front of the main launch, but the spur to the right or left usually works just as well and is safer than the middle part of the slope. Once you attain ridge height you are free to fly along Cornizzolo. Don't stay too close to the ridge as occasionally there can be turbulence from the north as well. When trying to join Monte Rai (E) make sure you don't fly too low into the big gully between it and Cornizzolo when the lower wind is west. On days with good temperature gradient but low cloudbase, you have plenty of opportunities to thermal up in front of the mountain – it's an industrial plain with lots of heated roofs. When above the highway make sure you have enough height for the approach against a westerly wind as the landing field in Suello lies just beyond the town.

## Caution!

N wind, thunderstorms that are difficult to identify in the summer haze, and dense air traffic. However there is no worse risk to face than the traffic you already braved from Milan to reach this site!

## Cross Country

Look at some effective XC flights when planning: [www.ilpulcino.org/voli-xc/bestcross/cornizzolo](http://www.ilpulcino.org/voli-xc/bestcross/cornizzolo). All the flying sites of the upper Italian lake district are springtime XC sites. You need cold air and hot sun giving a high cloudbase to glide to the next range, far across the valleys which are usually packed full of all sorts of obstacles or simply filled with water! A different, shorter XC flight would be around the three lakes in front of Cornizzolo. You leave the ridge towards the plains even at ridge level and push out southwards, towards the highway, with thermals from the industrial plants on either side. Turn around Lake Annone (E) and gain some height again at Monte Barro overlooking Lecco. With the 'heavy metal thermals' of Oggioni, Molteno and Garbagnate industries, you can climb



up to continue around Lake Pusiano, where with a little westerly the return to either landing is easily completed. The classic routes go NE into the Val Sassina and maybe back via Lake Como, but cloud-base should be over 2000m for a safe attempt!

## Useful info

**Getting there:** Nearest airports: Milan and Bergamo (a Ryan Air connection). Trains run via Milan to Lecco. From there take a bus to Suello or Pusiano. By car from the south: A4 (Torino – Milan – Venezia) exit at Milano tangenziale onto Sp 5 via Monza, choosing road 36 towards Lecco and exiting towards Como onto SS639, then exit at Suello and continue to the landing area. From the north, the fastest road goes across the Swiss San Bernardino or Gotthard route towards Como-Chiasso, exit Como S and follow SS639 towards Lecco until Suello exit. A slower and much longer but scenic route comes across the Splügen saddle down to Chiavenna and

goes along the western shore of the Como lake to Menaggio, uses the car ferry to Ballagio and continues on via Canzo, Eupilio to Suello.

### Shuttle service

From both landings there are shuttle services. It is more regular in Suello and a group of at least 4 can contact the driver anytime during the week to arrange a trip up. You can contact the flying school to make further arrangements. The first weekend shuttle is at 10h30, followed by hourly services until about 17h00. Meet in front of Cielo e Terra restaurant. Very busy during flyable weekends in the season from April–October! The shuttle at Pusiano landing only works on the weekends, when the first shuttle usually leaves at around 11h00.

### Weather

- Cornizzolo weather station, Tel. +39 333 113 2037
- [www.meteowebcam.it/3/meteo-Monte+Cornizzolo.html](http://www.meteowebcam.it/3/meteo-Monte+Cornizzolo.html)



Meeting pilots

The flying club Scurbatt ([www.scurbatt.it](http://www.scurbatt.it)) meet on the weekends at Cielo e Terra, just behind the landing area in Suello. The other club, Cornizzolo in Volo ([www.cornizzolo.eu](http://www.cornizzolo.eu)), meet at the landing area in Pusiano.

**Flying school:** Parapendio Lecco at Suello, Tel. +39 031 658 428; [www.cornizzolo.com](http://www.cornizzolo.com). Valeria and Enrico both speak English and can help guest pilots!

**Staying there:** info - [www.turismo.provincia.lecco.it](http://www.turismo.provincia.lecco.it)

- Camping: 2 laghi, Isella, simple camping on the Lake Annone peninsula, 800m from the landing area in Suello, when driving on the SS639 towards Lecco, the entrance is opposite the turnoff to the highway to Civate, Tel. +39 (0)341 55 0101
- B&B: Al Pozzo, Civate, Tel. +39 0341 21 0017
- Camping: Lago di Pusiano, Eupilio, Tel. +39 031 64 0420
- Camping: Riviera di Garlate at Lake Como, Tel. +39 0341 68 0346

**Map:** Kompass hiking #91 Lago di Como (1:50,000)

Alternative sites

- Valcava (W/SW) at Caprino Bergamasco; with shuttle service to launch
- See [www.montagnadilombardia.com/valcava.htm](http://www.montagnadilombardia.com/valcava.htm)
- Alpe di Giumello (see site page)
- Laveno (see site page)
- Monte Generoso (SW) at Capolago, Lake Lugano, see [www.montegeneroso.ch](http://www.montegeneroso.ch)

Other activities

- Hiking and climbing around Grigna at Lecco
- Via ferrata (chained hiking routes) at Corni di Canzo from Valmadrera
- Sightseeing at Lecco and Como
- Water activities at the Lugano and Como lakes
- Restaurants after flying: Cielo e Terra and Il Ghiaccio in Suello
- MTB trips around Cornizzolo
- Did you know? The local name of Cornizzolo is Curnisciöö (western Lombard dialect).





# Laveno



HEIGHT  
670m – 820m



SASSO DEL FERRO 1065 m LA CROCETTA 1070 m

Above the southern end of Lago Maggiore, Laveno offers several launches which have an established reputation among hang-gliders. It is excellent for spring cross country flights but also a worthy thermal site during summer. In autumn and winter fog often appears, caused by the lake. The Icaro hang-glider factory lies just beside the main landing field.

## Launch

SASSO DEL FERRO  
**1. Poggio S. Elsa (S)** 920m, HG ramp and slope launch, 30m behind the cable car. GPS: 45°54'39.67"N, 8°38'17.57"E  
**2. Summit (S/SW)** 1065m medium, PG. From the cablecar, follow a footpath to the summit (15 min). GPS: 45°54'41.24"N, 8°38'35.15"E

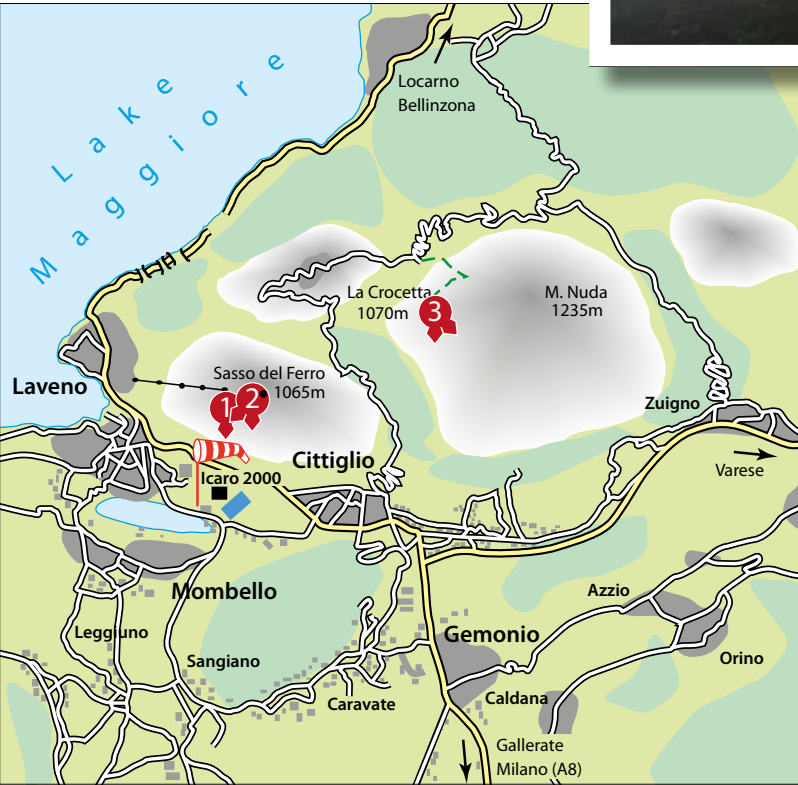
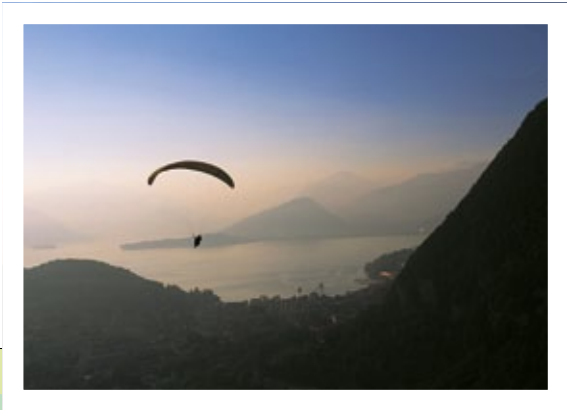
LA CROCETTA  
**3. Monte Nudo (S/SE)** 1070m easy-medium. GPS: 45°55'19.73"N, 8°40'26.51"E. Access by shuttle from the landing at Icaro. If you use your own vehicle drive into Cittiglio, then towards Varano. Follow the road up in tight turns across the forested canyon (N, towards Luino) and park at the gate (in a left turn). Follow the footpath to the right for about 200m to the takeoff on a shoulder of Monte Nudo.

## Landing

**Laveno-Mombello, Campo Sportivo** (250m) at the Icaro flying school and club, in the industrial zone of Mombello. GPS: 45°53'49.80"N, 8°38'18.21"E. From Laveno drive towards Luino on SP394 until the junction to Mombello. Turn right, go underneath the railway and through the industrial buildings, turn right at the roundabout and follow the signs for Centro Sportivo until you see the blue flags of Icaro 2000 on your right, just 100m before the junction with Sangiano (left) and Laveno (right). Turn right and head into the compound and on to the landing area.

## Flying

The Sasso del Ferro has an ideal launch for HG pilots but is not a place for beginners and occasional paragliders. The takeoff and the slopes require somebody who knows how to fly and thermal up. The slopes are quite steep and the thermals pretty strong during the summer season. Inexperienced pilots should launch later in the afternoon or simply take the shuttle to La Crocetta!



Lombardia | Bergamo Alps | Laveno-Mombello



You don't usually need to find the house thermal here ... it finds you! The lower edge of the mountain provides plenty of lift and a regular pilot will immediately gain height and cross northwards towards the main range, while pilots just out for some fun can soar over to Monte Nudo and back, remaining in front of the cable car and watching the lake. You usually find better flying on Monte Nudo / La Crocetta, with more slopes to glide along – the ridges converge in a star shape and provide good lift until late. The launch has been improved, but lies above a flat, forested area. If you don't like the thermals just fly out over the valley and take your time.

## Caution!

It's a relatively low slope so you don't need many precautions for summer conditions at altitude here, but still consider a hefty thunderstorm in the Lago Maggiore area as a regular phenomenon (it can brush Laveno as well). Also N *foehn* can reach low down in the right conditions. Always check the weather forecast and consult the local pros!

## Cross Country

The classic route blasts off northwards towards Locarno/Bellinzona across Monte Lema and Tamaro and up the Swiss Veltin to the central Alps (best attempted in April or May). Eastwards the routes go across Campo dei Fiori towards Lake Como / Monte Cornizzolo and back. Or triangles via Lake Como, with an axis towards Monte Tamaro. At Monte Nudo you need enough height for the first valley crossing!

## Useful info

**Getting there:** Nearest airports: Milano-Malpensa, Bergamo. Trains run to Laveno via Brescia and Milan. From there go by bus or taxi to Mombello / Icaro 2000 from the Laveno train station to the cable car in 15 min From Switzerland, take the train towards Milan via Locarno and Verbania. Exit at Verbania and take the ferry across the lake to Laveno! Have a look at [www.lagomaggiore.net/de/turismo/train.asp](http://www.lagomaggiore.net/de/turismo/train.asp). By car, from the A4 Milano–Brescia, turn onto the A8

Varese, then turn onto A8/26 Gravellona, exit at Sesto Calende / Vergiate and continue on SS33, then turn onto SS629 towards Laveno/Luino/Ispra/Besozzo. Take SS394 and cross Cittiglio. After the village turn left across the industrial zone to Mombello and carry on to the landing area and Club Icaro 2000 as described. From the north (Switzerland) follow the A13/A2 San Bernardino / Gottard until Lugano N exit. Follow road 398 towards Magliaso. Go across the border and on to SS233 towards Varese, until Marchirolo. Then continue towards Cunardo on SP43. In Cunardo head towards Ferrera di Varese on SP30, then SS394 towards Casalzuigno and after Cittiglio towards Mombello.

**Getting up:** Funivie del Lago Maggiore, Laveno, [www.funiviedellagomaggiore.it](http://www.funiviedellagomaggiore.it), Tel. +390332668012  
**Weather:** [www.deltaclublaveno.it/dcl/meteo](http://www.deltaclublaveno.it/dcl/meteo)  
• [www.astrogeo.va.it/meteo.htm](http://www.astrogeo.va.it/meteo.htm)  
• [www.ilmeteo.it/meteo/Laveno-Mombello](http://www.ilmeteo.it/meteo/Laveno-Mombello)  
**Meeting pilots:** Club Icaro 2000 (also a PG/HG school) at the landing zone with club house, bar, camping, flight shop, shuttle service to the takeoff at La Crocetta or to the cablecar in Laveno! Tel +39 335 693 8992 for inquiries, [www.icaro2000.com](http://www.icaro2000.com). See also [www.deltaclublaveno.it](http://www.deltaclublaveno.it)

**Staying there**  
• Camping at the Icaro 2000 landing field  
• Hotel Ristorante La Bussola, Tel. +39 0332 60 2291, [www.hotellabussola.it](http://www.hotellabussola.it)  
• B&B Il Cortile, Tel. +39 0332 618029, [www.ilcortile.biz](http://www.ilcortile.biz)  
**Map:** LKS Swiss topo map 286 Malcantone and 296 Chiasso (1:50,000). There are also equivalent Kompass maps available, check at the local bookstores.  
**Alternative sites**  
• Monte Tamaro / Alpe Foppa (SE) at Rivera (CH); cablecar, Tel. +41 (0)91 946 2303  
• Piana di Vigizzo, Mottarone, Cimetta (see pages)  
• Monte Lema (SE), Migliaglia/Suino (CH); cablecar Tel. +41 (0)91 609 1168; [www.montelema.ch](http://www.montelema.ch), an excellent XC site in April and May!

**Other activities**  
• Lago Maggiore, watersports and visiting the islands Isola Madre and Rocca Borromeo  
• Hiking in the park Campo dei Fiori  
• Ruins of Cannero + S. Caterina del Sasso monastery  
• Visit the other lakes: Orta, Mergozzo, Varese, Comabbio or Monate





# Piana di Vigizzo



HEIGHT  
670m – 1230m



PIANA DI VIGIZZO 1680 m

The remote and picturesque Vigizzo valley has a beautiful flying site, but it's a long drive from either Locarno in Switzerland or Domodossola in Italy. Little villages are dispersed over the valley floor around Santa Maria Maggiore, waiting for you to be discovered. The site has a reputation for strong thermals and valley-winds, so experienced pilots can use these conditions to make excellent roundtrips.

## Launch

- 1. La Piana (SE)** 1680m, cable car, only HG!  
GPS: 46° 9'39.20"N, 8°28'59.59"E
- 2. La Cima (S/SW)** 1785m easy, main take off from the W edge of the summit above the cable car, walk up along the ridge to the launch (15 min).  
GPS: 46° 9'44.82"N, 8°28'31.20"E
- 3. Cima Fraschella (SW/W)** 1830m easy, but often crosswind, 15 min from the cable car on the road to Cima Trubbio, GPS: 46°10'6.10"N, 8°29'26.43"E
- 4. Cima Trubbio (S-W)** 2030m easy, ¾ hr walk from the cablecar, **and (E)** at 1880m, from the ridge.  
GPS: 46°10'23.38"N, 8°29'36.37"E
- 5. Faedo (S)** 1400m medium, on the forested spur E of Santa Maria, 30 min walk. Shuttle service possible with Valgrande Vacanze, Virgilio Sironi, Tel. +39 348 696 2430 (pre-book it!).

## Landing

- 1. Santa Maria Maggiore** (816m), big field S of the road, between Santa Maria Maggiore and Druogno. La Pineta campsite is just behind it. Turn left at the Tourism Office and park. GPS: 46°7'59.46"N, 8°27'6.89"E
- 2. La Peschiera** (800m) big, long E-W field, between Malesco and Craveggia, N of the main road, about 800m E of the cablecar, between the train line and the river. GPS: 46°7'54.46"N, 8°29'6.18"E. Go E from S. Maria, turn towards Prestinone/Craveggia, and just S of the river bridge, turn right onto Via Melezze-Siberia. Follow it until the W end of the meadow.
- 3. Riane** (730m) a field S of the SS337 opposite the Aque Vigizzo water plant near Malesco, 3 km E of Santa Maria towards Centovalli. This landing is used in spring when pilots use the Faedo launch for evening soaring in the valley-wind and restitution.

## Flying

The regular thermals on Cima are above the gullies at the little dome S of launch, or in front of Fraschetta. Usually the thermals get powerful at midday. With 100m over takeoff you can glide W to a gully on Monte Mater and climb higher. You can follow the entire ridge out towards Domodossola. Beware of the strong valley-winds! Don't fly too low between the gullies and check the wind direction. The wind is always strong during the summer and blows powerfully from either valley – west or east – depending on the weather. The site is not safe for beginners!

## Caution!

Strong summer winds and thermals. Exposed to altitude winds. Especially sensitive to N foehn and thunderstorms. Inexperienced pilots should only launch in the evenings between May and August!

## Cross Country

Great departure for XC flights in spring (March–May) and sometimes high summer. You need a clear plan and a cloudbase at 3000m to work your way out of here! The flying is much more serious than at the crowded XC centres. Go N into Switzerland, Fiesch and Andermatt by using the ranges, or E towards Locarno and into Val Levantina and the Splügen saddle.



Piemonte | Alpi Lepontine | Santa Maria Maggiore

## Useful info

**Getting there:** Nearest airports: Milano-Bergamo (Orio al Serio) is a Ryanair connection and the most comfortable air access. There is also Milano-Malpensa and Torino. Trains run to Locarno from Switzerland or to Domodossola from Milano. Then take the spectacular train journey from either Domodossola or Locarno via the Centovalli canyon to Santa Maria Maggiore. A local bus will take you to the cable car and the camping at La Pineta. By car: from the north via Switzerland and the Gotthard or San Bernardino highway to Locarno (exit Bellinzona S). Go into Locarno and though it (signs for Val Vigizzo), then follow the hairpin road rollercoaster across the Centovalli canyon into Val Vigizzo. Have



**Getting up:** Piana di Vigizzo, [www.pianadivigizzo.it](http://www.pianadivigizzo.it), Tel. +39 0324 98 646, Cell. +39 335 735 2000. Open in summer from 5 July until 19 September.

**Weather:** [www.3bmeteo.com/meteo/santa-maria-maggiore?giorno=1](http://www.3bmeteo.com/meteo/santa-maria-maggiore?giorno=1) or [www.ilmeteo.it/meteo-lungo-termine/Val+Vigizzo](http://www.ilmeteo.it/meteo-lungo-termine/Val+Vigizzo)

**Meeting pilots:** Pilots meet at the cablecar at the La Stufa pub or at the La Pineta campsite beside the main landing. The club: [www.ibarbagiannivigizzo.it](http://www.ibarbagiannivigizzo.it)

### Staying there

- The principle problem is that Val Vigizzo is a summer place, with many guesthouses closed in the off-season! For any help with accommodation and local transport, you can contact friendly Virgilio Sironi who runs a small travel agency, Tel. +39 348 6962430, [www.valgrandevacanze.net](http://www.valgrandevacanze.net). Otherwise, here are some recommended places:
- Camping: La Pineta, [www.campeggiopineta.it](http://www.campeggiopineta.it), Tel. +39 0324 94444, -94123, also offers bungalows! The owner is a PG pilot and speaks English.
- Camping: L'Hermitage (near the cablecar), Cravaggio, Tel. +39 0324 98 073, [www.campinghermitage.it](http://www.campinghermitage.it)
- Albergo Boschetto, Druogno, Tel. +39 0324 93 555, [www.albergoboschetto.com](http://www.albergoboschetto.com)
- Albergo La Jazza, Tel. +39 0324 94471, near the landing at S. Maria, [www.hoteljazza.com](http://www.hoteljazza.com)
- Albergo Ramo Verde, Malesco, Tel. +39 0324 95012

- Hotel Alpino, Malesco, Tel. +39 0324 95 118, [www.hotelalpino.org](http://www.hotelalpino.org)
- Albergo Stella Alpina, Druogno, Tel. +39 0324 93 595, [www.stellaalpinahotel.com](http://www.stellaalpinahotel.com)

**Map:** Kompass hiking #89 Domodossola (1:50,000)

### Alternative sites

- Cimetta / Locarno (see site page)
- Alpe Quaggione (S) at Val Strona, by car from Casale Corte Cerro at Gravellona
- Many flying sites (also accessible by hiking) around the valleys of Sesia and Anzasca, e.g. Alpe Provaccio (S/SE) at Pontegrande / Val Anzasca, access by car, good place for Sunday pilots!
- Alpe Lusentino Moncucco (W-N), chairlift in winter, road from Domodossola
- Mottarone (SW/W) see site page

**Other activities:** Info: [www.vallevigizzo.vb.it](http://www.vallevigizzo.vb.it)

- Dining: La Lanterna Blu pizzeria, Tel. +39 0324 93376, in S. Maria Maggiore not far from landing!
- For breakfast in Santa Maria centre: Cafe Centrale!
- Centovalli train
- Valgrande national park
- Visit Val Maggia near Locarno: swimming, kayaking and climbing paradise!
- Excursions to Lago Maggiore
- Val Anzasca to view the tallest face of the Alps, the E face of Monte Rosa, 2500m top to bottom!
- Domodossola and Locarno downtown



# Mottarone

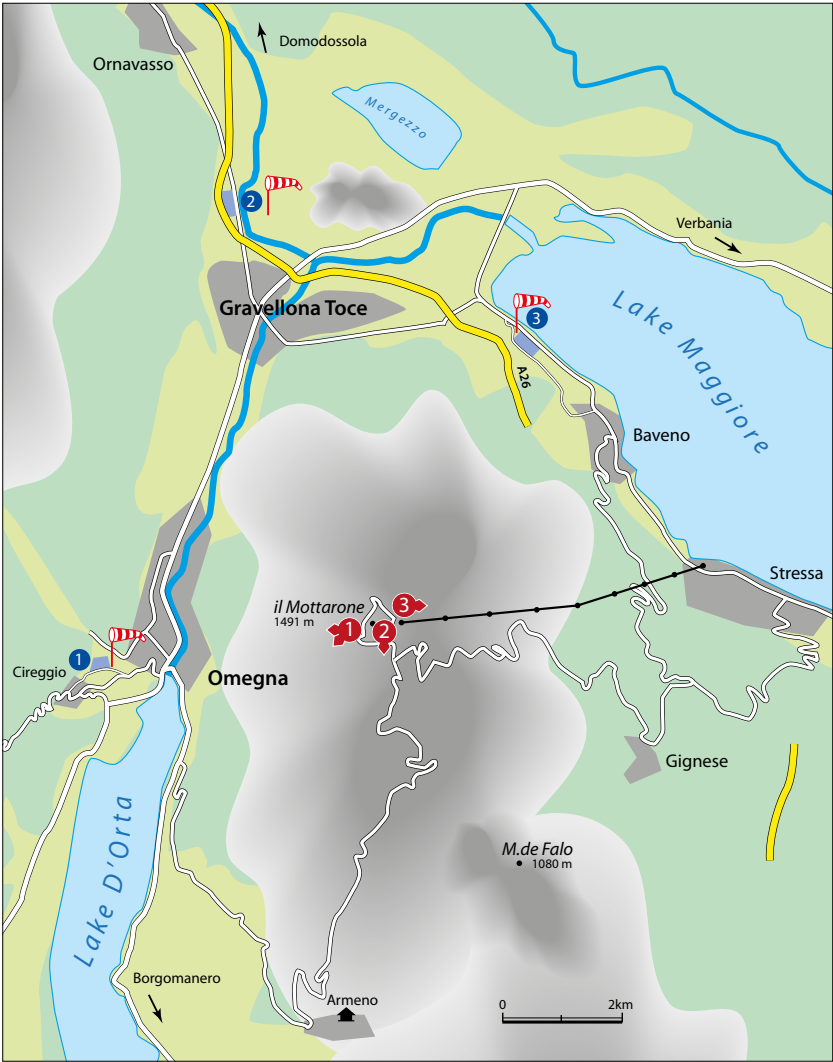
MOTTARONE 1482 m



HEIGHT  
1010m – 1238m



A precious but challenging site, nestled between the Orta lake to the west and Maggiore lake to the east. The most westerly of the flying sites of the upper Italian lake district, accessible by road from Omegna or by cablecar from Stresa. Good for sightseeing flights and for explorers with thermal experience. Thermal up on a day with high cloudbase and you will be rewarded with an unforgettable panoramic view, worth much more than the inconvenience of the industrial traffic below.



Piedmont | Omegna and Stresa

## Launch

- 1. Skilift (SW/W)** 1400m, easy, just south of the ski lift at Alpe Cai. From the Mottarone summit road at the big parking area before Hotel Miramonte walk 2 min downwards, pass Rifugio delle Stelle on your left and get to the head of the ski lift. Turn left to the launch field above the SW gully. GPS: 45°52'46.87"N, 8°26'53.53"E. The toplanding area is 400m N, just after the small artificial lake. Access: from Omegna centre follow the signs for Armeno and the brown sign for Mottarone. On the way up you pass two training slopes (not launch sites for a flight down!) on the shoulders of Mottarone. You eventually reach a saddle with a big parking area on your left.
- 2. Summit (S)** 1470m, easy, from the summit towards the S valley, flanked by two ridges. GPS: 45°52'52.89"N, 8°27'12.08"E. Take the cable car and summit chairlift and walk 20m. Or walk up from the summit road (big parking) in 10 min.
- 3. Cablecar (E)** 1410m, medium, clearing in the forest 50m N of the cablecar station. Follow the way out and turn right towards the junction with the asphalt road. Turn downwards to the right. GPS: 45°53'3.56"N, 8°27'20.32"E.

## Landing

- 1. Masseria Cireggio at Omegna-Cireggio** (390m) nearly triangular field on the W of the valley; just above the N end of the Orta lake, the only evident field around. GPS: 45°52'39.67"N, 8°23'37.70"E. Only for experts! From the highway exit Gravellona-Toce go into Omegna (about 6 km) passing two roundabouts. In Omegna follow the signs for Quarne/Cireggio. At the Q8 fuel station turn right, go underneath a bridge and turn left at the T-junction. Descend left across a bridge and turn right onto Via Fuscolo. Pass the cemetery on your right and go up through the forest until a roundabout. Turn right onto Via Mozzalino and pass a number of high tenements. You pass Pizzeria Blu Bar on your right and 100m thereafter (a property entrance gate on your left) turn sharply right onto a dirt road and follow it for about 600m across the forest to the

meadows of Masseria Cireggio with cattle, pigs and donkeys on the field (windsock). Easy approach with S (the regular wind), but any other wind makes this landing field disastrous!

- 2. Gravellona** (220m) GPS: 45°56'33.60"N, 8°25'34.44"E. Big field between the A26 and the SS33, about 7.5 km N of Mottarone! Ideal for HG but a bit distant for PG pilots (you'll safely reach it with S conditions and a glide ratio of 8). From the highway exit Gravellona-Toce turn right and go right again (signed Centro Commerciale Laghi) into Via Albertini, cross the shopping area and turn right into Via Trattati di Roma and follow it until a roundabout with SS33. Turn right towards Sempione/Domodossola/Ornavasso and continue until the big sign Autogas on your right. The dirt road to the landing field starts directly opposite it and crosses underneath the railway.

- 3. Baveno** (232m) 100m after the Adventure Park on the same road. Long small landing strip, landable with SE, but more difficult with strong S (high trees cause rotor). GPS: 45°55'19.98"N, 8°29'15.72"E. From the A26, exit Baveno Stresa and turn down into Via Degli Scalpellini and continue until the signs for Parco Aventura where you turn left and follow Via Cavalli for about 300m to the entrance of Parco Aventura. Park here and follow the road to the landing field on your right, separated from Parco Aventura by a line of high trees (they plan to cut them, unfortunately). If you come from the lakeshore road (SS 33) Stresa-Verbania, turn towards the green highway signs at the Baveno entrance (bridge) and follow Via Degli Scalpellini until the signs pointing right towards Parco Aventura.

- 4. Emergency landing at Armeno** (about 460m). On the way up, at the entrance of the village there are some fields, especially useful when you get low after trying to catch lift at the head of the SW ridge!

- 5. The two toplanding areas** are **(a)** N of the W takeoff, GPS: 45°52'58.21"N, 8°26'50.45"E and **(b)** on the right (SW) ridge from the summit after the antenna. GPS: 45°52'35.08"N, 8°26'49.25"E

## Flying

After launching from the lower W takeoff towards Lake Orta don't turn right towards the ski lift – first pass the rocks below, as they can cause rotor in stronger SW! Once beyond that, you'll find good thermals towards the left shoulder and above the gullies further N (on the right). Usually the wind is S and is moderate in the valley. With increased S it's easier to reach the landing at Gravellona. Beware of getting low in the narrow part of the valley behind Omegna – there is sometimes a downwind effect there. The summit launch is usually best in the morning or with good thermals. You have to pass the ridge on your right just after the antenna and cross immediately over the second ridge and on to the valley in order to get to the landings at Omegna or Gravellona. Otherwise, land on the ridge (in wide meadows) and try again from the lower W launch. With enough height you can choose your landing and even topland on the W part of the ridge.

## Caution!

The isolated Mottarone ridge with its granite faces is a hotspot for thermals, but gets easily clouded in S conditions, when humid air causes low cloudbase. With low pressure systems there are often thunderstorms above the mountain. Beware of strong N wind!

## Cross Country

If you can get to 2500m, a nice flight is the crossing of Lago Maggiore to Laveno, continuing along the ranges N and E, as described for Monte Cornizzolo.

## Useful info

**Getting there:** Trains run from Milan to Omegna (change at Novara). By car: from the south on the A4 Torino-Milan-Venezia, from Milano Tangenziale take the A8 towards Gravellona/Toce/Varese/Malpensa. Continue onto A26 Gravellona/Sempione until Gravellona Toce exit. Follow the SS34 Verbania. Cross Gravellona Toce into SR229 to Omegna. At Omegna follow the signs for Armeno and Mottarone.

### Getting up

- Adriano Merlo is the current driver and shuttles 3 people or more up to Mottarone or Alpe Quaggione for 8€ per person. Cell. +39 333 471 4560
- Otherwise there is shuttle service from the Gavel-lona landing field at 09h00 and 11h00 during the spring and summer, on weekends.
- Cablecar from Stresa at Lago Maggiore. Tel. +39 0323 30295, [www.stresa-mottarone.it](http://www.stresa-mottarone.it)

**Weather:** [www.3bmeteo.com/meteo/mottarone](http://www.3bmeteo.com/meteo/mottarone)  
**Map:** Kompass #97 Omegna-Varallo Lago d'Orta 50k  
**Meeting pilots:** [www.vdf.mottarone.it](http://www.vdf.mottarone.it)  
Meet at the Gravellona landing.

### Flying school

- Giorgio Miglio gives site instruction and tandem flights for inexperienced pilots on Mottarone, Alpe Pala and Alpe Quaggione. [www.aerosport.it](http://www.aerosport.it), Tel. +39 368 300 3177
- [www.northwestparagliding.it](http://www.northwestparagliding.it) (Baveno) very helpful!

### Staying there:

- Info: [www.proloco.omegna.vb.it](http://www.proloco.omegna.vb.it)
- Camping Punta di Crabbia, Pettenasco, Tel. +39 0323 89 117, [www.campingpuntacrabbia.it](http://www.campingpuntacrabbia.it)
- Camping Orchidea, Baveno, Tel. +39 0323 28257
- Albergo del Leone, Forno di Valstrona, Tel. +39 0323 885 112, [www.albergodelleone.it](http://www.albergodelleone.it)
- Albergo Croce Bianca, Omegna lake shore, Tel. +39 0323 866 106, [www.albergocrocebianca.com](http://www.albergocrocebianca.com)
- Wild camp at the Gravellona landing but leave early and remove your rubbish!

### Alternative sites

- Alpe Quaggione (E-S) road from Crusinallo and from Valstrona (Omegna); same landing as Mottarone at Gravellona
- Alpe Pala (S) Verbania, road from Miazzina
- Piana di Vigezzo (see site page)

### Other activities

- See [www.orta.net/eng1/indexe.htm](http://www.orta.net/eng1/indexe.htm)
- Visit the islands of Lago Maggiore from Stresa
- Water activities on Lake Orta and Maggiore
- Hike/MTB to Alpe Quaggione and surroundings



# Cima Cavallaria



HEIGHT  
586m – 1179m



CIMA CAVALLARIA 1432 m

Situated above the entrance of the Aosta valley, Cavallaria is easy to reach and supported by a good infrastructure, with a daily shuttle service from the landing field, and the city of Ivrea close by. When getting high above Cavallaria on a clear day in late summer you can enjoy both the view of the giant peaks to the north (Matterhorn and Monte Rosa) and the fertile industrial plains of the Po river to the south.

## Launch

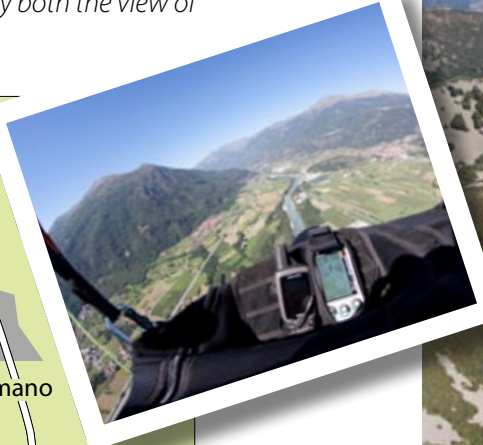
- 1. Pian dei Muli (S)** 1443m, easy, GPS: 45°31'13.94"N, 7°48'17.74"E and below it
- 2. Basso (S/SE)** 1300m, GPS: 45°31'0.89"N, 7°48'29.88"E
- 3. Manifestazione (S/SW)** 1370m, easy, GPS: 45°30'48.60"N, 7°47'49.08"E. None of these launches can be reached by private car – the penalty from the Forest Authority can be hefty! Just use the shuttle service, or walk (3 hr from landing).
- 4. Delle Felci (S/SE)** 850m, easy, a low training site for autumn and winter when the road higher up is closed or inaccessible. The only launch that can be reached by private vehicle via Brosso. GPS: 45°30'11.38"N, 7°48'18.45"E

## Landing

- 1. Calea** (264m) big field for PG+HG, left of the road to Baia Dora. GPS: 45°29'56.31"N, 7°49'41.45"E. From Ivrea on the road to Lessolo continue towards Baia Dora. Shortly after entering the village of Calea you'll find the landing area left of the road, with a parking spot.

## Flying

After launch there is a regular thermal on the ridge between launch 1 and 2. Go higher towards the summit or cross west towards the slopes above the Chiusella valley (beware of the S wind and keep enough height to return safely!) With the valley-wind in the afternoon you can soar along the SE slopes above Brosso.



The author on an XC flight towards S. Elisabetta

## Caution!

Beware of N/NW winds, foehn and thunderstorms. Don't underestimate valley crossings and the strong S valley-winds in summer!

## Cross Country

South towards Santa Elisabetta-Pelice and back via Cima Bonassola is a difficult but interesting task. The minimum altitude for the valley crossings is 1800m. The valleys Val Chiusella and Val Savenna have very little landing space! With height you can make it down to Val della Torre across the Canavese region and back. Usually this task is done in spring with cloudbase over 2500m. Or cross the entrance of Val d'Aosta over to San Giacomo and work up on the range behind it towards Biella (NE).

## Useful info

- Getting there:** Nearest airport: Torino. Trains run via Torino to Ivrea. From Ivrea railway station take a bus to Lessolo and Calea. By car, from Milan take the A4 towards Torino (Tangenziale Ovest) then continue to Santhia and take the A5 towards Ivrea / Monte Bianco. Exit at Ivrea onto SS565 and follow it towards Ivrea until SP77 Qincinetto/Banchette. Pass Ivrea towards Lessolo and the landing area.
- Getting up:** Shuttle service Monday–Friday at 13h00 and 17h00, every hour on weekends, contact: Remo Tel. +39 333 437 6212. Or try Gianni Tel. + 39 339 8409842. Groups (from 4) can check at other times with the drivers; 8€ per person
- Weather:** San Giacomo weather station, Tel. +39 338 732 0356, [www.3bmeteo.com/meteo/ivrea](http://www.3bmeteo.com/meteo/ivrea)
- Meeting pilots:** [www.parapendiocavallaria.it](http://www.parapendiocavallaria.it), at the landing area where you take the shuttle to takeoff!
- Flying school:** Parapendio Canavesano Sparavel, Claudio Aimone Tel. +39 335 7046541 [www.sparavel.it](http://www.sparavel.it)
- Staying there**
- Camping Chiara at Traversella (Salamocca), Tel. +39 0125 74 9054;
  - Camping Valchiusella at Torbiera-Alice Superiore, Tel. +39 0125 78 697
  - Albergo Miniere, Traversella, [www.albergominiere.com](http://www.albergominiere.com), Tel. +39 0125 74 9005; the restaurant being recommended by Guide Michelin!
  - Le Stanze dell'antico Castello, very nice place in Colletterto Castelnuovo, Tel. +39 335 697 5744, close to take off Santa Elisabetta, a bit far from Cavallaria, but worthwhile!

**Map:** Editori Escursionista & Monti, #16 Dora Baltea/ Valle Sacra (1:25,000), available in Ivrea centre or at [www.escursionista.it](http://www.escursionista.it)

- Alternative sites**
- San Giacomo (road from Andrate) (S), opposite Cavallaria; contact: [www.barbagianni.org](http://www.barbagianni.org)
  - Cima Bossola (SE-S-W), road from Rueglio
  - Santa Elisabetta (S) road from Colletterto Castelnuovo (Cuorgne); info: [www.vlse.it](http://www.vlse.it)
  - Belice Capella (S), road from Salto (Cuorgne)



## Other activities

- [www.sentierivallesacra.it](http://www.sentierivallesacra.it) (hiking and accommodation in Valle Sacra)
- Visit Ivrea's old town
- Mountaineering and sightseeing in the Gran Paradiso national park
- Castles, mountain villages and farms





# Col di Liretta



HEIGHT  
468m – 476m



COL DI LIRETTA 1080 m

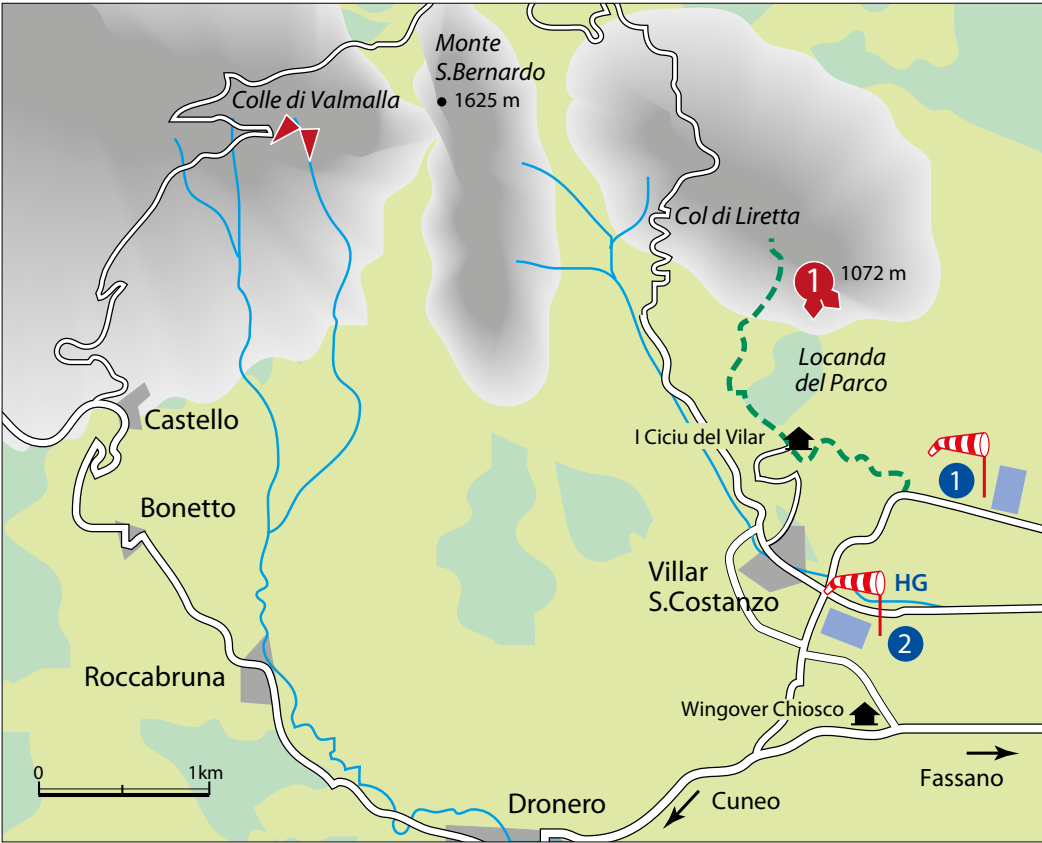
At the entrance of the beautiful Maira valley near Cuneo, this site overlooks old Dronero and has a reputation for strong lift and a microclimate allowing flights when the high Alps are plagued by snow or bad weather. Lesser-trained pilots should nevertheless avoid midday and afternoon during the summer season! The unforgettable cross country flight along the grass ridge running from Monte San Bernardo towards Col Sampeyre presents a special delight for qualified pilots seeking individual challenges away from the crowd.

## Launch

**1. (SE/S)** 1072m, easy, on a green carpet!  
GPS: 44°29'56.03"N, 7°22'55.69"E. Shuttle access on the weekends from Wingover Chiosco, or by car, drive into Villar San Costanzo, pass the church and go left at the sign I Ciciu del Villar, then turn right into Via Gioera and left again into Via Cervetto, always going uphill though the village, into the forest, at a junction turn right and stay right, signs for Col di Liretta appear and at the end of the road park and walk the last 50m (steep) up to the takeoff. Hiking up: if you are able to hike during the week, there's nothing stopping you! It takes 1½ hr for the trained parahiker using either the road or the trail across the Ciciu rock formations that sweeps back W towards the road to launch. Look out for signs M. San Bernardo and off you go!

## Landing

**1. Field** (596m), left of the road. GPS: 44°29'9.97"N, 7°23'40.56"E. From the church in Villar S. Constanzo turn right and continue straight (don't turn right again towards Morra!) Turn right after about 1 km into Via Combale and follow it to the landing site.  
**2. Main landing** (604m) between Villar S. Constanzo and the sports field near the SS22, about 300m above Wingover Chiosco, the meeting point. GPS: 44°28'50.65"N, 7°23'13.82"E. At the church in Villar S. Constanzo turn right and shortly afterwards right again (signed Morra) and go about 500m between the fields. At the second bridge turn right to the parking area. The landing field is just behind it (windsock). You can also reach it by following Via Campo Sportivo from the Wingover Chiosco. It ends in Via Rosiere. Turn right and the next right again and you reach the landing.



Piemonte | Alpi Cottie | Villar San Constanzo

## Flying

The flying starts early here, as soon as you have the windsock pointing at you (around 10h00/11h00) and it can get very strong at midday and the afternoon, with a powerful thermal just in front

of the takeoff, especially when the wind turns E, which normally happens. Launch during a lull into the leeside thermal and hold onto your brakes! In winter flying become much gentler. Once you're up on the ridge you will appreciate the way the



topography influence the wind. You can fly out over the valley or cross towards Monte San Bernardo and Col di Valmala (W). Beware of getting low and failing to return to landing.



## Caution!

Powerful thermals. Beginners and occasional pilots should rather launch early. Later on, the wind usually comes from the side or the back and the thermals are brutes. Don't try to fly here with N/W forecast. A rotor can hit the launch area! Be wise and be prepared to walk down, never force yourself to fly even if you hiked all the way up.

## XCcountry

There are three directions: from Liretta onto Monte San Bernardo and N across Val Pellicce towards Pinerolo along the range; into the Maira valley (W) along the range from Monte San Bernardo and back; or SE into the high ranges of the Alpi Maritime towards Frabosa / Monte Malanotte, where flights of over 100 km have been done between April and the beginning of August. The well-organized club at Cuneo has a record of its members' XC flights on [www.paradeltaclubcuneo.com/attivita/cx/attivitaclas-sifiche2010.htm](http://www.paradeltaclubcuneo.com/attivita/cx/attivitaclas-sifiche2010.htm)

## Useful info

**Getting there:** The nearest airports are Torino and Cuneo (RyanAir connection from London Stansted). Trains run from Torino to Busca or Cuneo. Buses connect to Villar S. Constanzo and Dronero. By car, from the A6 (Torino–Savona) exit at Marone and follow road 662 via Savigliano to Saluzzo, then SS589 towards Busca. Turn onto SS22 after Busca and head towards Dronero. The road passes Villar S. Constanzo and Wingover Chiosco.

### Weather

- [www.3bmeteo.com/meteo/villar-san-constanzo](http://www.3bmeteo.com/meteo/villar-san-constanzo)
- [www.paradeltaclubcuneo.com/link/meteo.htm](http://www.paradeltaclubcuneo.com/link/meteo.htm)
- [www.regione.piemonte.it](http://www.regione.piemonte.it)

**Meeting pilots:** [www.paradeltaclubcuneo.com](http://www.paradeltaclubcuneo.com) or at Wingover bar, GPS: 44°28'28.66"N, 7°23'19.63"E.

### Staying there

- Albergo I Ciciu, [www.iciciu.it](http://www.iciciu.it), Villar S. Constanzo, Tel. +39 0171 91 0183
- Albergo Il Cavallo Bianco, Dronero, Tel. +39 0171 91 6590, [www.ilcavallobianco.it](http://www.ilcavallobianco.it)
- Camping Villar S. Constanzo, very small farm campsite, Tel. +39 0171 91 0036
- Several nice campsites in the Maira valley at Prazzo, Acceglio or Marmora!

**Map:** IGC Istituto Geografico Centrale, Valli Maira/ Grana Stura (1:50,000), available in Dronero

### Alternative sites

- Col di Valmala (S/SW) W of Liretta via road
- Montoso (SW-SW), road from Bagnolo Piemonte towards the Antenna; superb flying!
- Mombarcaro (N for HG, S-E) at Biagio, E of Cuneo
- Montemale (S-E) south of Dronero
- Monte Malanotte (W), Monte Moro (E) at Frabosa Sottana (Mondovi): a classic for HG, a new world for PG, excellent for XC! (also called Prato Nevoso)
- San Giorgio (SE/S) at Piossasco; [www.vololiberopiosasco.it](http://www.vololiberopiosasco.it)

### Other activities

- See [www.comune.villarsanconstanzo.cn.it](http://www.comune.villarsanconstanzo.cn.it)
- MTB tours to Col di Liretta, Monte San Bernardo or beyond
- Dronero old town
- Hike, climb and ski mountaineer in Maira valley
- Enjoy local produce and farmstays in Val Maira



# SWITZERLAND: a broad variety of flying

*This trilingual country has much to offer free-flyers. Between the River Rhine in the east and the shores of Lake Geneva in the west, a near perfect infrastructure allows easy access to even the remotest valleys. With lots of cablecars, cog railways and a dense network of trains and buses, you will often not even need a car to move around.*

*The best way to travel is by air, of course, and you can choose from gentle hills to rugged and breathtaking peaks, from the northern Jura across the Alps main range to the southern charm of the lakeside mountains of Tessin.*



Switzerland has about 9,000 pilots, organized within the SHV-FSVL, which is based in Zürich ([www.shv-fsvl.ch](http://www.shv-fsvl.ch)).

The main flying areas are near **Appenzell**, **Interlaken** and **Fiesch**, followed by minor flying sites in the Jura and around the Vierwaldstätter lake in central Switzerland. The Italian and French regions follow with their sites, among which **Verbier** and **Cimetta** are the best known.

**Telephones** +41, cellphones begin (0)79 or (0)76  
**Money:** the Swiss Franc (1 € = 1.25 Sfr in 2011)

**Weather websites:**

- [www.nzz.ch/wetter/thermikprognosen.html](http://www.nzz.ch/wetter/thermikprognosen.html)
- [www.meteoschweiz.ch](http://www.meteoschweiz.ch)
- [www.wolkenbasis.ch](http://www.wolkenbasis.ch)
- [www.meteoonline.ch](http://www.meteoonline.ch)
- [www.westwind.ch](http://www.westwind.ch)

## Flying sites:

- [www.flyland.ch](http://www.flyland.ch)
- [www.florient.ch](http://www.florient.ch)
- [www.ens.ch](http://www.ens.ch)
- [www.paraeasy.ch](http://www.paraeasy.ch)

## Airspace overview:

- [www.skyguide.ch](http://www.skyguide.ch) (daily airspace bulletin) or
- [www.karieisenhut.com](http://www.karieisenhut.com)



# Hoher Kasten & Ebenalp



HEIGHT  
710m – 1240m



See [www.skyguide.ch](http://www.skyguide.ch) or the club's website at [www.fga.ch/fluggebiete](http://www.fga.ch/fluggebiete) where you can download the coordinates of PC21. All restrictions are on the map at [www.fga.ch/fluggebiete/gefahren](http://www.fga.ch/fluggebiete/gefahren).

The flying sites face each other and are part of the Alpstein-Säntis area. Ebenalp, quickly accessible, is probably the most popular flying site in Switzerland (together with Interlaken). The Alpstein range has good potential for XC and thermaling in spring and summer. Ebenalp offers easier thermals and restitution and is more popular with the many hobby-pilots. When soaring around Ebenalp, beware of the dense traffic and the small cables near the slopes!

## Launch

### HOHER KASTEN

**1. Saddle (W/NW)** 1678m, medium, in the middle of the saddle below Kamor between Hoher Kasten and Kamor. A short area before the trees. 10 min descent from the top station on the signed path. GPS: 47°17'9.65"N, 9°29'10.71"E.

**2. Flying school takeoff (W/NW)** 1680m, medium, short, quite steep, just past the saddle towards Kamor, on the N side. 15 min down from the cablecar station. GPS: 47°17'14.75"N, 9°29'14.40"E

**3. Strong wind takeoff (W/NW)** 1560m, medium, steep. Take the path down the W slope, to the second left turn. Continue a few metres onto the grass field. GPS: 47°17'15.39"N, 9°29'4.63"E.

**4. Rhine valley (E)** 1700m, easy, steep meadow above a gully towards the Rhine valley. Walk for 20 min from the station around the SE slope of Kamor. There's no official landing site in the Rhine valley! GPS: 47°17'27.53"N, 9°29'14.49"E.

### EBENALP

**5. West (NW-N)** 1610m, easy, flat slope, just above the station, GPS: 47°17'2.67"N, 9°24'37.85"E. Rotor possible with stronger W!

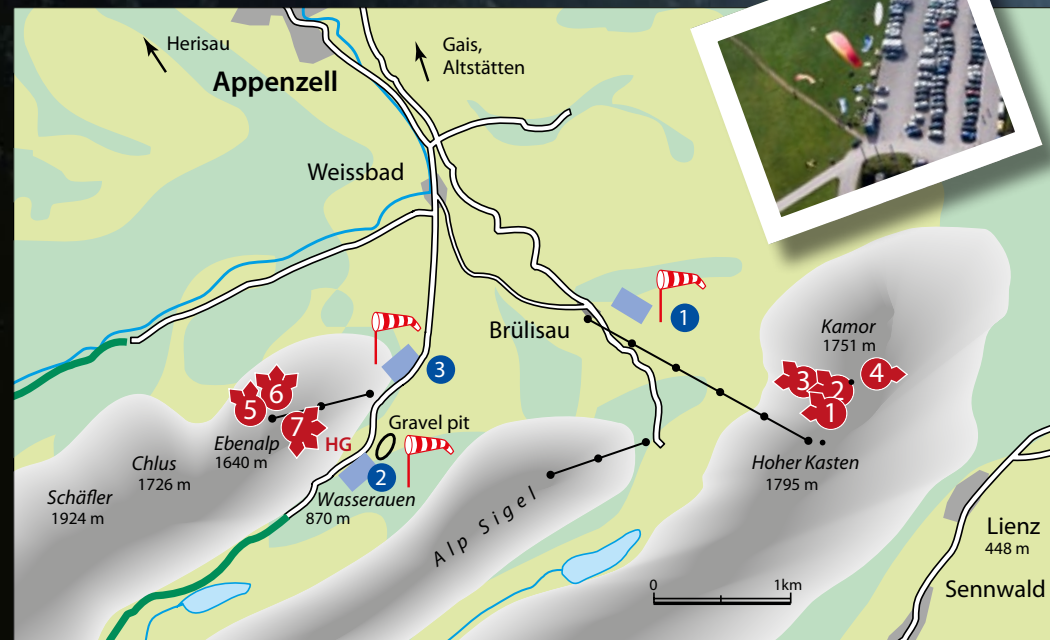
**6. School takeoff (NW-NE)** 1580m. Beneath the cablecar station; normally easy, with some scree and the ski-lift as obstacles. Flying schools have priority. GPS: 47°17'6.17"N, 9°24'41.83"E, **7. South (NE-S)** 1600m, main HG launch. Difficult for PG; experts only (cliff). GPS: 47°17'1.41"N, 9°24'48.33"E. From the station go up to the restaurant then down to the E side. Beware of the transport cables near the launch!

## Landing

**1. Hoher Kasten: Brülisau** (924m) big PG field, NE of the cablecar; HG just below, E of the cablecar. GPS: 47°17'47.96"N, 9°27'32.87"E

**2. Ebenalp: Wasserauen PG** (870m) big field 200m S of the Wasserauen train station, up the valley on the left, check approach sketch on the info-board. Left approach turn with valley-wind; do not go S of the big parking area (there is a transport cable crossing the valley!). Right approach turn with mountain-wind. Beware of the train station (high voltage line) and a quarry pond (E) when crossing to landing. GPS: 47°16'53.65"N, 9°25'26.51"E

**3. Ebenalp: Wasserauen HG** (870m), big field W of the road and N of the cablecar. Descend above the cable-car station. Crossing under the cables is strictly forbidden! GPS: 47°17'17.92"N, 9°25'46.89"E.



Appenzell | Alpstein | Brülisau and Wasserauen

## Flying

**Hoher Kasten** offers two sides: the eastern Rhine valley side is good in the morning before the relatively strong valley-wind starts, or for soaring in E conditions (mostly early spring and in winter). Beware of N, as it causes rotor at the rocks! The W side works with thermals and with the afternoon valley-wind coming in from Appenzell when you find good soaring conditions above the 'meadow cauldron' near Brülisau. The E faces of **Ebenalp** (above Wasserauen and towards Schäfer) with their band of rock, are good in the morning and around midday and it is easy to make height in spring. You'll find lots of other pilots to show the way, but be early enough and watch out for the cables! In the afternoon, once the valley-wind begins, you can change to the W side at Alp Sigel.

## Caution!

This area, especially Hoher Kasten, is exposed to strong wind conditions, and becomes rapidly unflyable. Crowds and cables pose further risks. Check the detailed site plans shown at the cablecars: the cable positions at Ebenalp (Tumbler, Gartenwald, the mountain restaurant and the cable-car!) At Äscher there is a protected zone for game with an overflight restriction (minimum 1500m ASL). At Hoher Kasten the main risk is the hardly visible Alp Sigel cable. Sometimes many pilots are in the air and you get lifted by thermals towards the suddenly present cable of the Hoher Kasten Bahn. Also check the airspace for XC flights during the week, because the Swiss army has created PC21 nearby, a training airspace for IFR flights. The temporarily restricted airspace is published one day prior to activation.

## Cross Country

The PG record was set in mid August 2003 with a 277 km flight from Ebenalp! At Hoher Kasten a triangle of nearly 140 km in April 2009 (returning from across the Rhine valley and around Liechtenstein to Klosters/Prättigau) marks the potential of the area. The usual XC standards are triangles around Alpstein and Churfürsten with an E axis above the Rhine valley and a S axis above the Churfürsten and the Sargans-Zürich highway returning along the W faces of the Säntis group (70-90 km). The classic roundtrip within the Alpstein is about 40 km. Straight flights mainly go across the Rhine valley via Falknis and Vilan into Prättigau towards Klosters (SE; 60-80 km). Most flights are made between April and June, plus some isolated days in July and August.

## Useful info

**Getting there:** The nearest airports are Zürich, Friedrichshafen, Memmingen. Use the train network via Zürich to Gossau or St. Gallen, then the Appenzeller Bahn to Wasserauen. The final station is opposite the Ebenalp cable-car. Brülisau and the cablecar to Hoher Kasten can be reached via train to Appenzell-Weissbad and bus from there to Brülisau. By car from the A13 St. Gallen-Chur exit at Oberriet/Rüthi and head to Altstätten-Appenzell. Continue to Brülisau via Weissbad, or to Wasserauen. Or directly from St. Gallen go via Teufen and Gais to Appenzell.

### Weather

- Hoher Kasten wind, Tel. +41 (0)71 799 1743
- Ebenalp weather, Tel. +41 (0)79 269 0727
- [www.windfinder.com/forecast/saentis](http://www.windfinder.com/forecast/saentis)
- <http://wetterstationen.meteomedia.de/messnetz/forecast/066980.html> (Ebenalp)

### Cablecars

- [www.hoherkasten.ch](http://www.hoherkasten.ch), +41(0) 71 799 1322
- [www.ebenalp.ch](http://www.ebenalp.ch), +41 (0) 71 799 1212

### Meeting pilots

- Gleitschirmclub Ostschweiz, Tel. +41 (0)52 3853943 / (0)79 436 0364, [www.gco.ch](http://www.gco.ch)
- Fluggemeinschaft Alpstein, [www.fga.ch](http://www.fga.ch), Tel. +41 (0)79 664 7036

**Flying school:** Flugschule Appenzell, at the train station, [www.gleitschirm.ch](http://www.gleitschirm.ch), Tel. +41 (0) 71 799 1767

**Staying there:** Info on [www.appenzell.info](http://www.appenzell.info)

- [www.bahnhof-wasserauen.ch](http://www.bahnhof-wasserauen.ch), at train station and flying center in Wasserauen! Tel. +41 (0)71 799 1155; rooms and dorms, groups
- Camping Eischen, Appenzell, [www.eischen.ch](http://www.eischen.ch), Tel. +41 (0)71 787 5030

**Map:** LKS #227 Appenzell (1:50,000)

### Alternative sites

- Kronberg (N/W), cable-car from Jakobsbad (Gonten), Tel. +41 (0)71 794 1289
- Alp Sigel (NW/W), cable-car from Brülisau, (closed in 2010) or 1¼ hr from Säntiser lake
- Hundwiler Höh (NW/N), spring soaring site above Hundwil; ¾ hr hike
- Säntis (SW), alpine launch for good pilots; cablecar from Schwägalp; Tel. +41 (0)71 365 6565; [www.saentisbahn.ch](http://www.saentisbahn.ch)

### Other activities

- Visit the old town of Appenzell
- Climbing areas: Ebenalp and Alpstein
- Hiking and trekking
- Wildkirchli caves at Ebenalp

Lifestyle Hotel  
Flying School support  
at the Wasserauen landing site  
near the Ebenalp cablecar

**HOTEL WASSERAUEN**  
Ostschweizer Fliegerhotel  
[hotelwasserauen.ch](http://hotelwasserauen.ch), +41 71 799 11 55



# Walensee



HEIGHT  
634m – 1879m



CHÄSERUGG 2250 m HINTERRUGG 2306 m

*The Churfirsten chain has two faces: a dramatic south side with a 1800m near-vertical drop to the Walensee lake, above which the seven Churfirsten peaks rise like giant toothpicks, and a gentle northern side with grass slopes and forest gullies, providing ideal ski routes down to Alt St. Johann. It offers a unique facet of Swiss mountain flying.*

## Launch

- 1. Chäserugg (NE)** 2250m, GPS: 47° 9'17.97"N, 9°18'49.05"E
- 2. Chäserugg (E)** 2200m, medium, a few minutes from the cablecar restaurant. There are options into nearly all directions but they are short and for experienced pilots. Not to be used between mid-May and mid-June. GPS: 47° 8'48.54"N, 9°19'25.52"E
- 3. Itios (NE)** 1540m, easy, about 100m down from the intermediate section of the Chäserugg cog railway (10-15 min walk). Only used for training flights, strong wind or with the summits under cloud-cover. GPS: 47°10'29.77"N, 9°16'49.56"E
- 4. Hinterrugg (S/W)** 2306m, medium. Follow the ridge W from the cablecar for 15 min. There are two directions, from near the avalanche protectors. GPS: 47° 9'12.71"N, 9°18'16.85"E.

## Landing

- 1. Walenstad** (427m) just north of the soccerfield. Drive into Walenstadt, after Hotel Churfirsten turn right into Bahnhofstrasse and west into Waffenplatzstrasse until you pass the soccerfield. GPS: 47° 7'27.04"N, 9°18'23.45"E
- 2. Unterwasser** (906m) official landing; meadow with windsock, 50m west of the cablecar, right of the small road, GPS: 47°11'42.34"N, 9°18'21.82"E. In Unterwasser, follow the signs for the cablecar.

## Flying

With the Bise (NE) wind you launch E and find the thermals above and in front of the E face of Chäserugg. With W, launch at Hinterrugg, but first check the true wind on its W edge! It can cause a lee in front of the restaurant. If the NW is stronger you can soar along the slopes. The S faces are good and flyable in late winter, early spring and autumn without much thermal turbulence, on calm days with only gentle W-NW winds at altitude, when you can ride along the chain or thermal up.



Appenzell | Churfirsten | Unterwasser and Walenstadt

For the inexperienced, a panoramic glide in early autumn is best, before the lower valley gets foggy. From May until September the N valley-wind dominates and the XC pilots fly N to Alt St. Johann / Unterwasser. At this time of the year there's excellent restitution lift around Strichbodenalp/Selun and anabatic lift along the N faces.

The Chäserugg-Hinterrugg ridge is always quite windy as it is very exposed. An epic combination for qualified, alpine pilots on calm days is a morning flight from Säntis (cablecar from Schwägalp) down to Unterwasser, followed by a flight from Chäserugg or Hinterrugg to Walenstadt, making a total of nearly 4000m of altitude difference!

## Caution!

Alpine flying site, exposed to strong winds and bad weather that rapidly make flying hazardous! The south flight is only advised for good pilots or in the calm season. Check the forecast: no flying with *Foehn*, strong W and *Bise* (NE) announced!

## Cross Country

Experienced pilots should launch early: you might reach cloudbase using the thermals at Hinterrugg. Follow the mountain chain W as far as Leistchamm (before the chain descends), and E to Sargans (Gonzen), or rather Girenspitze (the last high summit shortly before it) to avoid the influence of the valley-wind, for a total of 45-55 km out-and-return when landing at Unterwasser.

You can also join the triangles which mostly come down from the Alpstein (see Hoher Kasten - Ebenalp) but then you have to cross N above Wildhaus and follow the SE faces first, then turn back on the W faces around Säntis and jump to the Churfirsten before terminating (cloudbase should be at 2800-3000m). Beware of N influence! Pilots have also reached the Glarus Alps (SW), the Bregenzer Wald and Prättigau (E) and the hill sites around Wald until Wattwil (W). Check the airspace details before leaving!

## Useful info

**Getting there:** Zurich airport is closest. From Zürich take a train to Wil, then S9 to Neu St. Johann and bus 79015 to Unterwasser. From St. Margrethen (connections with Germany and Austria) take a train to Buchs and bus 79016 to Unterwasser. By car, follow A13 Zürich–St.Gallen–Chur until Haag exit. Then head towards Toggenburg/Wildhaus until the Unterwasser cablecar.

**Getting up:** [www.toggenburgbergbahnen.ch](http://www.toggenburgbergbahnen.ch), Tel. +41 (0)71 998 6810

**Weather:** club's website (Hinterrugg wind station)  
**Meeting pilots:** Gleitschirmclub Toggenburg, Tel. +41 (0)79 425 6688, [www.gleitschirmclub.ch](http://www.gleitschirmclub.ch). Meet pilots at the Hotel Churfirsten beergarden when landing nearby or to chat with SIV students.

**Flying school**  
The nearest is Robair at Weesen, Tel. +41 (0)44 251 09 43, mobile +41 (0)79 691 0414, [www.robair.ch](http://www.robair.ch)

- Staying there**
- see [www.toggenburg.org](http://www.toggenburg.org), Tel. +41 (0)71 999 9911
  - Gill-Camping (open all year and for spontaneous visitors), Ennetbühl, Tel. +41 (0) 71 951 9419, [www.gill-camping.ch](http://www.gill-camping.ch)
  - Hotel Schönenboden, Wildhaus, Tel. +41 (0)71 9992133, [www.hotel-schoenenboden.ch](http://www.hotel-schoenenboden.ch)
  - Hotel Hirschen, Alt St. Johann, Tel. +41 (0)71 999 1271, [www.hirschen-altstjohann.ch](http://www.hirschen-altstjohann.ch)

**Map:** LKS #237 Walenstadt / #5015 Toggenburg 1:50k  
**Alternative sites**

- Strichboden/Selunalpe (N) a nice place for N conditions and restitution in summer, cablecar from Starkenbach, Tel. +41(0)71 999 3487
- Wildhauser Schafberg (SE/S/SW), several takeoffs, from easy to difficult, 1½–2½ hr hike + Wildhaus–Gamplüt chairlift, Tel. +41 (0)71 998 5050, [www.bergbahnenwildhaus.ch](http://www.bergbahnenwildhaus.ch)
- Säntis (SW), difficult alpine launch, cablecar from Schwägalp, +41(0)71365 6565, [www.saentisbahn.ch](http://www.saentisbahn.ch)
- Durschlegi (SW-SE) at Amden; demanding takeoff above the Walensee lake; bus from Weesen to Amden and 40 min hike or by car (forbidden on weekends 13h00–17h00; very limited parking); landing field at Gäsi for HG & PG and at Weesen railway station (turbulent).

## Other activities

- Excellent skiing, hiking and MTB area around the Churfirsten peaks
- Alp Sellamatt Ruestel and Selunalpe
- Climbing Alpstein and Wildhauser Schafberg
- Swimming in the Walensee lake
- Scenic trip to Säntis
- Wellness at Bad Ragaz
- Visit Chur for the city and shopping



67

Fanas



HEIGHT  
1040m – 1648m



EGGLI 1695 m HÖRELI 1800 m SASSAUNA 2395 m

Fanas has a beautiful setting, high above the Prättigau valley on a sunny terrace. The rumours about the flying site have spread: it suits both experts and fun-seeking-pilots all year round, and some of the major triangles in the Alps have been achieved from here. Hidden from the crowds, Fanas has a lot to offer to those who seek relaxation and flying. Come and share the majestic silence of the Rätikon cliffs with the eagles, and admire the Silvretta glaciers.

Launch

- 1. Eggli (SE/S)** 1695m, easy, 150m E slightly below the cablecar. GPS: 46°59'54.60"N, 9°41'26.42"E
- 2. Höreli (NW-NE)** 1800m, from the cablecar go 500m W on the path up to a saddle, where you can launch on the N side and thermal to the left on the head of a ridge towards Ochsenstein. Please check the details of the area shown at the cablecar station! GPS: 47° 0'2.13"N, 9°41'0.61"E
- 3. Höreli (SE-SW)** 1840m, easy, on the long grass slope above the top station. First pass Sassauna mountain restaurant, then turn left towards Höreli and head up the grass ridge to the right. 20 min GPS: 47° 0'11.46"N, 9°41'18.93"E
- 4. Sassauna (all directions except NW)** 2303m, easy-medium, 1½ hr walk, follow the path from Sassauna Restaurant. GPS: 47° 0'42.63"N, 9°41'51.63"E

Landing

- 1. Fanas** (960m) meadow W above the cablecar. 5 min walk. GPS: 46°59'11.82"N, 9°39'37.41"E
- 2. Schiers: field** (655m) E of the village between the road and the train line. Ideal for those who have left their car at the train station (15 min walk). GPS: 46°57'54.63"N, 9°41'39.40"E
- 3. Grüşch** (610m) field at the junction of the village road with the state road to Klosters-Davos on the E exit of Grüşch, GPS: 46°58'43.41"N, 9°39'23.43"E.

Flying

A spring flying site which offers good thermalling as long as the Rhine valley-wind system or the inversion does not interrupt the thermals coming up the SE slopes of Sassauna. After takeoff try to cross the S faces to the SE spine where the regular house thermal can be found. If you launch N you have to turn left and follow the ridge to find the thermal.

Caution!

Easy flying site. Take the usual weather precautions like with strong NE and S (Foehn) or high summer thunderstorms.

Cross Country

Excellent site for XC in April and May! Triangles of over 220 km have been done on paragliders in the last few years. Usually the S faces above the Prättigau valley are used, E to Madrisa, a prominent rock opposite the Gotschnagrat, where the valley turns S towards Davos. Get enough height at Sassauna (at least summit level) then cross to Chrüz, the next summit, and try over its S gullies. Then continue to Madrisa. It is possible to go a bit further towards the Silvretta but then rather turn back because you need to cross the glaciers or connect to the Flüela saddle. If turning south rather get

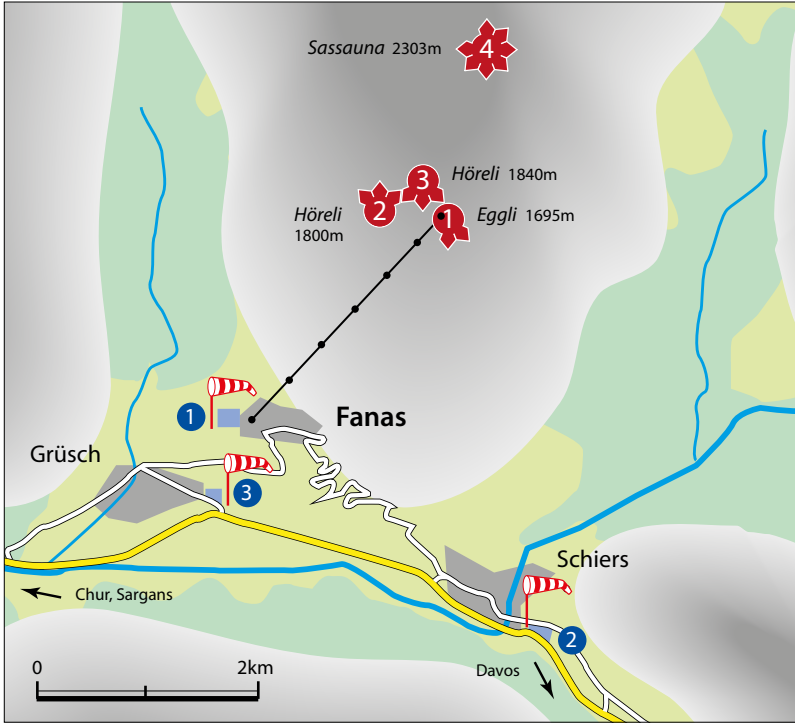


Photo © Martin Scheel (www.azoom.ch)





around Weissfluhjoch (a summit with a cablecar station) before Davos and follow the south faces above Arosa. The valley further south is often influenced by wind from both sides and is pretty turbulent. Once above Arosa you can jump back into Prättigau to complete the classic triangle or cross the Rhine valley at Chur (you must have enough altitude) to connect to the long ridges above Flims that lead you far away with more ease. Another option is to continue on the W faces above the Rhine valley and Liechtenstein for another 20 km (feasible with little basewind), returning across Silvaplana into Fanas.

## Useful info

**Getting there:** Nearest airports: Zürich, Memmingen. By train from Bregenz, go to Landquart–Klosters, exit at Schiers and take a bus to Fanas. From Zürich: via St. Gallen or Rapperswil–Sargans–Landquart–Klosters, exit at Schiers. By car on the Zürich–Chur highway, continue until Landquart, follow the Prättigau road to Grüsch and head up to

Fanas. It is advised to leave the car at the Schiers railway station and take a bus to the cablecar in Fanas. After your flight you can land at Schiers or get back there easily by train.

**Getting up:** Fanaser Bergbahn, Tel. +41 (0)81 325 1939 (<http://fanas.ch/tourismus/seilbahn/>) has limited capacity, on weekends it can get crowded during the season, so make your reservation 1-2 days prior to coming to get a seat in time and not spend the best thermal hours waiting in line!

**Weather:** meteo sites listed on the club's website  
**Meeting pilots:** Club [www.vol-liber-grischun.ch](http://www.vol-liber-grischun.ch). On weekends, pilots meet at the cablecar or in Guesthouse Alpina!

**Flying school:** Flugschule Grischa, Tel. +41(0)79 336 1919, [www.fs-grischa.ch](http://www.fs-grischa.ch)

**Map:** LKS #1156 Schesaplana + #1176 Schiers 1:25k

**Staying there:** Info: [www.fanas.ch](http://www.fanas.ch)

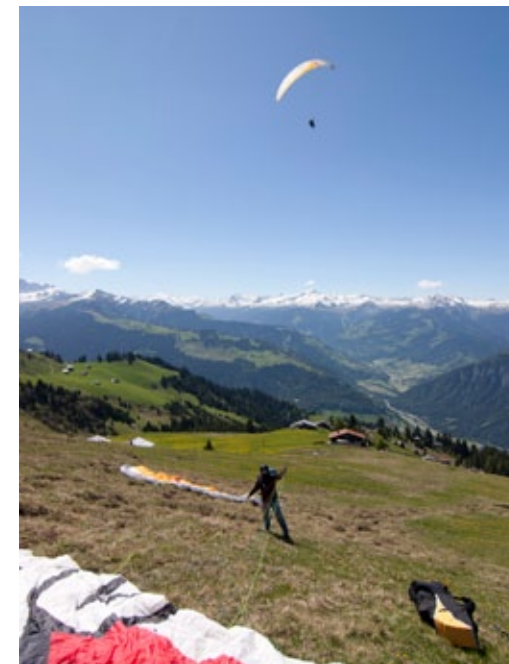
- Guesthouse Alpina in Fanas (opposite the cablecar), Anja's pilots' place with special arrangements, English spoken, Tel. +41 (0)81 325 1275, [www.gasthausalpina.ch](http://www.gasthausalpina.ch)
- Sassauna Mountain Restaurant, a rustic stay if you like being higher up or have arrived there late in the day, Tel. +41 (0)81 325 1980

### Alternative sites

- Gotschnagrat-Jakobshorn (see site page)
- Malanser Alp at Malans (Älpeibahn cablecar) and Vilan (SE-S-W)
- Stelzer Berg (S-NW) bus 212 from Schiers railway station to Mottis; nice alternative to Fanas

### Other activities

- Hiking and MTB
- Climbing in the Rätikon rocks
- Winter ski mountaineering around St. Antönien
- Davos ski stations
- Visit Chur old town
- Valleys and mountains of the Silvretta



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 Homepage: [www.gasthausalpina.ch](http://www.gasthausalpina.ch)



# Davos

GOTSCHNAGRAT 2285 m JAKOBSHORN 2590 m



HEIGHT  
950m – 1150m



The famous ski-resorts of Klosters and Davos are linked by cablecars and bracketed by these two flying sites – a true paradise for winter and spring flying! The long valley running into Prättigau makes it obvious that the summer valley-wind can become serious and limit the flying to mornings and late afternoons. The potential for long cross country flights is abundant but is also affected by the summer valley-wind. Gotschnagrat is more of a morning and winter flying site while Jakobshorn offers both a thermal side and a soaring side for the valley-wind. There are plenty of alternatives nearby.

## Launch

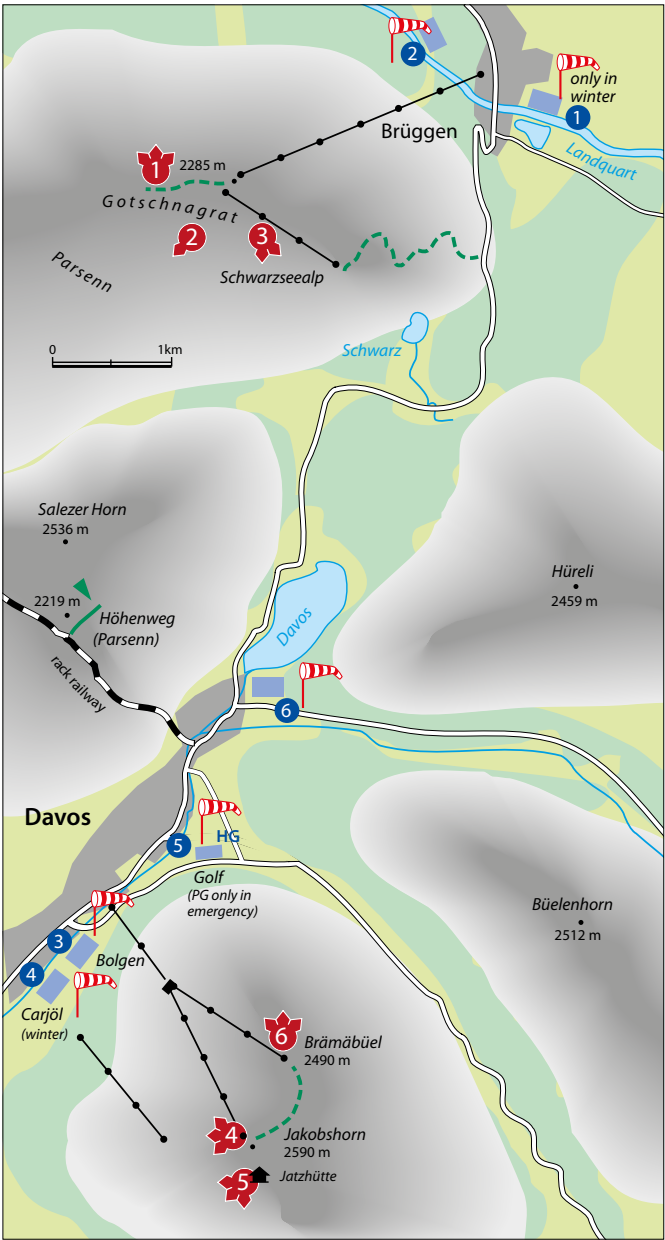
- GOTSCHNAGRAT
- 1. (NW-NE)** 2280m, medium, from the cablecar follow the ridge W about 300m. GPS: 46°51'31.61"N, 9°50'38.55"E
  - 2. Wildfräulitschuggen (SW)** 2240m, easy, 15 min walk from the cablecar, unofficial.
  - 3. (SE/S)** 2250m, easy; SE of cablecar, walk about 10 min. Behind the Schwarzseealpe chairlift (windsock). GPS: 46°51'18.11"N, 9°51'3.93"E.

- JAKOBSHORN
- 4. Summit (SW-NW)** 2560m, medium, below the cablecar summit station (windsock). GPS: 46°46'19.51"N, 9°50'55.64"E (HG), GPS: 46°46'21.49"N, 9°50'45.63"E (PG). Better in winter on calm days. Very exposed and above a steep scree slope in summer! There is an unofficial N launch option towards the cablecar, only in winter and only for experts – not recommended!
  - 5. Jatzhütte (S-W)** 2530m, easy, the main launch, walk down from the cablecar to Jatzhut (10 min) The launch is in front of the hut, without obstacles. GPS: 46°45'58.42"N, 9°51'3.96"E.
  - 6. Brämabüel (NW-NE)** 2490m, easy, 20 min signed walk NW from the cablecar. A summer launch, beside the old hut. Best and safest with strong N valley-winds, better than the upper launches! Ideal for long soaring during summer afternoons. GPS: 46°46'51.67"N, 9°50'56.99"E.

## Landing

- GOTSCHNAGRAT
- 1. Klosters-Platz** 1179m (only winter), main landing just N of the lake and the Landquart river (windsock), about 15 min E of the cablecar. GPS: 46°51'56.00"N, 9°53'18.00"E
  - 2. Klosters-Dorf**, 1130m (summer), below Klosters, about 1 km from the railway station further NW in the valley, at the slightly rising meadow plateau with lots of hayhuts. Windsock on a hut, small run of cut grass, 400m W of the main road towards the forest at the bottom of Gotschna slope. GPS: 46°52'35.83"N, 9°52'18.35"E.

- JAKOBSHORN
- 3. Bolgen-Plaza**, 1540m (summer landing). Opposite the Jakobshorn cablecar parking at the Bolgen-Plaza restaurant. Beware of turbulence from the valley-wind in summer. Watch out for the station cables, the river and the treeline. GPS: 46°47'22.19"N, 9°49'19.02"E
  - 4. Carjöl**, 1540m (winter), just behind the Carjöl chairlift, 250m S of the Bolgen landing. There is a cross country ski-run nearby. Be careful with people



Graubünden | Prättigau | Klosters and Davos

- crossing! GPS: 46°47'10.98"N, 9°49'6.91"E
- 5. Golf HG landing** (1540m) about 600m or 10-15 min NE from Bolgen-Plaza. You land on the golf course. Windsock nearby. Check prior to landing. PG allowed only in emergency! GPS: 46°47'44.54"N, 9°49'41.74"E
  - 6. Lakeshore** (1560m) a flat meadow near the S end of the Davos lake, beside the parking, on a sloping cut section of grass (in summer). Respect it and avoid the high grass! This landing is mostly used from Parsenn. GPS: 46°48'52.56"N, 9°50'50.32"E

## Flying

- Gotschnagrat:** generally a morning site and for days without valley-wind (winter, early spring). The north side is good for dynamic soaring and morning flights; the south side rewards with thermals above the forest line from midday onwards. The thermals come up from the Davos side. If the Gotschagrat flank doesn't work rather cross to the opposite side of the valley (N) at the SW ridge of Älpeltispitz where the winds stream up from both sides of the valley (from Davos and from Landquart).
- Jakobshorn:** all year round flying; thermals from midday, from the plateau above the Serigtal valley; just beneath the Jatzhütte takeoff. With those thermals it is easy to climb above the summit (thermals usually drift N) and easily cross the valley towards the Strela and Parsenn flanks and further on to Klosters/Gotschnagrat.

## Caution!

The exposure to weather changes, strong winds and thunderstorms in summer and the usual valley-winds must be considered. The orientation of the valley (N-S) means that strong N and Foehn hit much earlier here than elsewhere! For this you have to be familiar with the weather forecasts or consult the local pilots. The area around Davos has the character of a severe trap when strong winds and thunderstorm conditions appear!

## Cross Country

From **Gotschnagrat** (Grat = ridge), start from the SE launch and thermal up on the slopes. This flight should be done before the valley-wind starts (gets extremely strong June–August). It is leeside after the E spine of Gotschnagrat, with rotors and turbulence on the SE side. This site is good for valley roundtrips. You can cross N towards Madrisa and continue up into the Silvretta (NE) and turn back along the S faces until above the entrance of the Prättigau valley at Vilan (this would be a similar flight to the classic route from Fanas, about 60-70 km return).



**Jakobshorn** usually has better thermals and a longer season – sometimes good in March already and flyable as late as early October, with good conditions and a cloudbase of up to 4000m, when all directions open up for XC attempts. A classic roundtrip starts with a crossing W to Parsenn, Strela and Weissfluh or across Gotschnagrat, crossing to the N side of the Prättigau valley and out towards Fanas/Sassauna (see site page) then back along the S faces via Madrisa to Älpeltiridge, returning to Davos (60-70 km). You can also stay on the W faces and cross N across the Dischma and Flüela valley to Älpeltispitz, continue to Madrisa then out towards Landquart (50 km). If you succeed in climbing high enough to get across the Flüela saddle (E), you can get further into the Upper Engadin (St. Moritz-Pontresina) and continue NE from there towards Scuol then go further or fly back (over 100 km).

Useful info

**Getting there:** The nearest airports are: Zürich, Friedrichshafen, Memmingen. There are direct trains from the big cities like Zürich, St. Gallen and Chur into Klosters and Davos. From the railway stations the cablecars to Gotschnagrat (Klosters) are nearby or take 10 min to walk to (Davos). By car from the north follow A1 Zürich–St. Gallen–Chur or Lindau–Bregenz–Innsbruck exit Dornbirn Süd and head to Lustenau and beyond to the Swiss A1 towards Chur, exit Landquart towards Davos/Klosters. From the east via Innsbruck–Landeck–Scuol/Schuls–Flüelapass–Davos–Klosters.

**Getting up**  
The cablecars are connected (www.davos.ch). General info on Tel. +41 (0)81 415 2121

**Weather**

- Weather services on www.davos.ch
- www.windfinder.com/forecast/davos\_jakobshorn\_2560
- www.bergfex.ch/klosters-gotschna/wetter/

**Meeting pilots**

- Gleitschirmclub Grischa, www.gc-grischa.ch
- Every last Friday of the month the club at Davos meets at the hangar of Luftchraft flying school.



Photo © Martin Scheel (www.azoom.ch)

Flying schools

- Flightcenter Grischa, Fanas, www.fs-grischa.ch; Tel. +41 81 422 2070
- Luftchraft, www.luftchraft.ch, Davos, Tel. +41 (0)79 623 1970

Staying there

- Info: www.davos.ch, Tel. +41 (0)81 415 2121
- www.mountainhotels.ch
- Hotel Elli, Davos, www.hotelelli.ch; Tel. +41 (0)81 420 1919
- Riner Lodge, Davos, Tel.+41 (0)81 401 1321
- Berghostel Jakobshorn, Tel. +41 (0)81 417 6777
- Youth Hostel Davos, Tel. +41 (0)81 410 1920; www.youthhostel.ch/davos
- Youth Hostel Soldanella, Klosters, Tel. +41 (0)81 422 1316; www.youthhostel.ch/klosters
- The nearest real camping is at Landquart!

**Map:** LKS #1197 Davos, # 1177 Serneus (1:25,000), #5002 Chur-Arosa-Davos (1:50,000)

Alternative sites

- See www.paragliding-davos.ch (German)
- Fanas (see site page)
- Schatzalp (E/SE) morning flight at Davos; good during the off-seasons of the other sites, as the cablecar to Schatzalp has a shorter revision period; www.schatzalp.ch
- Parsenn (NE/S), 150m N of the intersection of the cog railway, all-year-round launch from near the scenic path. A good quick alternative, often used by the tandem pilots and for teaching (see map)
- Weissfluhjoch (SE), only in summer, launchable just a bit below the cog railway (the same one as for Parsenn, coming up from Davos), beside the Parsenn Rapid chairlift.
- Weissfluh-North, the highest launch in the region, a superb panoramic flight or for smooth N winds and soaring! You fly across Gotschnagrat down to Klosters.
- Weissfluh-South, for experienced pilots, situated between the cablecar and summit restaurant, flight towards Davos.

- Rothorn (SE-SW), Lenzerheide and Piz Scalottas (SE-SW), only for experts, very powerful W face! Check flight requirements on the launch info-board. Both places accessed via cablecars from Lenzerheide: Tel. +41 (0)81 385 5000. Club contact for Scalottas: +41 (0)79 217 6464; www.dgchd.ch
- Piz Martegnas and Somtgant (N-E), Savognin, cablecar Tel. +41 (0) 81 300 6400, www.savognin-bergbahnen.ch

Other activities

- Check www.davos.ch which has a wide range of winter & summer activities and wellness services offered in and around Davos and Klosters.
- For those who like the peace of the mountains, the Silvretta and Engadin ranges offer long trekking, alpinism and huts (see www.graubuenden.ch and www.nationalpark.ch)
- Swimming and watersports on the Davos lake
- Horse & mule trekking at www.lusiranch.ch

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69

Piz Corvatsch



HEIGHT  
540m – 1603m



PIZ CORVATSCHE 3433 m

The Bernina group presents the crown jewel of the Engadin, with its glacial peaks and ice walls. At 4049m, Piz Bernina is the highest peak of the Eastern Alps. Corvatsch is the right promontory to view this spectacular skyline of summits from. History was written here when German inventor Dieter Strasilla and local ski instructor Andrea Kuhn initiated an early version of paragliding, called ‘skisailing’. They could be seen surfing and flying the slopes of Piz Corvatsch and the frozen surface of Lake Silvaplana with the help of the steady Maloja wind. Not much has changed since those days in the seventies, as the area is not an environment for most of the flying crowd. It’s a demanding environment for alpine and regular pilots who can handle the strong winds and thermals or simply want to appreciate a spectacular glide, in calmer conditions.

Launch

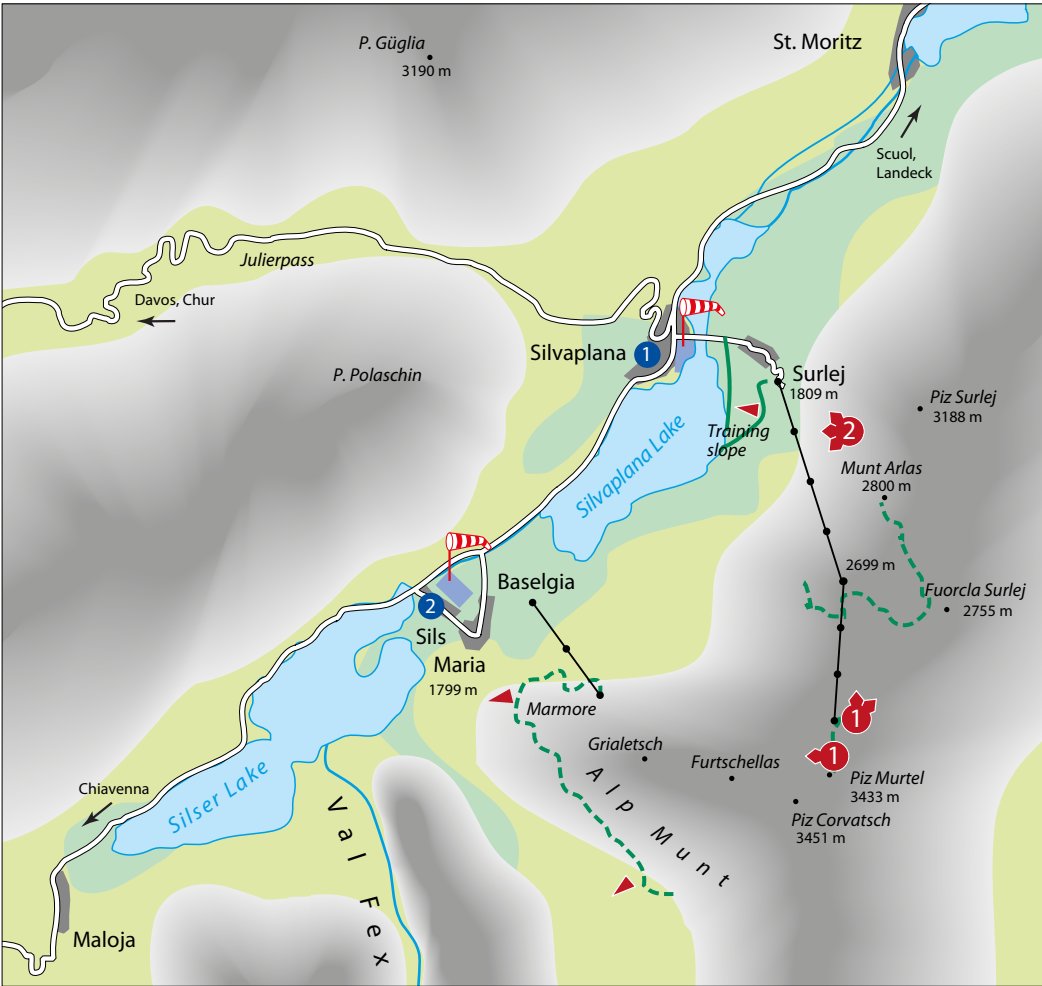
- 1. Piz Murtel (W)** 3433m, difficult, or from the skislopes (**N/NE**) in winter. Access via cablecar, walk down 5 min to the piste (winter) or in summer, climb 15 min up to the W edge of the summit area (you may need crampons and telescopic paws in icy conditions, check before you start!)
- 2. Margun (SW-NW)** 2370m, medium. On the slope NW of the skilift. In summer, walk 30-40 min down from the intermediate section of the cablecar (signed Margun). GPS: 46°26’53.10”N, 9°49’39.00”E.

Landing

- 1. Kite meadow** (1830m) GPS: 46°27’29.30”N, 9°47’54.30”E. Summer landing, on the W lakeshore S of the bridge which connects Surlej and Silvaplana across the lake at the bottleneck. The meadow is usually mown for use by surfers and kites. If you intend to land there beware of the wind from the Julier pass (W). If there is plenty of wind rather land at
- 2.** next to the **Furtschellas cablecar** station at Sils.
- 3.** In winter, you can use **the frozen lake** near the shore. Don’t land on the XC skiing areas.

Flying

On the summit area, the best wind direction is N/NE in winter conditions. Soaring is possible with sufficient wind, but beware of gliding too close to the crest as the wind can blow you away! From Margun you can fly to Munt Arlas for soaring. Thermals (and



Upper Engadin | Bernina | Silvaplana



Photo © Martin Scheel (www.azoom.ch)

turbulence) come straight across the slope in the afternoon, pushed by the Maloja wind. Only for regular pilots! Be ready to descend by foot to the bottom in case it’s unflyable (2 hr). Stay on the Surlej side of the valley when you fly in the afternoon, or on days with valley-winds. If you thermal up into the side valleys be very cautious once the wind gets stronger at Surlej and Silvaplana – you won’t be able to return to landing unless you have enough height!

Caution!

A flying site for pilots who can analyze and handle complex situations! You are definitely on your own. For more advice please contact the club at Pontresina. The summit is often turbulent. There are several wind situations possible in the valley: the Maloja wind is the southern valley-wind that comes across the lakes from the SW (Maloja saddle). You can check its force when it starts blowing by

the waves and whitecaps on Silvaplana lake (the wind can reach about seven Beaufort by 11h00 already!) Therefore it is useful to bring binoculars and observe it before you launch. If there is a N influence you can find the wind suddenly blowing across the Julier pass down into the valley and it cuts you off from safe landing or interferes with the Maloja wind. Silvaplana can be strongly turbulent or sitting entirely in the lee then! Don’t fly within 5 km of the airport at Samedan (all year) and 2,5 km



of the Heliport Air Grischa at St. Moritz between mid December until mid April. Don't fly towards Muottas Muragl (turbulent and leeside with Maloja wind!).

Cross Country

A very serious launch for XC insiders (PG), those who appreciate its potential, probably the second best in the area along with Bad Scuol. In 2009 two triangles of over 150 km were done from here (see [www.xcontest.org](http://www.xcontest.org)): first towards Thusis–Laax, E to Zernez then returning down to Pontresina along the W faces above the Inn valley. Make sure that the winds at altitude are on your side. Another interesting route is to follow the W faces of the Inn valley N to Zernez and then turning back (80 km) or going W into Silvretta and Prättigau which leads you towards Klosters and Landquart. It is possible to venture out towards Landeck by heading along the Inn valley. The best months have the highest cloudbase – July and August – but you can try earlier.

Useful info

**Getting there:** Nearest airports: Innsbruck, Zürich, Milano-Malpensa. Trains run to St. Moritz from Basel, Zürich, Munich, Innsbruck via Chur. There are two options from there: either you take the standard route via the Vereina tunnel, or the romantic Bernina Express across bridges, tunnels and canyons (a masterpiece of engineering, one of the most impressive railway journeys of our times and a UNESCO world heritage trip). See more at: [www.rhb.ch](http://www.rhb.ch). The trains from Italy go Milano–Chiavenna, where you have to change to a bus. By car from the north (Bern–Basel–Zürich–St.Gallen–Chur) follow the A13 towards San Bernardino until Thusis–Süd exit. Continue on road 417 crossing Thusis–Tiefencastel and the Julier pass and head down into Silvaplana. From the east (Munich–Innsbruck) follow the A12 towards Arlberg and exit into B180 Reschenpass. After Pfunds turn into B184 towards Scuol and continue on road 27 on the Swiss side, passing Scuol and Zernez. From the Italian side you reach the area via Sondrio and the Bernina pass or Chiavenna and the Maloja pass.

**Getting up:** Corvatschbahnen, [www.corvatsch.ch](http://www.corvatsch.ch), Tel. +41 (0)81 828 8242

Weather

- [www.bergfex.ch/corvatsch-furtschellas/wetter/](http://www.bergfex.ch/corvatsch-furtschellas/wetter/)
- [www.windfinder.com/forecast/piz\\_corvatsch](http://www.windfinder.com/forecast/piz_corvatsch)
- [www.kitesailing.ch/go/kitesailing/home/infos/wetter.html](http://www.kitesailing.ch/go/kitesailing/home/infos/wetter.html) (the kitesailing club at Silvanaplana has a detailed wind & weather forecast on its website).

**Meeting pilots:** Malojawind; [www.malojawind.ch](http://www.malojawind.ch) (informative page with all the official flying sites of the upper Engadin and the airspace regulations)

**Flying school:** Heinz Zwysig, Tel +41 (0)79 353 2159, [www.luftarena.ch](http://www.luftarena.ch)

Staying there

- [www.silvaplana.ch/html/sleep/sleep.html](http://www.silvaplana.ch/html/sleep/sleep.html), Tel. +41 (0)81 838 6000
- Youth Hostel St. Moritz, Tel. + 41 (0)81 836 6111, [www.youthhostel.ch/st.moritz/](http://www.youthhostel.ch/st.moritz/)
- Hotel Stille, St. Moritz, Tel. +41 (0)81 8336948, [www.hotelstille.ch](http://www.hotelstille.ch)
- Randolins Backpackers, St. Moritz, Tel. +41 (0)81 830 8383, [www.randolins-backpackers.ch](http://www.randolins-backpackers.ch)
- Camping Silvaplana, Tel. +41 (0)81 833 5413, [www.campingsilvaplana.ch](http://www.campingsilvaplana.ch)
- Camping Plauns, Pontresina, Tel. +41 (0)81 842 6285, [www.campingplauns.ch](http://www.campingplauns.ch)
- Silserhof, Sils, Tel. +41 (0)81 838 4100, [www.silserhof.ch](http://www.silserhof.ch) (group & individuals, interesting halfboard prices include free cablecar!)

**Map:** LKS #1257 St. Moritz (1: 25,000)

Other activities:

- info on [www.engadin.ch](http://www.engadin.ch)
- [www.kitesailing.ch](http://www.kitesailing.ch) (for water activities on the Silvaplana lake)
- Mountaineering and trekking in the Bernina group (breathtaking panorama from Diavolezza cablecar summit station!)
- An unforgettable journey with the Bernina Express ([www.rhb.ch](http://www.rhb.ch))



Photo © Martin Scheel ([www.azoom.ch](http://www.azoom.ch))

Alternative sites

- Corviglia and Piz Nair are within the 5 km radius of the airport Samedan and therefore no longer official flying sites!
- Motta Naluns (S/E) Bad Scuol; cablecar, club contact: [www.corniglias.ch](http://www.corniglias.ch)
- Lagalp (NW) good for soaring; takeoff for experts as you must launch between the cablecar and a high voltage line! Alp Languard (W/SW) Pontresina, chairlift, at the mountain station or 10 min walk towards Chamanna Segantini at the water reserve
- La Punt (Muntisché) (S) XC takeoff; from La Punt follow the road to Albulapass until you reach the first Alp hut; hike up NE until the hiking path. Follow it through low pine forest to the first plateau above which you find a launch, about 40 mins.
- Alp Darlux, Bergün (SW) cablecar (nice easy site!)

Locarno

The viewpoint of Cimetta offers flights for everyone from beginners to cross country pilots. Its main reputation comes from the smooth evening soaring along its west-facing slopes and above the Lago Maggiore. You can literally let your brake handles go and watch the landscape with crossed arms and a smile on your face!

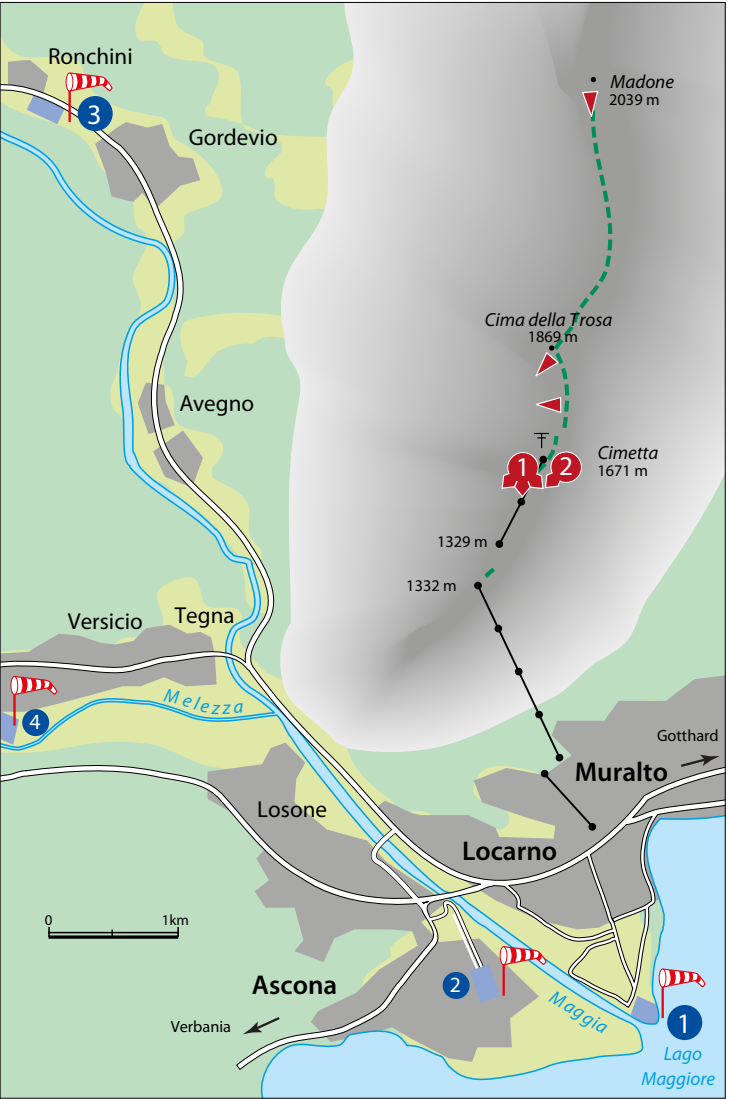
Launch

- 1. Antenna (SE-SW)** 1620m, easy, flat meadow just below the cablecar and antenna, GPS: 46°12'0.09"N, 8°47'17.55"E
- 2. Cimino (SW)** 1660m, easy, GPS: 46°12'3.20"N, 8°47'26.86"E. Walk over to the scenic cupola of the observatory (10 min). The takeoff is just below. Make sure there is no leeside rotor coming across from the gully (which descends on the other side into the Maggia valley)!

Landing

There are 3 official and 2 unofficial landing sites around Locarno; all equipped with windsocks. The landings in the Maggia valley and Centovalli are mostly used after evening soaring or on the way back from an XC flight into the Centovalli area along the crest leading N after Cimetta. And also if the TMA2 is activated and flights towards the lake are restricted. Take care: the summer breeze can be very strong at the mouth of the Maggia valley! Hang-gliders must land at Ascona airfield or Ronchini. The landing at Lido is not allowed anymore!

- 1. Maggiadelta** (195m) main landing for PG. A normally wide triangular strip of lake shore N of the Maggia river mouth. It cannot be seen from the takeoff as a line of high trees shelters it. You must visit the area before intending to land there. The wind is usually SW. Analyze your approach or get wet! GPS: 46° 9'13.24"N, 8°48'12.13"E. In autumn or after longer rainy periods the lake level can be higher and the land-able surface smaller! This landing site is closed during winter season, generally from November to April. The only access to the landing goes through private land (Camping Delta). Please ask for permission before you pass through with all your equipment! It's 25 min from the cog railway at Orselina and 20 min from the Locarno railway station. Go S along the lakeshore, passing Lido, to reach Camping Delta.
- 2. Ascona, old airport**, GPS: 46° 9'15.00"N, 8°46'58.00"E. A small grass strip on the W side of the Maggia river in the village Ascona between Via del Sole and Via del Aerodromo. From Locarno cross the river on the fast road towards Brissago/Verbania (Italy) and immediately after the bridge turn left into the old airport. There is also a bus stop nearby leading back into Locarno center.
- 3. Ronchini** (310m) wide meadow with windsock on the left of the road, 3 km after Gordevio in the Maggia valley. Very strong afternoon wind in spring or summer! If you've landed here there is a local bus stop nearby to get back to Locarno railway station and cog railway. Or walk for 3/4 hr. GPS: 46°13'56.29"N, 8°43'45.01"E.



Tessin | Lago Maggiore | Locarno

HEIGHT  
1310m – 1465m





**4. Golino** (250m) GPS: 46°10'45.59"N, 8°42'31.41"E. When driving from Locarno towards the Centovalli / S. Maria Maggiore, about 2 km from the junction with the Maggia valley to the right, and just before the bridge at Intragna, the landing field (windsock) is on the right above the riverbank (there's a triangular island in the river). The slope above can be soared until the end of the (summer) day.

**5. Cavigliano** (260m) a bit easier than Golino (where on late summer afternoons you get powerful restitution from the fields!) GPS: 46°10'47.33"N, 8°43'22.55"E. Drive towards the Maggia valley to Ponte Brolla, where you turn left towards Intragna, Centovalli. At the end of the piazza (square) in Verscio turn left and descend towards the river on Via Tiglione. Parking is possible near the river.

Flying

Check TMA activity prior to your flight! Plan using [www.mountaingliders.com/weather](http://www.mountaingliders.com/weather) (scroll to the bottom!) or call the tower at Aeroporto di Locarno, Tel. +41 (0) 91 735 1560. You can also call the PG pilot Claudio Cattaneo, who works at the Locarno-Magadino tower, at Tel. +41 (0)79 239 0666. If TMA2 is active, I suggest landing in Ronchini or Ascona. For Ascona, approach the landing with maximum of 500m above ground. In general the flying is best for everybody during summer in the late afternoon with a steady breeze up the W slopes between Bré and Gordevio. That's caused by the valley-wind and guarantees extended soaring. By September the breeze stops and you enjoy scenic flights down to the lake or the Maggia valley.

Caution!

The main risk is posed by the N wind that does not always reveal itself but forms a rotor at the Cimetta launches. With uncertainty about the conditions rather consult the local flying school or ask for help at the club. On hot summer days there are very strong and turbulent SW winds above Locarno and the entrance of the Maggia valley in the afternoon.



Photo © Martin Scheel ([www.azoom.ch](http://www.azoom.ch))

Cross Country

In spring, from the end of February until the beginning of June the classic XC flights follow the ridgelines: once you get good thermals above one of the S slopes of Cimetta, cross to Cima Della Trosa behind and try to gain more height. When you reach 2200-2400m you have three choices: E towards Sassariente–Mornera, N towards Madone–Orgnana–Nimi (up the Maggia valley), or W towards Salmone–Ruscada–Valle Vigezzo (Italy). For the Leventina valley, fly up the Maggia valley first until Pizzo delle Pecore, then turn right towards Zuccherò–Barone–Forno, or go first Sassariente–Cima dell’Uomo, then N and head up the Verzasca valley towards Poncione di Piotta–Poncione Rosso–Gagnone.

Useful info

**Getting there:** The nearest airport is Lugano-Agno (connections with Darwin Airlines from Italy, Bern and Geneva; check [www.darwinairline.com](http://www.darwinairline.com)), otherwise Milan-Malpensa. The main train network is Milan–Basel and Milan–Como with changes at Bellinzona and Como to get to Locarno. From the railway station it's a 15 min walk to the cog railway (Cardada-Cimetta), or take the local bus. By car from the south, follow the motorway across the northern Italian lake district, from Milan to the Swiss border at Chiasso. Continue N on the A2 following the signs for Gottardo and passing Mendrisio and Lugano. Exit at Bellinzona to Locarno and Lake Maggiore. Coming from the N (Zürich), follow the main route across the Gotthard tunnel or across the San Bernardino tunnel (when arriving from Chur and St. Gallen on the A13) and take the A2 to Bellinzona (exit Bellinzona S) to Locarno.

**Getting up:** Cardada-Cimetta, Tel. +41 (0)91 735 3030, [www.cardada.ch](http://www.cardada.ch). The cog railway and cablecar are situated in the village district of Orselina.

**Weather**

- [www.meteosvizzera.admin.ch/web/en/weather.html](http://www.meteosvizzera.admin.ch/web/en/weather.html)
- [www.mountaingliders.com/weather](http://www.mountaingliders.com/weather)
- Weather info (only from local phones) Tel. 0900 55 2183 (Italian; ask the help of a local pilot).

**Meeting pilots**

- Volo Libero Ticino, [www.cvl.ch](http://www.cvl.ch),
- [www.mountaingliders.com](http://www.mountaingliders.com) (the tandem pilots of the area offer an English website with some info)

**Flying schools:** Pink Baron, Tel. + 41 (0)79 444 4414, [www.pink-baron.ch](http://www.pink-baron.ch) and Paramania, Tel + 41 (0)79 444 1455, [www.paramania.ch](http://www.paramania.ch) (they work together).

**Staying there:** Info: [www.ascona-locarno.com/en/](http://www.ascona-locarno.com/en/)

- Camping Delta, at the main landing site; Tel +41(0)91 751 6081; [www.campingdelta.com](http://www.campingdelta.com)
- Camping Bellariva, Gordevio; Tel. +41 (0)91 753 1444; open April to mid October
- Youth Hostel Palagiovani, Locarno, Tel. +41 (0)91 756 1500
- Dependance dell'Angelo, Locarno; Tel. +41 (0)91 751 8175; [www.dependance-dell-angelo.ch](http://www.dependance-dell-angelo.ch)
- Pensione Cittavecchia, Locarno, Tel. +41 (0) 91 751 4554; [www.cittavecchia.ch](http://www.cittavecchia.ch)

**Map:** LKS #1312 Locarno (1:25,000)

**Alternative sites**

- Cima della Trosa (SW); 3/4 hr hike from the Cimetta cablecar mountain station
- Madone (S); 2 hr hike from the mid-station of the Cardada-Cimetta cablecar via Alpe di Bietri
- Monte Tamaro (SE) above Rivera (exit of the highway to Como-Chiasso); cablecar Tel. +41 (0)91 946 2253, [www.montetamaro.ch](http://www.montetamaro.ch)
- Monte Lema (SE-SW), at Suino; a formidable spring XC site for experienced pilots! Cablecar Tel. +41 (0)91 609 1168 , [www.montelema.ch](http://www.montelema.ch)
- Monte Generoso (SW), at Capolago at the S end of Lake Lugano; cog railway Tel. +41 (0)91 630 5111; [www.montegeneroso.ch](http://www.montegeneroso.ch); runs April–beginning of Nov.
- Lago Ritom / Foisc (SW) at Piotta just S of the Gotthard tunnel; cog railway (the steepest cog railway of Europe!) Tel. +41 (0)91 868 3151; [www.ritom.ch](http://www.ritom.ch) (open May – beginning of October)
- Roveredo (W), takeoff at the castle ruin Bogian in Val Misox; 1 hr hike from Roveredo.
- Mornera (S/SW) at Monte Carasso, beautiful XC flying site; cablecar [www.mornera.ch](http://www.mornera.ch); Tel. +41 (0)91 825 8188
- Piana di Vigezzo (see site page)

**Other activities**

- A stroll across Locarno (old town pedestrian zone)
- A boat trip on Lago Maggiore and its islands
- Swimming and sunbathing beside the cliffs of the Maggia river
- Swimming and relaxing at Lido di Locarno
- Many climbing rocks in the Maggia valley
- Visit the old Tessin villages in the side valleys
- Try the Centovalli train to Santa Maria Maggiore and enjoy the neighbouring flying site of Piana di Vigezzo (see site page)



Photo © Martin Scheel ([www.azoom.ch](http://www.azoom.ch))

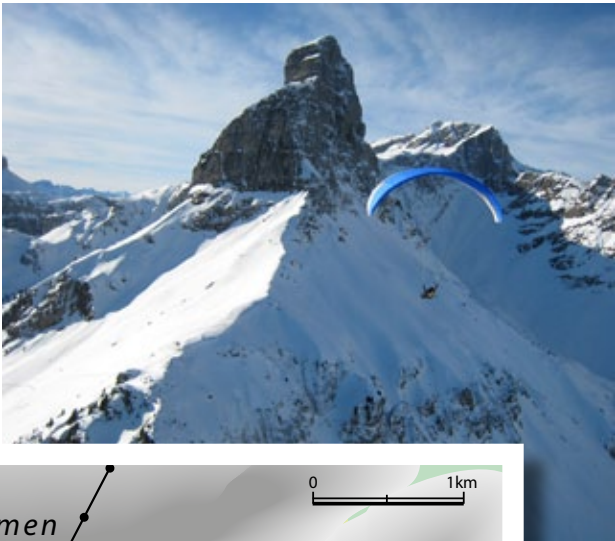


71 **Gumen**

GUMEN 2042 m



HEIGHT  
580m – 1392m



Hidden above a valley between the Urner and Glarus Alps in central Switzerland, the Braunwald area attracts mostly local pilots and mountaineers. It is very much worth a visit for both sightseeing and cross country flights. Those who like to escape from the mainstream will be rewarded with a majestic view of the Tödi peaks.

Launch

- 1. Gumen (S)** 2042m, easy, GPS: 46°57'35.60"N, 8°59'17.70"E. Take the Braunwald cog railway and walk (in Braunwald) 15 min to the Gumen cablecar. From the Gumen mountain station follow the signed path 15 min to takeoff on the grass shoulder NE of the cablecar station.
- 2. Braunwald Kiosk (SE)** 1230m, easy, meadow just below the kiosk. GPS: 46°56'17.38"N, 8°59'54.10"E. Take the Braunwald cog railway in Linthal, walk down to the kiosk and launch (5 min). Braunwald is a car-free pedestrian village on a plateau above the valley.

Landing

**Linthal** (650m) big meadow, north of road 17 to Klausen-pass between Rüthi and Linthal, just before crossing a small canyon. GPS: 46°55'46.89"N, 9° 0'29.94"E.

Flying

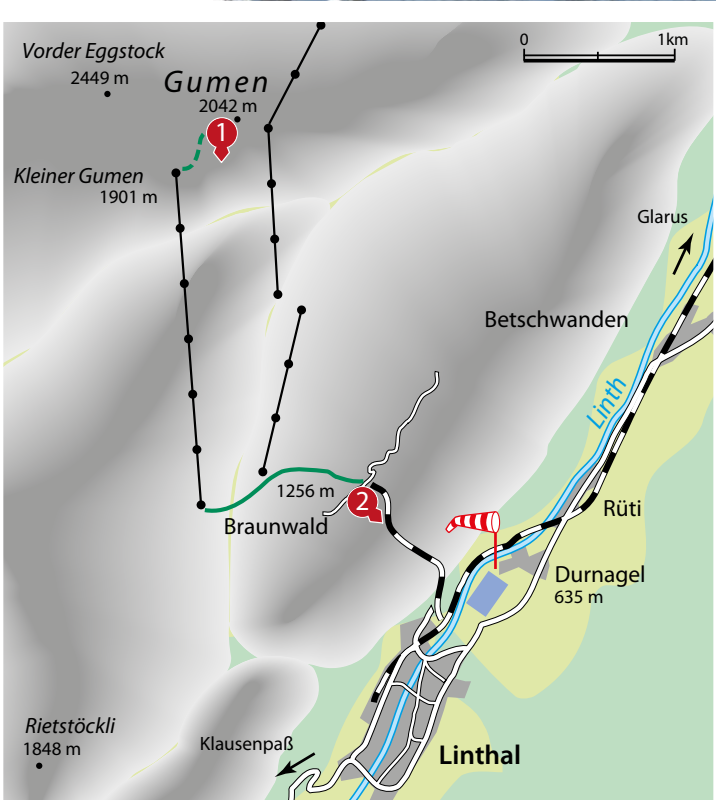
The launch has an info-board for pilots. There are nice thermals to the left of the launch on the forested ridge (Seblengrat) above Braunwald or on the right towards the rockface. With 200m above launch you can get to Eggstock and climb even higher. Be careful of the N side of Gumen, don't launch there. The flying is generally good even with a moderate *Bise* (NE) but do not fly with S (*Foehn*), or strong W and NW forecast! Be careful about the transport cable near the launch. It's better to launch from Braunwald Kiosk (protected).

Caution!

Foehn, strong upper winds, summer thunderstorms.

Cross Country

Refer to the online contest data or contact the local XC pilots Michael Müller (michi@flugschule-michi.ch) or Werner Jakob (w.jacober@bluewin.ch). A standard spring route is towards Schwanden/Guggenalp then east towards Engi. Beware of strong thermals and turbulence above Sool (the valley-wind creates a lee here)! From Engi or Matt cross (NE) towards the Churfürsten chain, then you can choose either Sargans (E) or Weesen. In summer, thermal up the Eggstöcke then continue westwards (W of Bächistock) towards Glärnischhut, or pass Vrenelishütli and cross Klöntal lake to the Twirren peaks. The forested slope above the lake offers good lift. From there you can try towards Bärensolspitz and Wageten and finally continue to Schanis or Weesen. Another route is via the Ortstock towards the Klausen saddle to Urnerland or via Gernsfairn, passing Planurahut to Surselva.



Glarus | Glarus Alps | Linthal

Useful info

**Getting there:** Zurich airport. The European railway network runs via Basel and Zürich towards Chur or from Chur/Sargans to Ziegelbrücke. Change to a local train towards Linthal-Braunwaldbahn. There is also a direct connection (the Glarner Sprinter) from Zürich to Linthal-Braunwaldbahn (www.glarner-sprinter.ch). There is a bus connection from Flüelen/Altdorf via the Klausen saddle to Linthal, only in summer between the beginning of July and the middle of October. By car, from the A3 Zürich–Chur take Niederurnen exit and go across Glarus towards Klausen until the Linthal cog railway parking area.

**Getting up:** Braunwaldbahn, Tel. +41 (0)55653 6560

**Weather:** Live webcam on the Braunwald website. Weather links on the club's website. Or try www.wetteronline.de/Schweiz/Braunwald.htm

**Meeting pilots**  
Gleitschirmclub Glarnerland, www.gkg.ch

**Flying school:** The nearest flying school is Robair at Uster and Weesen; Tel. +41 (0)44 251 0943, mobile +41 (0)79 691 0414, www.robair.ch

- Staying there**
- Braunwald, www.braunwald.ch
  - Bergrestaurant Gumen offers rooms, Tel. +41 (0)55 643 1324, www.gumen.ch
  - Adrenalin Backpackers Hostel, Tel. +41 (0)79 347 2905, www.adrenalin.gl
  - Bauernhaus Burstberg, Gisler family, Tel. +41 (0)55 643 1112, www.gislerferien.ch
  - Linthal, Tel. +41 55 643 1500, www.linthal.ch
  - Auenlodge, Tel. +41 (0)55 643 2932, www.auenlodge.ch
  - Hotel Rütihof, Tel. +41 (0)55 653 1270, near the landing field
  - Camping Gäsi, Weesen (about 30 km away), Tel. +41(0)55 610 1357

**Map:** LKS #246 Klausenpaß (1:50,000)

- Alternative sites**
- Schabell (E-S) and Ämpächli, chairlift from Elm; Tel. +41 (0)55 642 6060, www.sportbahnenalm.ch
  - Weissenberge (SW) at Matt, cablecar Tel. +41 (0) 55 642 15 46
  - Fronalp (W/NW) above Mollis, transport to takeoff: Maxi Taxi (T. Goldschmid, E. Thoma) Tel. +41 (0) 79 693 4949
  - Kerenzer (N/NW), a low, but difficult takeoff and



Photos © Werner Jacober

- great soaring for expert pilots! Near Niederurnen, access by car or Glarnerbus from Näfels-Mollis railway station, head towards Kerenzer until Kappelenstutz stop, continue 800m (contact local club for details and check the landing fields!)
- Hirzli (W-N), afternoon site; Morgenholzbahn from Niederurnen + 1.5 hr hike; Tel. +41 (0)55 610 1083, www.niederurnertaeli.ch; landing at Bilten.
  - Durschlegli (SE-SW) at Amden; demanding takeoff above the Walensee lake; bus from Weesen to Amden and 40 min hike or by car ( forbidden on weekends between 13h00 and 17h00; very limited parking); landing field at Gäsi for HG & PG and at Weesen railway station (turbulent).
  - Hüsliberg (W/SW); the main flying site of the region with lots of Sunday-pilots and flying schools on weekends! Transport shuttle from the landing at Rufi, about 6 km from A3, Niederurnen exit. Check the info-board, contact local pilots!

- Other activities**
- Braunwald is one of the Swiss car-free holiday villages (www.gast.org)
  - Mountaineering, skiing, trekking, canyoning in the Glarus and Urner Alps
  - Swimming in the lakes at Waalensee and Klöntalersee



Photo © Werner Jacober



# Rigi

RIGI 1797 m



HEIGHT  
560m – 1275m



## Flying

Flight limitation zones are: M1L Buochs, immediately SW of Rigi-Kaltbad (3950 GND = surface to 1197m AGL) and Heliport Haltikon (1145 GND = surface to 347m AGL) immediately W of Küssnacht from the northern tip of Vierwaldstätter lake. In N winds, fly at Kulm and land at Goldau or Lauerz. **Staffelhöhe** is good for soaring and thermals along the W faces, or a S flight on calm days, landing in Weggis (S) or Küssnacht/Seebodenalp. Seebodenalp itself is a preferred site for HG as the transport is easier and hang-gliders can soar up the slope. **Seebodenalp** is also quite good for stronger W/NW. The **Scheidegg** launch is perfect with N winds and Bise (NE), but you can launch SE on calm days and try to catch thermals. Another option is to hike over to Dossen and fly S from there, landing at Brunnen.

## Caution

Take the usual precautions – an isolated mountain is always more exposed to bad weather and strong winds. Check the present status of the flight restriction zones and their respective overflight limits very carefully! Rigi also is surrounded by lakes and therefore exposed to an early fog layer in autumn.

## Cross Country

Rigi is too isolated and surrounded by lakes to play a serious role in XC flying, except in spring on isolated days with cloudbase beyond 2200m and strong thermal activity to span the gaps that the lakes and the valley-winds impose. You have only one reasonable flight sector available (due to the restricted zones in the W/SW and the local geography) and that's E to the peaks and ranges nearby. Most flights are triangles (20-45 km). After gaining good height above Rigi, the best flight direction is E/NE. Cross Arth-Goldau to the Rossberg ridge and the good thermals in the south gullies of Gnipen and then continue E towards Rothenflue-Mythen or Fronalpstock. Return via Dossen to Scheidegg or simply reverse on your original route.

## Useful info

**Getting there:** The nearest airport is Zürich. The international train connections run through Arth-Goldau railway station. There are connections with Zürich, Luzern, Basel and the Gotthard network towards Italy. From the station there are buses that link to the different cablecars to Rigi. By car, from Zürich, follow the west ring A3 (Bern/Basel) then the A4 towards Gotthard and exit at Küssnacht or Goldau. Continue to the respective cablecar or cog railway. From Basel/Bern continue on A1/A2/A3 towards Gotthard and exit at Küssnacht.

**Getting up:** There are two cog railways from Arth-Goldau and Vitznau to Rigi-Kulm and a scenic cablecar from Weggis to Rigi-Kaltbad. The cog railways operate all year round, Tel. +41 (0)41 399 8787, [www.rigi.ch](http://www.rigi.ch). Another cablecar runs from Küssnacht to Seebodenalp, [www.luftseilbahnseebodenalp.ch](http://www.luftseilbahnseebodenalp.ch), Tel. +41 (0)41 850 1933.

### Weather

- [www.rigi.ch/de/webcams.cfm](http://www.rigi.ch/de/webcams.cfm) (webcams and weather report)
- [www.meteocentrale.ch/de/stations.html](http://www.meteocentrale.ch/de/stations.html) (click on the map-point for Rigi-Kulm)

### Meeting pilots

Gleitschirmclub Rigi-Mythen, [www.gcrm.ch](http://www.gcrm.ch)

**Flying school:** Touch & Go, Peter Enz, Tel. +41(0)41 820 5431, [www.paragliding.ch](http://www.paragliding.ch)

### Staying there

- Info:[www.kuessnacht.ch](http://www.kuessnacht.ch); [www.brunnen.ch](http://www.brunnen.ch); [www.arth-goldau.ch](http://www.arth-goldau.ch)
- Hotel Alpina, Rigi-Kaltbad, Tel. +41 41 397 1152, away from the valley at very reasonable prices, [www.alpina-rigi.ch](http://www.alpina-rigi.ch)
- Camping Vitznau, Tel. +41 (0)41 397 1280, [www.camping-vitznau.ch](http://www.camping-vitznau.ch)
- Camping Urmiberg, Brunnen, Tel. +41 (0)41 820 3327, [www.campingurmiberg.ch](http://www.campingurmiberg.ch)
- Youth Hostel Rot Schuo, Gersau, Tel. +41 (0)41 828 1277, [www.hotelrotschuo.ch](http://www.hotelrotschuo.ch)

- Hotel Rössli, Goldau, Tel. +41 (0)41 855 1319, [www.torelli.ch](http://www.torelli.ch); fair prices!
- Berggasthaus (mountain inn) Rigi-Scheidegg, Tel. +41 (0)41 828 1475; dorms & bedrooms

### Maps

- LKS #1151 Rigi (1:25,000) or #235 (1:50,000)
- Special Edition #5008 Vierwaldstättersee (1:50000)

### Alternative sites

- Rigi-Dossen (NE/SW/NW along the ridge); hiking 1 hr from Rigi-Kaltbad summit station
- Urmiberg (S) at Brunnen, cablecar Tel. +41 (0)41 820 1405; [www.urmiberg.ch](http://www.urmiberg.ch)
- Pilatus (NW-SW/S); difficult site for experts, but great environment. Check the airspace restrictions at [www.gleitschirmclub-luzern.ch/gcl\\_pilatus\\_luftraum\\_d.html](http://www.gleitschirmclub-luzern.ch/gcl_pilatus_luftraum_d.html). Cog railway, Tel. +41 (0)41 329 1111, [www.pilatus.ch](http://www.pilatus.ch)
- Fronalpstock (all directions except SE), school site, nice soaring site for N; Fronalpstock cablecar and chairlift at Stoos, [www.stoos.ch](http://www.stoos.ch), Tel. +41 (0)41 818 0808
- Rothenflue (NE/S); hiking from Rickenbach (2½ hr) or take a bus to Ibergeregge + 1 hr. The cablecar has been suspended and a new one is vaguely planned.
- Klein-Mythen (S) at Rickenbach; 2 hr hike; beautiful thermal site
- Hoch-Ybrig and Sternen (NW-SW); beautiful and easy site, flyable all year round. Cablecar from Weglosen, Tel. +41 (0)55 414 1660; [www.hoch-ybrig.ch](http://www.hoch-ybrig.ch)
- Hummel (N/NE), 1 hr hike from Gross/Sihlsee, nice flying site in Bise (NE)
- Eggberge (NW-SW) at Flüelen; soaring & XC above the Urner lake; cablecar, Tel. +41 (0)41 870 1549; [www.eggberge.ch](http://www.eggberge.ch)

### Other activities

- Animal park at Goldau
- Climbing area at Mythen
- Swimming and water activities on the lake
- Hiking at Rigi, Fronalpstock, Rothenfluh
- Visit Luzern, or simply discover the surroundings of Vierwaldstätter See ([www.lakeluzern.ch](http://www.lakeluzern.ch))

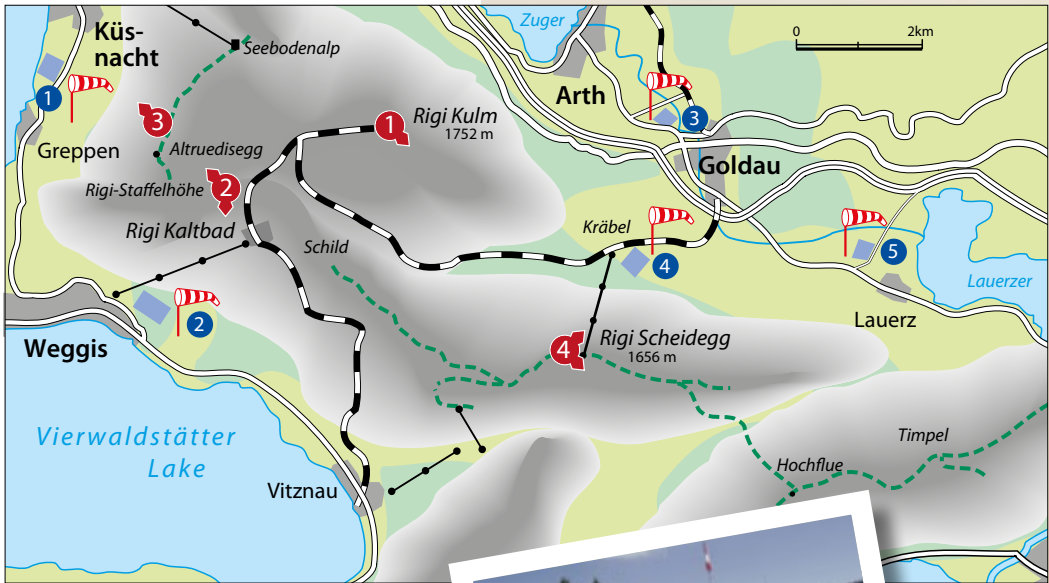
*This isolated mountain block forms part of the geographical and historical heart of Switzerland and dominates the Vierwaldstättersee (lake) and the surrounding foothills as a very prominent viewpoint. It offers one of the oldest flying sites in the country with many launches for all kinds of conditions from thermalling to Bise (NE) flying, from its higher northern edge to its lower southern end called Dossen. The cog railway from Vitznau to Rigi is the oldest in the world.*

## Launch

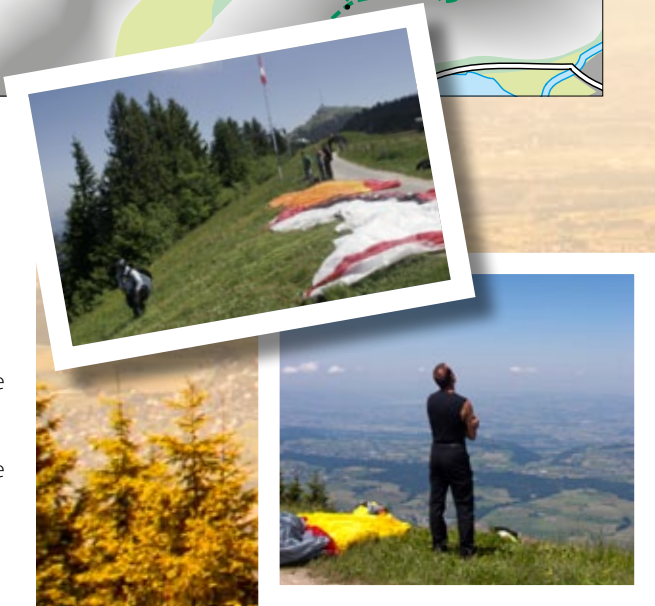
- 1. Rigi-Kulm (SE)** 1735m, medium, small meadow, about 100m E of the Kulm hut (mountain station of the cog railway). GPS: 47° 3'19.00"N, 8°29'15.00"E. Further below you can also launch NE (difficult).
- 2. Rigi-Staffelhöhe (NW)** 1560m, medium, short meadow on the ridge behind the hiking path between Edelweiss and Chänzeli, about 3 min from the cog railway station Staffelhöhe near the cross. GPS: 47° 2'51.83"N, 8°27'37.87"E. For a pretty tough launch without wind, launch (S) instead! GPS: 47° 2'51.93"N, 8°27'43.14"E.
- 3. Seebodenalp (NW)** 1020m, easy-medium, upon the small hill above the hiking path to Altruedisegg; just right of the junction with the hiking path to Hinterboden and shortly before reaching Ruedisegg restaurant, 15 min S of the cablecar. Toplandable area. GPS: 47° 3'47.88"N, 8°27'28.97"E
- 4. Rigi-Scheidegg (NE)** 1650m, difficult, short takeoff a few minutes from the cablecar from Goldau. GPS: 47°1'38.64"N, 8°31'9.60"E. Further E there is a takeoff for (SE) at 1650m. GPS: 47° 1'36.98"N, 8°31'14.31"E. There is another lower takeoff at 1370m when you descend towards Lauen.

## Landing

- 1. Küssnacht** (460m) about 400m S of the Seebodenalp cablecar station, W of the road from Küssnacht to Weggis. GPS: 47° 4'3.08"N, 8°26'8.03"E.
- 2. Weggis** (490m) field beside the cablecar, not easy, surrounded by fruit trees, difficult if not dangerous with stronger northerly wind! GPS: 47° 2'0.18"N, 8°26'31.29"E.
- 3. Goldau** (460m) field about 500m NW, opposite



Schwyz | Küssnacht and Goldau





# Emmetten



HEIGHT  
810m – 1080m



NIEDERBAUEN 1580 m CHULM 1850 m

The alpine terrace above the Vierwaldstätter See (lake) presents a dream site for the average pilot. You can soar and glide nearly without limits in a microclimate that often has better conditions than anywhere else. It's an excellent site for Bise conditions, the NE wind of Switzerland. Niederbauen can get crowded on weekends in summer, but the hike to Chulm gives you not only an opportunity for a great glide and thermal flight but also more peace. The area hosts a world record: 263 gliders could be counted in the air above Emmetten on 15 August 1998.

## Cross Country

This is the wrong place for XC hopefuls! Rather go to Haldigrat, probably the best XC site of the region. You can do some out-and-returns from here, usually only in spring or on rare occasions during summer. If you intend to go XC towards Klewenalp-Stanserhorn (W) check the CTR Buochs-Alpnach restrictions on the flying school website or ask at their office. Triangle flights of 25-30 km can be done towards Klewenalp and the Engelberger valley (Wolfenschiessen). A cloudbase of at least 2000m is necessary to achieve the return flight.

## Launch

- 1. (NW) and beyond (NE-SE/SW/W) 1580m, very easy, huge grass slopes around the cablecar and the mountain restaurant. The main launch is beside the station, an ideal grass slope towards the lake. GPS: 46°56'47.73"N, 8°32'8.58"E.
- 2. Chulm (SW/W) 1850m, easy, 50 min hike from the cablecar (on a signed path). GPS: 46°56'36.75"N, 8°33'3.33"E

## Landing

Two landings, not far from each other. The first one is easier and more in use. If you want to land on the lakeshore, you have to fly to Beckenried (landing for the neighbouring flying site of Klewenalp) and you'll need a glide ratio of 6.5, so check it first! Hang gliders: both landings are difficult and only for very experienced pilots!

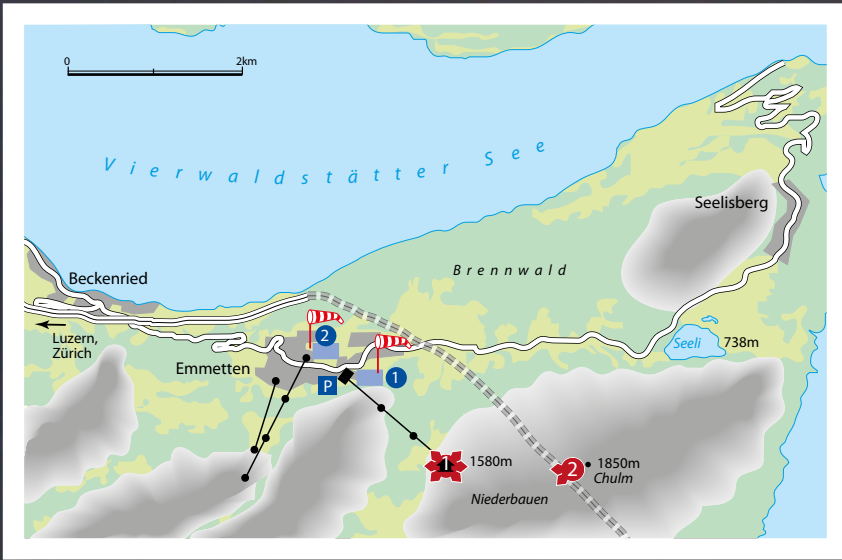
- 1. Schlüssel, Emmetten (770m) main landing, at the Schlüssel restaurant. 500m west of the cablecar, next to the road to Emmetten. GPS: 46°57'26.92"N, 8°31'0.06"E
- 2. Gruob (750m) only for good pilots, smaller than Schlüssel, directly below the cable-car and the flying school office on the little plateau at a barn, next to the road. GPS: 46°57'20.55"N, 8°31'13.34"E

## Flying

It's a very easy afternoon flight from April through September, when you can try to soar along the NW slopes of Niederbauen. In the morning there is mostly no wind, except on days with dynamic lift from the north. A good training place for Sunday pilots, although you must check your landing first with an approach plan. Site introductions are given by the flying school down below! Read the info-boards with further details. Be careful of cables if you fly close to the slope.

## Caution!

Strong wind (strong Bise), summer thunderstorms.



Nidwalden | Emmetten



## Useful info

**Getting there:** The nearest airport is Zürich. The train stop is Stans (from Luzern, Zürich, Bern etc.) Change to the local bus (via Buochs-Beckenried to Emmetten). By car from the north (Zürich) follow A3 Zürich west ring – Gotthard/Luzern – A4/A14 pass Luzern on A2 towards Gotthard, exit 35, Beckenried, Seelisberg, Emmetten. Follow the signs for Emmetten across Beckenried (5 km from highway exit). From the south on A2 Como-Chiasso-Bellinzona-Gotthard-Zürich until exit 35.

**Getting up:** Luftseilbahn Niederbauen, Tel. +41 (0)41 620 3340; [www.niederbauen.ch](http://www.niederbauen.ch)

**Flying school:** Flugschule Emmetten, [www.flugschule-emmetten.ch](http://www.flugschule-emmetten.ch)

## Weather

- Current weather conditions on the cablecar and the flying school websites
- Webcams nearby Klewenalp-Stockhütte: [www.klewenalp.ch/de/page.cfm/Webcams\\_Klewenalp](http://www.klewenalp.ch/de/page.cfm/Webcams_Klewenalp)
- **Meeting pilots:** People meet at the flying school or the restaurant next door.

## Other activities

- Visit Luzern downtown
- Visit the Engelberg valley and Säntis
- Climbing area at Stockhütte
- Bikeboard descents from Stockhütte into the valley (bikeboards can be rented there)
- Swimming and water activities on Vierwaldstätter See (lake)

## Staying there

- Info: Tourismus Emmetten, Tel. +41 (0) 41 620 1564, [www.tourismus-emmetten.ch](http://www.tourismus-emmetten.ch)
- Gasthaus Schlüssel, at the landing, Tel. +41 (0)41 620 1356, [hotel.schluessel.emmetten@freesurf.ch](mailto:hotel.schluessel.emmetten@freesurf.ch)
- Hotel Engel, Tel. +41 (0)41 620 1354; [www.engel-emmetten.ch](http://www.engel-emmetten.ch); rooms and dorms
- Berggasthaus Niederbauen (at the takeoff), Tel. +41 (0)41 620 2363, [www.gastro-ineichen.ch](http://www.gastro-ineichen.ch)
- Seelisberg camping & swimming beach (down at the lake), Tel. +41 (0)41 820 3596

**Map:** LKS #245T Stans (1:50,000)

## Alternative sites

- Klewenalp (NE-NW/S) at Beckenried; also a popular safety training site, cablecar Tel. +41 (0)41 620 3030, [www.klewenalp.ch](http://www.klewenalp.ch),
- Stanserhorn (N/S/SE) at Stans; cog railway, Tel. +41 (0)41 618 8040, [www.stanserhorn.ch](http://www.stanserhorn.ch)
- Rigi (see site page)
- Büelen (NE/E) at Wolfenschiessen/Fallenbach, protected flying site in the Engelberg valley, cable-car Geissmattli-Büelen; [www.tourismus-wolfenschiessen.ch](http://www.tourismus-wolfenschiessen.ch), Tel. +41 (0)41 628 2287, there are regular excursions with the Emmetten flying school, you can book in to visit the place.
- Brändlen (NW) not far from the above Büelen in the Engelberg valley; Berghof Brändlen cablecar is unique: a self-service cablecar! Follow the instructions, or go with the Emmetten flying school.





74 Engelberg

BRUNNI 1875 m FÜRENALP 1900 m



HEIGHT  
735m – 1491m



The Engelberg valley in central Switzerland is a true paradise for paragliders, with over a dozen flying sites. Brunni and Fürenalp lie in the most rearward corner of the valley, in the shadow of the prominent Säntis peak. They are easy spots for all pilots, with quick access, smooth thermals and gentle conditions that are often much better than announced in the forecasts.

Launch

- 1. Brunni hut (S/SW)** 1875m, medium, steep grass slope about 150m W of the Brunni hut. GPS: 46°50'33.41"N, 8°24'36.29"E
- 2. Tümpfeli (S/SW)** 1840m, easy, used by the PG schools, a bit down and E of Brunni hut. GPS: 46°50'19.00"N, 8°24'41.00"E
- 3. Schonegg (S/SW)** 2060m, easy, a moderately steep gully, not advised for inexperienced pilots! Turbulent in summer afternoons. GPS: 46°50'36.08"N, 8°24'59.72"E. Walk up (S) from the cable-car at Brunnihut towards the grassy dome (signs) in 1/2 hr. In winter you can reach Schonegg by ski-lift from Brunnihut. Or, about 1 hr by cabled route (via ferrata) towards Brunnistöckli, a nice variation for Hike & Fly pilots.
- 4. Fürenalp cablecar (S-W)** 1900m, easy, ideal grass slopes W above the cable-car, topplandable (windsock). 5-15 min from the mountain station. GPS: 46°48'19.00"N, 8°27'55.00"E

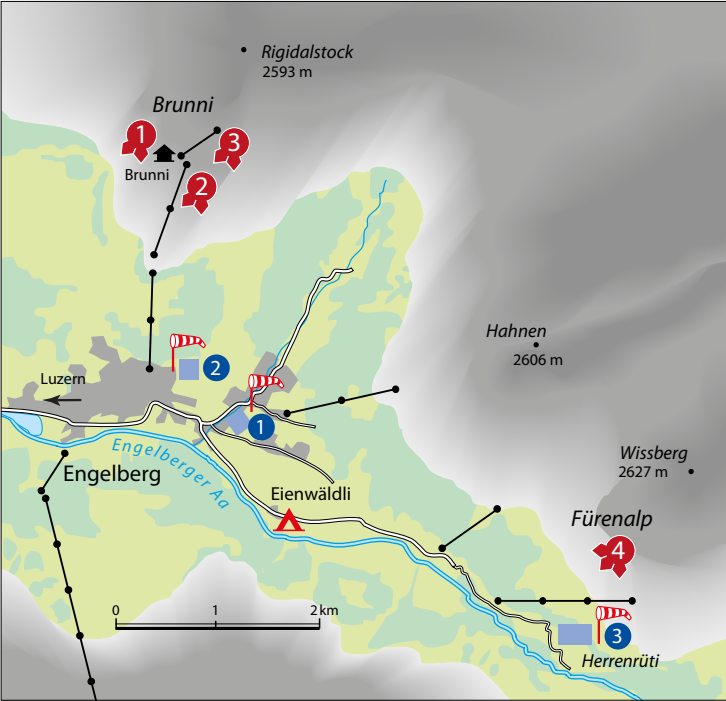
Landing

- 1. Brunnibahn** (1050m) GPS: 46°49'1.74"N, 8°24'50.95"E. Between Herrenbergstraße and Was-serfallstraße, 5 min from the cable-car station, just outside Engelberg.
- 2. Klostermatten** (1040m) only in winter, just above the monastery of Engelberg, GPS: 46°49'18.86"N, 8°24'42.03"E. Watch your approach (houses). Beware of changing winds!
- 3. Herrenrüti** (1165m) GPS: 46°47'57.76"N, 8°27'18.64"E. The landing field lies 500m towards the valley from the cable-car (5 min). It can be quite turbulent with stronger valley-wind in summer in the afternoon!

**4. Grafenort** (569m), a good alternative if you venture away on your first small XC flight (1491m altitude difference). You can get back to Engelberg easily by train. The landing is just east of the road and a short distance from the railway station. GPS: 46°52'5.66"N, 8°22'21.04"E.

Flying

Brunni and Fürenalp are generally protected from strong winds and bad weather with extended sunshine on the slopes and good thermals in summer, best during the afternoon hours. Brunni is a well-protected site in a sunny southern corner above Engelberg, ideal for first thermaling and XC. Fürenalp is more W-facing and extremely easy to fly. Turn right from the takeoff to use the lift along the edge. Fürenalp is still good on days with stronger winds and often good well into autumn and late in the day. While respecting the other pilots, you can practice your toplanding and sloplanding on the grassy slopes as long as the valley-wind provides the lift you need. Beginners and holiday pilots can use the late afternoon for nice, smooth soaring or a long glide down to Grafenort from Brunni.



**Game protection area: Engelberg + Engelberg Oberberg:** No launch and overflight before 11h00. Fly over the game area as high and straight as possible. Do not whoop, yodel or cause any noise! Check map details at the flying sites or ask local pilots!

**Restricted area: Engelberg + Engelberg Hahnen** Shown on the info-boards at the flying sites. No overflight permitted! Do not ignore this! If they catch you, the fines are pretty high and your action damages our sport.

Obwalden | Engelberg valley | Engelberg

Caution

The main risks are the many transport and even high-voltage cables along the Engelberg valley. You absolutely must check the maps or contact local pilots about this before you thermal around blind-folded! Do not try to fly here with Foehn conditions – the well-protected areas also have a limit!

Cross Country

Very nice for XC beginners as the thermal conditions are easy and often much better than the general prognosis! Small flights to try go into the Engelberg valley towards Stans (about 25 km) or to Grafenort, the village in the main valley below, before the steep ascent to Engelberg (you'd return by train to Engelberg). You can also connect both flying sites back and forth, for as long as you want.

On excellent spring days you can try towards Interlaken (W), the Rhine valley via Klausenpass and the Glarus Alps and beyond (E), or across the main range (S) into Tessin (very difficult). From Brunni, triangles of over 120 km (PG) have been accomplished with turnpoints above Meiringen (W) and the Klausenpass (E), with a cloudbase of around 3000m on a solid spring day. To get W (with at least 2500m altitude) you cross the Engelberg valley, cross the following Melchtal valley and the chain towards Brünigsaddle then cross above Lungern and follow the Brienzer Rothorn ridge and beyond towards Interlaken (50 km, but you'll need to ask for clearance at Meiringen military airport!)

A return flight with a loop E above Sustenpass into Engelberg is more difficult and requires more than 3000m altitude. A flight from Engelberg E will most probably take you over Klausenpass and the Glarus Alps up N towards Walensee lake (about 70 km).

Useful info

**Getting there:** Fly into Zürich airport. Trains run from Zürich, Basel and other cities via Luzern to Engelberg. From the railway station to the cable-cars is a short walk. By car from the A2 (Basel–Gotthard) exit at Stans-Süd and follow the signs to Engelberg. At Engelberg follow the signs for Fürenalp along the main road and turn right at the first junction (Kloster Engelberg) and continue to the cablecar parking.

**Getting up:** Brunnibahnen, Tel. +41 (0)41 639 6060, www.brunni.ch or Fürenalpbahn, Tel. +41 (0)41 637 2094, www.fuerenalp.ch

**Weather:** www.bergfex.ch/brunni/wetter/ Many weather details on the flying school website (www.euroflugschule.ch/wetter/heute.html)

**Meeting pilots:** PSC Titlis, www.psctitlis.ch Meet at the takeoffs and landing areas or at the office of the flying school.

**Flying school** Euroflugschule Engelberg, www.euroflugschule.ch

**Staying there**

- Info: www.engelberg.ch, Tel. +41 (0)41 639 7777
- Restaurant Fürenalp, dorms and rooms, Tel. +41 (0)41 637 3949
- Camping Eienwäldli, Tel. +41 (0)41 637 1949, www.eienwaeldli.ch

- Youth Hostel Berghaus, Tel. +41 (0)41 637 1292, www.familienherberge.ch
- Pension St. Jakob, Tel. +41 (0)41 637 1388; www.st-jakobpension.ch
- Map:** LKS #1191 Engelberg (1:25,000)
- Alternative sites**
- Titlis (NW) glacier takeoff for experienced pilots; 30 min towards the summit; extraordinary scenic or XC flights; cable-car www.titlis.ch, Tel. +41 (0)41 639 5061
- Alternative takeoffs are Stand (NW) and Hüsli-boden (N/NW); both are close to the intermediate section of the Titlis cable-car
- Haldigrat (SW/S) another excellent thermal and XC site in the Engelberg valley; cablecar from Dallenwil to Niedrickenbach +30 min hike (!) to Haldigrat chairlift. Info at www.haldigrat.ch; info-tel +41 (0)79 224 7885 (check before you start)
- Musenalp (NW-SW); excellent soaring in W; cablecar from Dallenwil: Tel. +41 (0)41 628 1735, www.maria-rickenbach.ch
- Wirzweli / Arvigrat (W); cablecar from Dallenwil and chairlift from Dürrenboden to Alp Egg plus 45 min walk up on to the ridge. More info: www.wirzweli.ch, Tel. +41 (0)41 628 2394
- Eschlen / Walegg / Bruniswald (N): soaring with Bise (NE) and gliding flights to Grafenort; cable-car Bruniswald Tel. +41 (0) 41 637 3258

**Other activities**

- Engelberg and its monastery
- Visit Titlis for skiing & sightseeing
- Hiking, skiing and mountaineering
- Excursions to Vierwaldstättersee lake
- Visit Luzern



Photo © Martin Scheel (www.wazoom).



75

Planplatten

PLANPLATTEN 2245 m



HEIGHT  
820m – 1640m



The meadow plateau high above Meiringen offers a superb view of the eastern part of the Bernese Alps range and an easy but long and rewarding flight in a typical Swiss mountain environment. Check the current regulations about restricted areas and military airspace at the flying school!

Launch

- 1. Planpatten (W)** 2240m, easy, from the cablecar summit station follow the ridge W for 5 min to the launch (windsock), GPS: 46°44'11.62"N, 8°15'16.85"E, and (SE) 2240m, medium; towards Innerkirchen just above a prominent gully (morning flights) GPS: 46°44'10.24"N, 8°15'17.05"E.
- 2. Planpatten (S)** 2180m, easy, from the cablecar walk 20 min down the grass ridge towards Hohmad. GPS: 46°43'59.62"N, 8°15'5.38"E. For the Sandhubel Reuti launch please contact the flying school!

Landing

- 1. Meiringen** (600m) behind Restaurant du Pont, halfway between the Aare canyon and the cablecar station. The easiest, main landing zone. GPS: 46°43'20.07"N, 8°11'56.89"E
- 2. Innertkirchen** (630m), W of the village near Grund campsite. GPS: 46°42'4.11"N, 8°13'30.73"E. East approach, TMA + heliport must be considered!
- 3. Bidmi** (1420m) mountain restaurant near the cablecar to Planplatten, with a small landing slope NW of the restaurant. Beware of skiers in winter! Only for experienced pilots in summer (turbulent wind conditions)! GPS: 46°44'45.66"N, 8°13'6.60"E

Flying

Planplatten has a second name (as a weather station) – Käserstatt. The flying site is mostly inside the military CTR of Meiringen-Unterbach. During the flight activities (Mon-Fri 07h30-12h05 and 13h15-17h10) flights are only permitted after checking with the control tower on Tel. +41 (0)33 972 6701 and with constant radio contact on 135.475 AM. A detailed map of the restricted areas is on <http://flob.ch>

[ch/gebiet/infotafel\\_web.pdf](http://flob.ch/gebiet/infotafel_web.pdf). You can usually launch on either side of the Planplatten ridge, depending on whether the thermals (S) or wind (W) dominates. The S side is used in the morning or on calm days with good lift on the sunny slopes, but don't soar close to the slopes as it has a wildlife protection zone (check the flight info map at the school or the cablecar) with minimum clearance of 300m. The gullies and hollows provide good thermals. Launching W is necessary in the afternoon and you ride the ridgeline further up to gain some height.

Caution!

Never fly with *Foehn* (S) or *Bise* (NE) forecast!

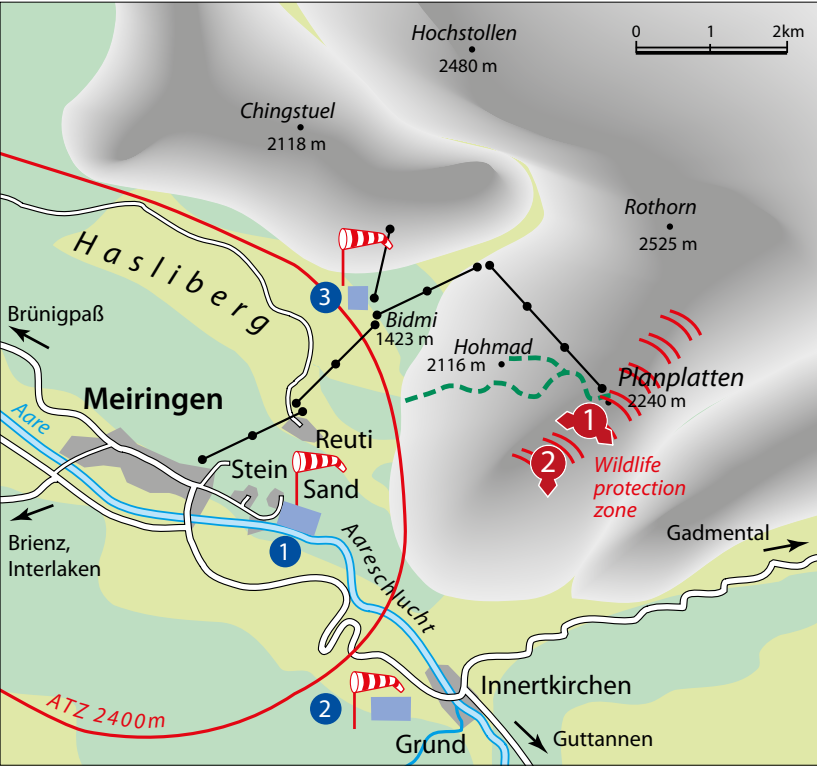
Exposed to bad weather and strong valley-winds in summer.

Respect the military flight zone and plan your flightpath according to the wind to avoid troubles above the Aare canyon.

Many high voltages lines lurk around Innertkirchen!

Cross Country

Smaller roundtrips go N via Rote Nollen–Rotenberg towards the ridge above Melchsee and continue W towards Hochstollen before turning S to Meiringen (giving you 20-25 km). Planplatten lies on the Engelberg–Interlaken link and you can get to both via Brünigpass and Melchtal or even try a triangle flight (see Engelberg). With good altitude you can attempt the crossing of Sustenpass and Klausenpass and fly around the Glarus Alps and up towards



Bernese Alps | Meiringen

Walensee and Chur (as described for Engelberg). Usually the best conditions are in April and May, with a few days in June. Flights of over 100 km have been made to the W (out-and-return towards Thun), but there are many obstacles (lakes, high voltage lines, restricted areas) so it's for very advanced pilots with a knowledge of the environment.

Useful info

- Getting there:** Fly in to Zurich. Direct trains connect from Zürich and Bern via Thun and Interlaken to Meiringen. It's a short walk to the cablecar (or local bus). By car, from the Basel–Bern–Geneva highway, change at Bern Ostring onto A6 Interlaken/Thun and continue towards Interlaken / Luzern / Kandersteg on A8, pass Interlaken towards Meiringen. From Zürich follow the west ring A3 then A4 Gotthard/Luzern then A14 Gisikon-Root/Luzern. At Emmen-Süd turn onto A8 Sarnen / Interlaken and go to Meiringen across the Brünigpass.
- Getting up:** Haslibergbahnen, Tel. +41 (0) 33 972 5110, [www.meiringen-hasliberg.ch](http://www.meiringen-hasliberg.ch)
- Weather:** Detailed info on the school's website
- Meeting pilots:** At the flying school office in Meiringen and at Restaurant du Pont next to the main landing field. The club is Fluggruppe Oberhasli-Brien (www.flob.ch)
- Flying school:** Birdwing, [www.birdwing.ch](http://www.birdwing.ch), Nägeli, also Ozone Switzerland, Tel. +41 (0)79 794 8670, +41 (0)79 353 2323, site introductions cost 50 CHF!
- Staying there**
  - Info: [www.haslital.ch](http://www.haslital.ch), Tel. +41 (0)33 972 5050
  - Camping Aareschlucht, Innertkirchen, Tel. +41 (0) 33 971 5332, [www.camping-aareschlucht.ch](http://www.camping-aareschlucht.ch)
  - Camping Balmweid, Meiringen, Tel. +41 (0)33 971 5115, [www.camping-meiringen.ch](http://www.camping-meiringen.ch)
  - Camping Grund, Innertkirchen, Tel. +41 (0) 33 971 4409; [www.camping-grund.ch](http://www.camping-grund.ch)
  - Alpengasthof Axalp (near Axalp takeoff), Tel. +41 (0)33 951 1671; [www.alpengasthof.ch](http://www.alpengasthof.ch)
  - Simon's Herberge, Meiringen, Tel. +41 (0)33 971 1715, [www.simons-herberge.ch](http://www.simons-herberge.ch)
  - Kehrli's B & B, Meiringen, Tel. +41 (0)33 971 2911, [www.kehrlisbb.ch](http://www.kehrlisbb.ch)
- Map:** LKS #1210 Innertkirchen (1:25,000)



- Alternative sites**
  - Axalp (W) at Brienz; PostBus from Brienz +15 min walk along the road to the launch. Contact Airport Meiringen before you fly!
  - Brienzer Rothorn (NE/SE/S/W), cog railway from Brienz, Tel. +41 (0)33 952 2222; [www.brienz-rothorn-bahn.ch](http://www.brienz-rothorn-bahn.ch) and cablecar from Sörenberg, Tel. +41 41 488 2121, [www.soerenberg.ch](http://www.soerenberg.ch)
  - Hofstetter Gumen (SW-SE); grass slope on the S face of Rothorn range, just above Brienz, road access, contact the flying school at Meiringen!
  - Schönbüel (E/S/NW) at Lungern; cablecar
  - Schynige Platte + Niederhorn (see page)


- Other activities**
  - Famous Aare canyon ([www.aareschlucht.ch](http://www.aareschlucht.ch))
  - Rosenloui glacier canyon ([www.rosenloui.biz](http://www.rosenloui.biz))
  - Reichenbach falls, Giessbach falls, crystal cave etc. ([www.giessbach.ch](http://www.giessbach.ch))
  - Visit Interlaken, Grindelwald and the cog railway across Eiger to the Jungfrau saddle
  - 420 km of MTB trails!
  - Tälli via ferrata (cabled route)
  - 'Muggestutz' adventure hike
  - Lake cruises at Brinezer and Thun lake
  - Sherlock Holmes Museum in Meiringen
  - Ballenberg open air museum



76 Interlaken

N  
W  
E  
S

HEIGHT  
495m – 1395m



NIEDERHORN 1960 m AMISBÜHEL 1290 m LUEGIBRÜGGLI 1060 m

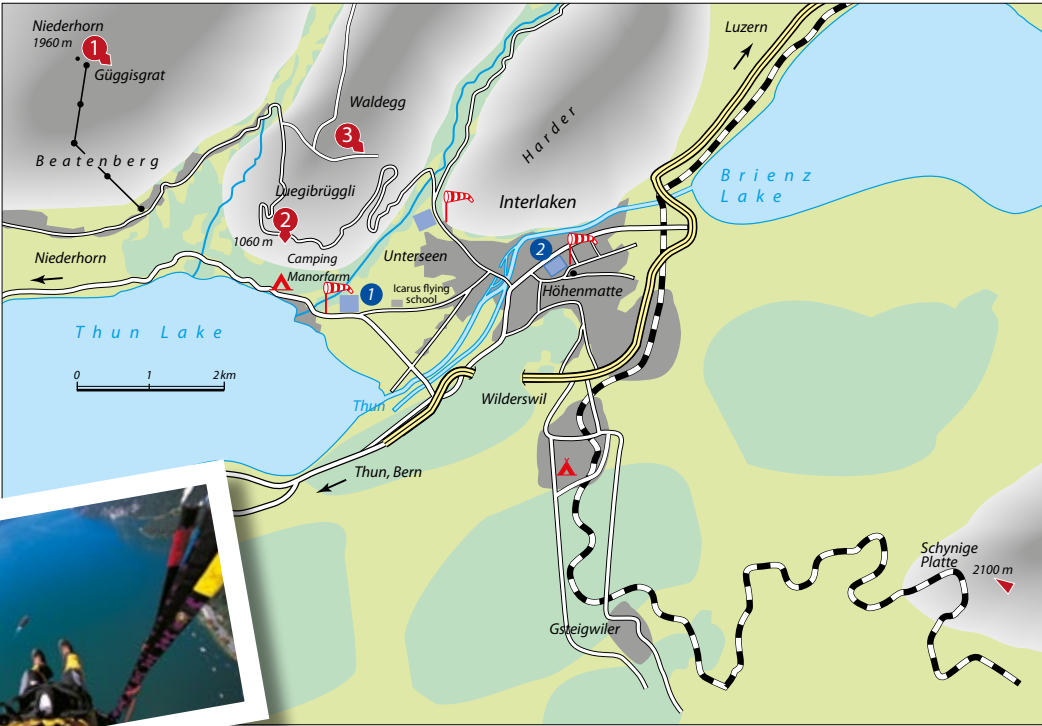
Every summer season, Interlaken becomes more of a ‘fun-sport airpark’ than a serious flying site. It has become one of the most popular areas for paragliding in the entire Alps. Watch out when skydivers from helicopters meet wing-overing tandems and you come gliding in-between to, oops, almost hug a hang-glider! Don’t be shocked – you came here to meet everybody else, didn’t you? A perfect infrastructure for never-too-serious pilots who can do everything and finish off with a pub-crawl around Interlaken. Plus 300 flyable days per year. What more do you need?

Launch

- 1. Niederhorn (SE)** 1960m, easy, topland-able below on the slope. GPS: 46°42’41.01”N, 7°46’35.86”E. Watch out for pedestrians crossing below launch! Access via Niederhorn-Beatenberg cog railway; from the summit station walk 50m NE.
- 2. Luegibrüggli (S)** 1060m, easy, a lower afternoon takeoff for soaring with S or valley-wind. GPS: 46°41’27.35”N, 7°48’34.91”E
- 3. Amisbühel (SE)** 1325m, easy, main launch, GPS: 46°42’8.27”N, 7°49’19.30”E. There are four takeoffs around Amisbühel. A second one lies 30m further on, below. Bergbo at 1215m lies below the private launch of PGI (Paragliding Interlaken) and Fly Ikarus. GPS: 46°42’1.09”N, 7°49’14.73”E.

To access the Beatenberg launches, from the Lehn landing field, take the bus to Unterseen, change to a PostBus up to Beatenberg. Stop at Höhlenweg for Luegibrüggli (follow the path down through a stretch of trees). Stop at Waldegg for Amisbühel.

By private car, you can only drive until the junction of the roads from Moos and Habkern. Park before it at Moos (big parking lot left of the road). Walk 5 min S to the next junction (farm house on the left). Follow the hiking path for 40m, where you find the private launch on your right. Continue further down to the Bergbo launch. If you turn left at the junction and continue on the Braue road, you reach the Amisbühel main takeoff on your right after 100m. There is an overview map on the club’s website.



Berner Alps | Lake Thun | Interlaken

Landing

- 1. Lehn** (565m) main landing area for PG+HG. At the W entrance to Interlaken, 1 km from the Interlaken W highway exit, left of the first roundabout. GPS: 46°40’50.39”N, 7°49’26.39”E. A road passes from the turnoff towards Interlaken just after the roundabout in a return loop to the parking area (club hut and windsock). It’s the best meeting point

- for a lift to the launches and cablecar, otherwise the bus stop is just 50m east.
- 2. Höhenmatte** (570m) PG only, big field in Interlaken E, surrounded by town, often used by the tandem pilots for display landings with their passengers! Good if your accommodation is nearby and you want to run back. GPS: 46°41’9.70”N, 7°51’31.76”E. Go into Interlaken, cross the railway, turn left, and pass the upper part of Höhenmatte.



Flying from Luegibrüggli towards the landing at Lehn, with Interlaken in the background

Photo © Olivier Laugero/Ozone



## Flying

These are summer sites; in winter they rarely offer thermals except on warm and very calm days. Use Amisbühel (3) in the morning or before the valley-wind (NW) comes in. Then change to Luegibrüggli (2). The spine offers good lift above the end of Thun lake – Luegibrüggli is a soaring site. Better thermals can be found in the morning and midday in front of the SE launch (1). With enough altitude you can thermal up in front of Niederhorn and choose where to go (see Cross Country). From Niederhorn summit you get a magnificent glide down to Interlaken on calm days or in the morning. The best conditions for thermaling are around mid-day before the wind comes across the launch. The regular thermals start on the left of launch, before the forest line. In autumn and winter you are often in the sunshine but above the fog, when thermaling and landing on the level southern summit slope is necessary. The ridge has a vertical drop to the north. It is sensitive to wind and weather changes (Beatenberg is much better protected). The Schynige Platte, opposite, above Wilderswil, offers a N side with great restitution and soaring flights for late afternoon in spring and early summer, when the valley-wind works its way up (see alternative sites).

## Caution!

When there is more than 5 hPa of pressure difference between the S and N of the Alps you should stop flying. The Foehn wind gets to Interlaken last, but it can still come all the way down to the ground. Lake Thun is open to the NW, so only NW can blow in, which is luckily a very rare direction! The REGA rescue helicopter base is at Wilderswil airfield and landing there should be avoided. Beatenberg is a generally protected area with plenty of flyable days. But in the season it gets extremely crowded with lots of hobby pilots, students and tandems, so be careful in the air and on the landing approach! Niederhorn can be exposed to strong wind and bad weather and is then unflyable. Choose your launch depending on the day's forecast in the morning. Be careful with Foehn (S) or strong W and N expected!

## Cross Country

Niederhorn and Amisbühel offer great XC possibilities on calm spring days from April through May and early summer. Hang-gliders have done superb triangles of over 230 km into Wallis and back. Check the XC flights on the link on the club's website! For PG, 100km triangles from Amisbühel are feasible, even at low altitude (2000m average). Use turnpoints at Thun and Brienz and to the south, at the rear end of the Lauterbrunnen valley. An even better flight of nearly 130 km went Amisbühel–Brünig–Interlaken, down to Kandersteg, across the main range to Jungfrau and down to Spiez at Thun lake, but this used much higher cloudbase (near 4000m). The classic route to begin with, crosses over to Interlaken's Harder Kulm and follows the entire ridge across Rotenflue and Brienzer Rothorn to Brünigpass and back (about 50 km). Be careful about the restrictions (flying close to the game protected zones around Augstmatthorn is strictly prohibited) and always check with the military airport at Meiringen during the week before flying (see details on Planplatten page). Keep in mind that you can launch quite early from Amisbühel on a good spring day instead of spending time getting to higher and more exposed Niederhorn.

## Useful info

**Getting there:** The nearest airport is Zürich. Trains run from Bern and Thun to Interlaken. Bus 21 (Interlaken–Thun) connects from Interlaken to the landing area and the Niederhorn cog railway station. Another bus connects to Beatenberg and between the cablecar station there and the village (not far from the takeoffs). By car from the Basel–Bern–Geneva highway change at Bern Ostring

onto A6 Interlaken/Thun and continue towards Interlaken, exit at Interlaken W and continue 1 km to the first roundabout where you find the meeting place and landing site at Lehn!

**Getting up:** Thunersee-Beatenberg-Niederhorn-bahnen, [www.niederhorn.ch](http://www.niederhorn.ch), Tel. +41 (0)33841 0841

**Map:** LKS #1208 Beatenberg (1:25,000)

### Weather

- [www.chilloutmeteo.com](http://www.chilloutmeteo.com) (all about the weather around Interlaken)
- At the Chill Out Paragliding Base you will find a daily flying weather check!
- [www.bergfex.ch/beatenberg-niederhorn/wetter/](http://www.bergfex.ch/beatenberg-niederhorn/wetter/)

### Meeting pilots

- Delta & Gleitschirmclub Interlaken, [www.deltaclub-interlaken.ch](http://www.deltaclub-interlaken.ch)
- The Chill Out office or the landing at Lehn are the best places to meet and chat with flying visitors or the local pros.

### Flying schools

- [www.chilloutparagliding.com](http://www.chilloutparagliding.com), Tel. +41 79 339 9388, Kari Eisenhut's Flying Centre, inside Backpackers Villa, offers you all sorts of flying sports around Interlaken + site introductions, accommodation and personal guiding for visiting pilots!
- Fly Ikarus, [www.fly-ikarus.ch](http://www.fly-ikarus.ch), Häppy Michel can be found at the Lehn landing, Tel. +41 (0)33 822 0428, Cell. +41 (0)79 6562323

### Staying there:

- more info on [www.interlaken.ch](http://www.interlaken.ch)
- Camping Manorfarm, 500m from the landing Lehn towards Thuner lake, [www.manorfarm.ch](http://www.manorfarm.ch), Tel. +41 (0)33 822 2264
- Backpackers Paragliding Villa, at Höhenmatte landing, Interlaken, Tel. +41 (0)33 826 7171, [www.villa.ch](http://www.villa.ch)
- Happy Inn Lodge, Interlaken, dorms and rooms, Tel. +41 (0)33 822 3225, [www.brasserie17.ch](http://www.brasserie17.ch)
- Hotel Berghaus Niederhorn, dorms & rooms, Tel. +41 (0)33 841 1110, [www.niederhorn.ch](http://www.niederhorn.ch)
- Alplodge Backpackers, Interlaken, rooms and dorms, Tel. +41 (0)33 822 4748, [www.alplodge.com](http://www.alplodge.com)

### Alternative sites

- Schynige Platte, two launches near Breitlauenen cog railway station, excellent site for evening soaring & restitution; cog railway from Wilderswil
- Niesen (see site page)
- First (see site page)
- Männlichen (E/W/NW); cablecars from Grindelwald, Tel. +41 (0)33 854 8080 and Wengen / Lauterbrunnen, Tel. +41 (0)33 855 2933; [www.maennlichen.ch](http://www.maennlichen.ch)
- Brienzer Rothorn (NE/SE/S/W), cog railway from Brienz, Tel. +41 (0)33 952 2222; [www.brienz-rothorn-bahn.ch](http://www.brienz-rothorn-bahn.ch)

### Other activities

- As an outdoor fun centre, Interlaken offers almost every kind of alpine activity!
- An incredible potential in the nearby ski areas
- The core of the Berner Alps, 20 km of north faces and 4000m peaks!
- Roundtrips by helicopter ([www.airglacier.ch](http://www.airglacier.ch))
- Wilderswil climbing garden (biggest in the area)
- Cog railway to Jungfrauoch from Grindelwald
  - Canyoning & rafting





# Grindelwald



HEIGHT  
250m – 1170m



FIRST 2167 m WALDSPITZ 1940 m PFINGSTEGG 1400 m

Close to the very core of the Bernese Alps and its most famous summits, Eiger-Mönch and Jungfrau, and their overwhelming beauty and colossal walls of ice and rock. Enjoy a breathtaking moment of contemplation before launching into air that's as good as it gets! You can't get closer to the heart of the Alps and you get it with very little effort, because First is a grassy dome accessed via cablecar. Plan on visiting on a calm day in summer – it will remain in your mind forever. There are three different launches and site types: epic but easy at First, medium but practical at Waldspitz and difficult but excellent for soaring at Pfingstegg.

## Launch

- 1. First (SSE/S/SW)** 2120m, easy, on the grass shoulder about 200m S of the cablecar. GPS: 46°39'28.58"N, 8° 3'18.60"E. Not for HG anymore (no transport)!
- 2. Waldspitz (S)** 1940m, medium; for PG and HG on the flat, short slope, 10 min above the Waldspitz mountain restaurant. Get there via PostBus from Grindelwald. GPS: 46°39'6.40"N, 8° 2'34.14"E
- 3. Pfingstegg (NNW)** 1400m, difficult; short, steep slope just W of the Pfingstegg cablecar. Only PG and only with wind. GPS: 46°37'2.51"N, 8° 3'23.33"E. You can hike up in 45 min from Grindelwald.

## Landing

- 1. Grindelwald Grund** (950m) for PG and HG, GPS: 46°37'13.68"N, 8° 1'43.60"E
- 2. Bodmi** (1150m) only PG, E of the First cablecar; only for experienced pilots, check before you land there! GPS: 46°37'43.31"N, 8° 2'35.34"E

## Flying

The **First** slopes provide excellent thermals during spring and summer and the chance of a 4000m+ cloudbase is great during July and August, which you need for your excursion towards the ice peaks. The quality of this flying site has been demonstrated repeatedly in international competitions. However, First can be a bit crowded on summer weekends. First lies within the Schiessplatz Axalp military exercise zone which can be activated

anytime. So check the present restrictions, published at the cablecar bottom station. If in doubt call the Meiringen airbase, Tel. +41 (0)33 972 6706 or check the daily airspace publication on [www.skyguide.ch/en/AIMServices/Dabs](http://www.skyguide.ch/en/AIMServices/Dabs). Your altitude within LS R6 is normally limited to 2250m ASL on the southern section (round First) and north of it at 1850m ASL. Sometimes you are allowed to fly up to 3000m. Note that violations will be prosecuted!

**Waldspitz** is a much lower takeoff, used by tandems and the hang-gliders that cannot get to First anymore. But regular thermals can be found just in front of Waldspitz restaurant (the second good lift if you do not catch one in front of the First takeoff).

**Pfingstegg** is a soaring site, where you can link up with the north wall of Eiger (on rare occasions in a smooth dynamic lift) or simply soar in the valley-wind, but it's for experienced pilots!

## Caution!

Dangerous with strong winds (*Bise* and *Foehn*) so check the daily forecasts. Pretty crowded on summer weekends. CTR and restricted areas nearby.



Bernese Oberland | Grindelwald

## Cross Country

Triangles of over 130 km have been achieved by PG, with turnpoints at Gstaad (see Wispile) by crossing the main valleys of the Bernese Oberland via Lauter-

brunnen and Frutigen/Adelboden. Once at Niesen (see site page) you simply follow the endless range towards Gstaad. This is the classic standard high flight. First–Gstaad and back (125 km); First–Niesen and back (70 km).

The classic short route for everybody goes W from First or Waldspitz via Faulhorn–Loucherhorn to Schynige Platte to land at Hohmatte/Interlaken or return from Schynige Platte back to Grindelwald (35 km). You can also try E via Schwarzhorn – Tschingel – valley crossing to Planplatten and continue E from there (see Planplatten). A difficult task is a roundtrip from First to Briener Rothorn–Niederhorn/Amisbühel–return (65 km).

## Useful info

**Getting there:** Zurich airport. Trains connect from all major cities (Zürich, Bern, Thun etc.) with a change at Interlaken Ost to Grindelwald. By car: A2 Basel–Bern–Geneva change at Bern–Ostring onto A6 Interlaken/Thun and continue towards Interlaken. Exit at Interlaken Ost and follow via Wilderswil to Grindelwald.

### Getting up

- Firstbahn, Tel. + 41 (0)33 828 7711; all year (skiing in winter); check for First on [www.jungfrau.ch](http://www.jungfrau.ch)
- Pfingsteggbahn, Tel. +41 (0)33 853 2626; [www.pfingstegg.ch](http://www.pfingstegg.ch), only operates in summer!

### Weather

- [www.paragliding-jungfrau.ch/wetter-d.htm](http://www.paragliding-jungfrau.ch/wetter-d.htm): all the necessary weather news on the Club website.
- First automatic station Tel. +41 (0)79 388 1022

**Meeting pilots:** Deltaclub Jungfrau-Taechi ([www.jungfrau-taechi.ch](http://www.jungfrau-taechi.ch)). Pilots mostly meet at the First takeoff, Grund landing and the cablecar.

**Flying school:** Flugschule Jungfrau, Tel. +41 (0)79 667 2314 ([www.flugschule-jungfrau.ch](http://www.flugschule-jungfrau.ch))  
**Staying there**  
[www.grindelwald.ch](http://www.grindelwald.ch), Tel. +41 (0)33 854 1212  
**Map:** LKS #254 Interlaken (1:50,000)

Support this project on [www.bestflyingites.com](http://www.bestflyingites.com)



Thermaling on the south side of First with a view of the north face of the Eiger

Photo © Martin Scheel ([www.azoom.ch](http://www.azoom.ch))



# Niesen

NIESEN 2362 m



HEIGHT  
1480m – 1560m



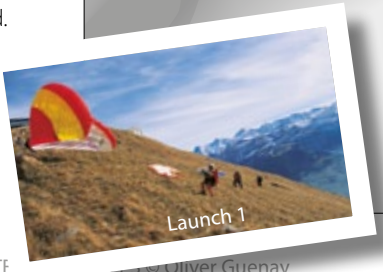
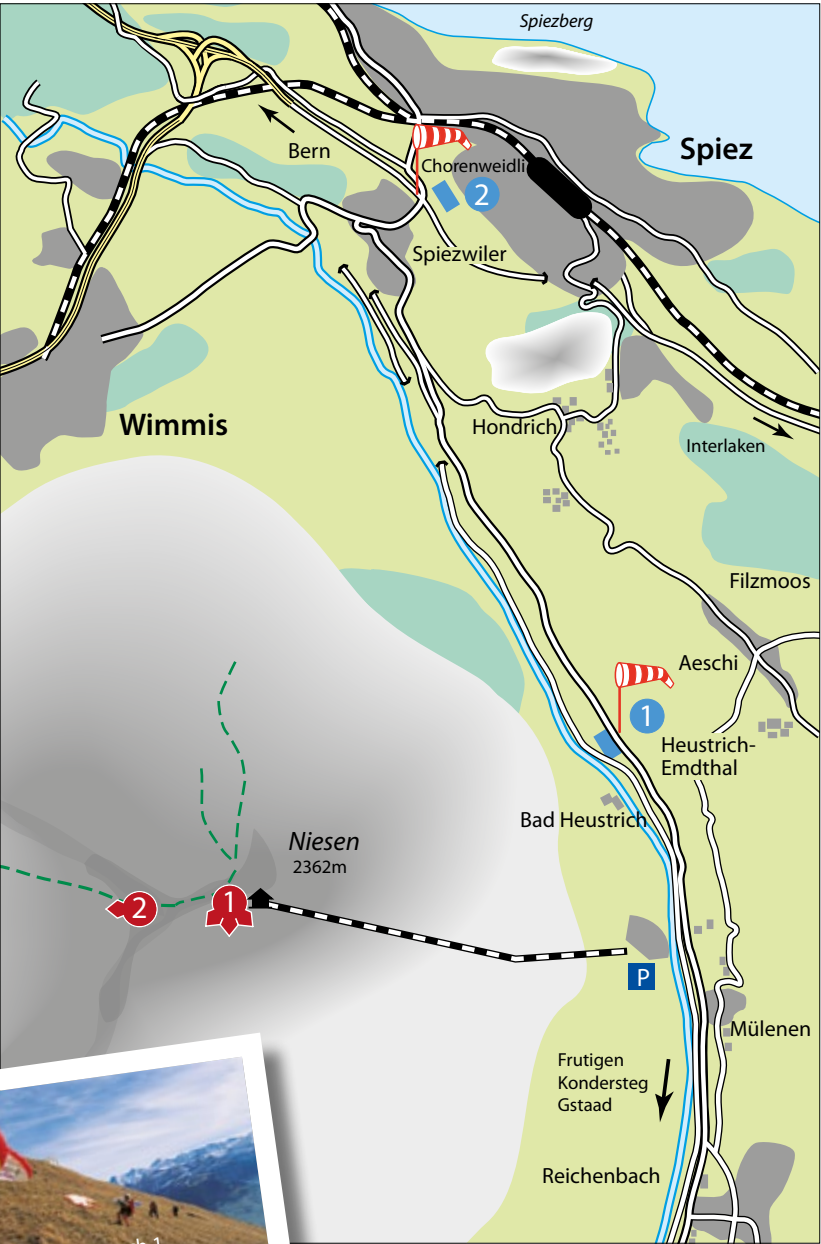
Niesen overlooks Thun lake and is the dominant sentinel at the entrance of the Kander valley. It is one of the major flying peaks of the Upper Bernese. Despite the long grass ridge it is not an easy place to launch, except during the calm season. In summer, Niesen offers an enormous potential for long thermal and XC flights, but only for experienced and regular pilots. All other flying visitors are better off around Interlaken.

## Launch

- 1. (SE-SW) 2270m, easy, at the saddle of the grass slope (windsock); 100m W below the cablecar station. GPS: 46°38'39.62"N, 7°38'54.22"E
- 2. Stand (W) 2260mm easy, continue further on the ridge, about 20 min from the cablecar station. GPS: 46°38'38.97"N, 7°38'42.43"E

## Landing

- 1. **Bad Heustrich** (700m), just behind (N) the Bad Heustrich railway station bordering Badgasse. Check the approach route on the Club's website as the landing is surrounded by a restricted area (CTR Reichenbach airfield) on the N of the Kander river. There's a strict altitude limitation of 900m ASL on the landing approach once you've crossed the river Kander (from the S). Head straight into the landing field without any further turns! GPS: 46°39'11.73"N, 7°41'2.68"E. From the Niesen cog railway station at Mülenen go N on the footpath which runs parallel to the river Kander on the right hand side, until you reach the landing field (20 min) behind the Bad Heustrich station.
- 2. **Spiezwiler-Chorenweidli** (665m) for HG+PG, just E (left) of the Spiez highway exit (when descending from Bern), area of fields with windsocks on the E end. Only land on cut fields. Bordered on the E/SE by Breitenweg. Do not land further E in the fields on the other side of this small road! GPS: 46°41'6.34"N, 7°40'22.68"E. Access: just after the Spiez exit there is a commuter parking before the fuel station at the village entrance. From there, walk back on the opposite side of the highway divider for about 50m until you reach Kronweidliweg. Turn left and walk up to the landing field. If you want to land here, then leave your car at the described parking and continue on Kronweidliweg (see above) from the landing field into Spiez and under the railway lines, then turn right on the main road to reach the railway station (a 10 min walk). The train takes you to Mülenen, change onto the cog railway up to Niesen! Trains run every hour (6 min to Mülenen).



Bern | Berner Alps | Spiez

**3. Frutigen Aerodrome** (780m), field left of the road when looking up the valley towards Adelboden. An alternative when there's fog over Lake Thun making Spiez unlandable, or for when returning on an XC flight. The valley-wind can be strong. Easily identifiable with the hangar building and the windsock. It is owned by Cloud 7 PG school ([www.cloud-7.ch](http://www.cloud-7.ch)) who charge 2 sFr. landing fee. You land just E of the head of the runway on the grass. GPS: 46°35'8.67"N, 7°39'14.50"E. Getting back to your car? The Frutigen railway station is just opposite (5-10 min walk) with hourly trains to Mülenen or Spiez!

## Flying

From the Niesen summit head either S over the Frutigen valley or N past the Diemtig valley to landing. It is mandatory that you know the restricted areas when leaving the mountain (detailed sketch at the cog railway bottom station or, otherwise check with the Club or their website). The long ridge line leading SW provides powerful thermals so it is easy to get up but this mountain is not a place for beginners, except in autumn or early in the day!

## Caution!

Steep and exposed launches, relatively strong breeze around midday during summer. Not good with wind at altitude forecast, especially not Bise (NE) or Foehn (S). Not a winter flying site (cog railway stops and the area is exposed to avalanches!) Check the flight restrictions above.

## Cross Country

Excellent, powerful departure for experts (May/June are the best months). Regular triangles of over 150 km! The classic direction is SW above the Frutigen valley: Frutigen–Adelboden–Kandersteg–Lenk then towards Leysin and S towards the W edge of the Bernese main range and back above the Rhone valley. Shorter triangles back via Kiental–Grindelwald–Meiringen and back towards Interlaken are possible. The PG record was set by Chrigel Maurer in May 2008 with a 256 km triangle (W to Leysin and



Photo © Martin Scheel ([www.azzoom.ch](http://www.azzoom.ch))

E via the S faces of the Bernese Alps with a loop to Saas Fee (!) and N across the Bernese Alps again, crossing the Thun lake to Flüeli near Marbach before coming back to Niesen. Simple!

## Useful info

**Getting there:** The nearest airports are Zürich and Geneva. Trains run via Bern–Thun–Interlaken with a stop at Spiez. From there connect to the cog railway station at Mülenen by local train. By car: on A8 Bern–Thun–Interlaken, exit at Spiez going towards Kandersteg until Mülenen (signed parking at the cog railway). If you intend to land at Spiezwiler, rather leave your car at the Spiez railway station. **Getting up:** [www.niesen.ch](http://www.niesen.ch) – impressive cog railway at Mülenen, Tel. +41 (0) 33 676 7711; open from the end of April until the middle of November! **Weather:** <http://wetterstationen.meteomedia.de/messnetz/wettergrafik/067320.png> (Niesen weather). Further details on the English version of [meteoblue.com](http://meteoblue.com) for Switzerland **Meeting pilots** Birds Gleitschirmclub ([www.schuck.ch/birds](http://www.schuck.ch/birds)) **Map:** LKS #1227 Niesen or #1207 Thun (1:25,000)

- Staying there**
- Info: [www.thunersee.ch](http://www.thunersee.ch), Tel. +41 (0)842 842 111
  - There is limited accommodation at the Niesen Mountain Hostel, prices incl. half-board & cog railway ticket ([www.niesen.ch](http://www.niesen.ch))
  - Hotel Bahnhof, Spiez, Tel. +41 (0)33 654 8654
  - Hotel Lätschberg, Tel. +41 (0)33 654 2251, nearest to the landing at Spiezwiler
  - Many campsites beside Thun lake!
- Flying school:** Cloud 7, Frutigen ([www.cloud-7.ch](http://www.cloud-7.ch)) Tel. +41 (0)79 630 9893
- Alternative sites**
- Niederhorn and Stockhorn (see site pages)
  - Brienz Rothorn (NE/S/SE/W), cog railway from Brienz, Tel. +41 (0)33 952 2222; [www.brienz-rothorn-bahn.ch](http://www.brienz-rothorn-bahn.ch) and cablecar from Sörenberg, Tel. +41 41 488 2121, [www.soerenberg.ch](http://www.soerenberg.ch)
  - Mägisserenalp (SE/W) at Frutigen, summer flying site, car or club shuttle (see Club)
- Other activities**
- Mountain hiking from Niesen
  - Water activities on Thun lake
  - Visit Thun centre and Interlaken
  - Cog railway to Jungfrauoch
  - Ski stations at Adelboden and Kandersteg



79

Stockhorn

STOCKHORN 2190 m



HEIGHT  
840m – 1425m



From a distance, this prominent rocky summit above the entrance to the upper Bernese and the Simmen valley does not appear to have a launchable face, but it offers good height and thermals for nice fun flying and XC. For inexperienced pilots, Huus is the best launch.

Launch

- 1. Mountain station (SE–SW)** 2095m, medium, HG ramp + PG launch 2 min further below, just walk out from the cablecar. GPS: 46°41'34.15"N, 7°32'16.73"E.
- 2. Huus (SE–SW)** 1540m, easy, also for beginners! GPS: 46°40'38.56"N, 7°32'12.07"E  
Access via toll road. Buy tickets at the left house near the toll road sign at the end of Balzenberg.

Landing

- 1. Seewelen** (700m) PG & HG. GPS: 46°39'28.07"N, 7°31'43.62"E. Below the road into the Simmen valley on the other (S) side of the river Simme. From the cablecar station go about 1 km to Ringgoldingen, where a road to Seewelen turns left and passes the landing field. Limited parking. 15 min walk to the cablecar. Beware of the telephone line! The wind usually blows into the valley.
- 2. Blumenstein** (670m) HG or XC pilots on PG (long glide!) GPS: 46°44'45.43"N, 7°31'44.15"E. From Erlenbach follow road 11 across Reutigen–Niederstocken–Oberstocken–Pohlen into Blumenstein. At the big junction turn right and leave Blumenstein towards Thun. After about 1.2 km between Lochmesbüel and Reckebüel, the landing field is left of the road (20 km from Erlenbach).

Flying

The midday thermals await you around Walpersbärgli. The first terrace below the summit has hardly any surface for emergency landings and is full of cables and electricity lines around the little Hinterstock lake – be very careful! Practice flying over here only with perfect conditions or launch further down at Huus!

Caution!

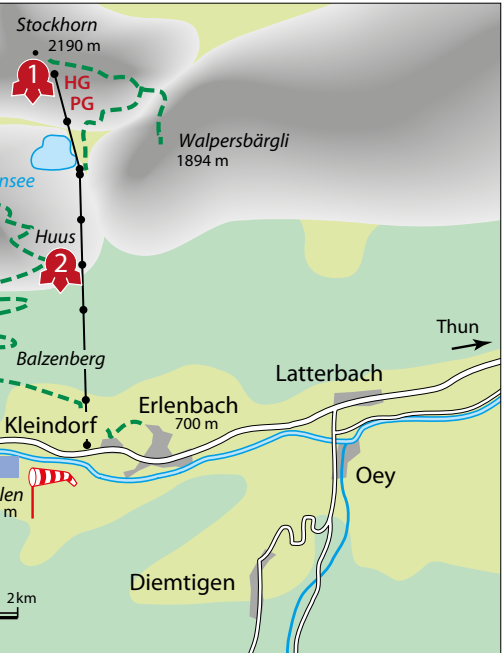
The exposed summit is very sensitive to bad weather or strong winds at altitude so check your weather forecast carefully. Don't soar low around the summit as there are many cables and lines. The landing area at Seewelen can be turbulent in summer.

XCcountry

Not as good as from its southern neighbour (Niesen and its range) but it offers a good E–W flight axis along the Simmen valley and a nice triangle connecting to the Frutigen valley. The main option is going towards Zweisimmen–Lenk–Gstaad along the ridges. The classic triangle goes to Gantrisch and crosses S before Boltigen village, follows the W faces towards Lenk before crossing back NE into the Frutigen valley and returning via Niesen to Wimmis and Stockhorn (about 65 km). Straight flights have reached les Diablerets/Leysin/Château d'Oex or Anzère.

Useful info

**Getting there:** The nearest airport is Zürich. Trains run via Bern–Thun–Spiez where you change to BLS train (local network Spiez–Erlenbach–Zweisimmen) which takes you to Erlenbach station (stop on



Bernese Middleland | Erlenbach

demand only!) otherwise to Oey–Diemtigen. By car on the A6 via Bern–Thun–Spiez, exit at Wimmis and go towards Zweisimmen to Erlenbach im Simmental. On the main road opposite the cablecar station you will find a big free parking area!

**Getting up:** Stockhornbahn, Erlenbach, Tel. +41 (0)33 681 2181 ([www.stockhorn.ch](http://www.stockhorn.ch))  
**Weather:** Lots of info on the flying school website  
**Map:** LKS #253 Gantrisch (1:50,000)

**Meeting pilots**

- Gleitschirm & Deltaclub Stockhorn ([www.pdcs.ch](http://www.pdcs.ch))
- Pilots meet at the landing areas

- Staying there**
- Info: [www.erlenbach-be.ch](http://www.erlenbach-be.ch), Tel. +41 (0)33 681 8230, or [www.lenk.ch](http://www.lenk.ch) or [www.diemtigtal.ch](http://www.diemtigtal.ch)
  - Camping Eggmatte, Schwenden, Tel. +41 (0)33 684 1232 ([www.wuethrich-diemtigtal.ch](http://www.wuethrich-diemtigtal.ch))
  - Hotel & Camping Rössli, Oey, Tel. +41 (0)33 681 1225 ([www.roessli-oey.ch](http://www.roessli-oey.ch))
  - Camping and dormitories at Jaunpass, Boltigen, Tel. +41 (0)33 773 6953 ([www.jaunpass.ch](http://www.jaunpass.ch))
  - Hotel des Alpes, Jaunpass, Tel. +41 (0)33 773 6042 ([www.desalpes-jaunpass.ch](http://www.desalpes-jaunpass.ch))

- Alternative sites**
- Mägisserenalp (SE/W) Frutigen, summer site, car (toll road) or shuttle by the Club at Frutigen
  - Möntschelen (NE/E), Blumenstein, the best site in the region with Bise (NE), shuttle service around 13h00 in summer from the Blumenstein landing
  - Rinderberg (NE/E) at Zweisimmen, cablecar, Tel. 41 (0)33 729 8192
  - Abendberg (NW) at Erlenbach, Rinderalp (E) and Pfaffen (N/SE)
  - Niesen (see site page)

- Other activities**
- Hiking in the Stockhorn range
  - Climbing area at Chrindi (Stockhorn intermediate station)
  - MTB downhill and tours at Wirihorn
  - Swimming bath at Spiezerbucht (Spiez bay)
  - Excursions to Thun, Bern (old town is UNESCO world heritage site) and Interlaken
- Flying school:** Flugschule Diemtigtal, Franz Meyer ([www.flybeo.ch](http://www.flybeo.ch)) Tel. +41 (0)33 681 1976



Photo © Andi Busslinger ([www.andreasbusslinger.ch](http://www.andreasbusslinger.ch))

Flight from Stockhorn peak with a view of the Bernese Alps to the SE.



# Kandersteg



HEIGHT  
520m – 620m



ALLMENALP 1800 m OESCHINENSEE 1700 m

The oldest paragliding site in Switzerland lies in an idyllic environment. The glacial peaks of the Doldenhorn group close around the valley. It is a gateway to the southern Alps via train. The two sides of Kandersteg complement each other: Oeschinensee is for the calm times of the year and Allmenalp is a summer flying site.

## Launch

- 1. Allmenalp (E/SE)** 1800m, easy, the meadow slope 10 min hike above the cablecar. GPS: 46°29'40.95"N, 7°39'1.04"E
- 2. Oeschinensee: Fule Hund (S-W)** 1700m, easy, the slope E of the chairlift station. GPS: 46°30'5.59"N, 7°41'50.25"E
- 3. Oeschinenbire (S-W)** 1750m, easy, steep slope 10 min above the chairlift station. GPS: 46°30'12.54"N, 7°41'47.11"E

## Landing

- 1. Allmenalp base station** (1180m) meadow with windsock beside the cablecar. GPS: 46°29'24.20"N, 7°39'47.00"E.
- 2. Niedermatti** (1180m) big meadow 200m N of the Oeschinensee chairlift, just left of Oeschigässli road. GPS: 46°30'0.14"N, 7°40'46.30"E

## Flying

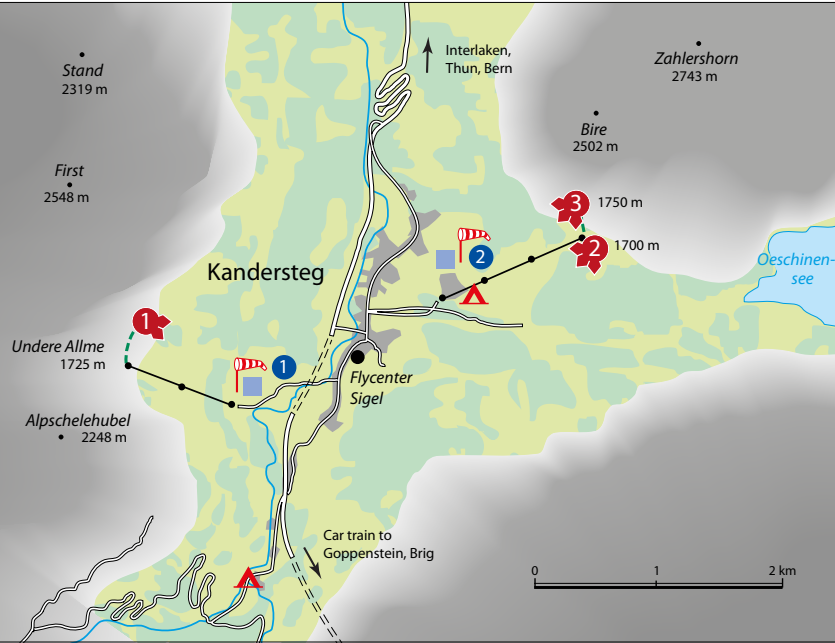
Oeschinensee: mainly an autumn and winter site as the summer valley-winds (N) cause this to be leeside! When soaring at Biberg watch out for the transport cables of the power station towards Doldenhornhut! Allmenalp: spring, summer and autumn site. Inaccessible during winter due to the avalanche risk. Do not go there with moderate to strong SW!

## Caution!

Strong summer valley-wind, strong Foehn and Bise winds, check the wind indicator at the cablecar!

## Cross Country

Surrounded by high ranges and exposed to strong valley-winds in summer, this site offers demanding XC conditions, for experts! **Heading south:** go towards the Gastern valley after thermalling up at Bire, First and then on to Jegertosse and Fisistock. Continue along the S faces of the Doldenhorn group. Another option (very difficult) is to cross Balmhorn towards Leukerbad.



Bernese Oberland | Kandersteg

**Heading SW** (towards Adelboden): climb up on First and cross to Banderspitze, then follow the range towards Leuk and eventually Gstaad. Heading N: head out across Mitholz above the valley (the Giessen en flank provides good thermals), cross to Dreispitz and continue to Interlaken. Then you have options as described under Niesen, First or Niederhorn (see site pages).

## Useful info

**Getting there:** Nearest airports: Geneva, Zürich. Trains run from all major cities (Bern, Zürich, Basel, Geneva) via Thun and Spiez to Kandersteg (station info: Tel. +41 (0)58 327 4114). By car from the north, follow A8 and A6 Bern–Thun–Interlaken, exit at Spiez, via Reichenbach towards Kandersteg. From the south you can reach Kandersteg via the car train from Visp (Visp is where the A9 from Lausanne–Martigny–Sion towards Brig and the Furka/Gotthard road connect). From Italy (Milan) via A8/A26 Gravellona and SS33



Photo © Andi Busslinger (www.andreibusslinger.ch)

across the Simplonpass (Sempione) to Brig and Visp. The car train extension starts on the bottom of the Simplon/Sempione pass on the Italian side (S), offering you a comfortable way to avoid the road to Visp.

### Getting up

- Allmenalpbahn, Tel. +41(0)33 675 1690, [www.allmenalp.ch](http://www.allmenalp.ch)
- Oeschinenbahn, Tel. +41 (0)33 675 1118, [www.oeschinensee.ch](http://www.oeschinensee.ch)

### Weather

Detailed links on club + village website (see below).

### Meeting pilots

Gleitschirmclub Kandersteg, [www.gsck.ch](http://www.gsck.ch)

**Flying school:** Flugschule Kandersteg, Martin Sigel, Tel. +41 (0)79 226 6582

### Staying there

- Info ([www.kandersteg.ch](http://www.kandersteg.ch)) Tel. +41 (0)33 675 8080
- Mountain lodge (Berggasthaus) Oeschinensee, Tel. +41 (0)33 675 1166, dorms and rooms; [www.berghausoeschinensee.ch](http://www.berghausoeschinensee.ch)
- The Hayloft, charming B&B, Swiss-run, Tel. +41 (0)33 675 0350; [www.thehayloft.ch](http://www.thehayloft.ch)
- Camping Rendez-vous, Tel +41(0)33 675 1534; [www.camping-kandersteg.ch](http://www.camping-kandersteg.ch)

**Map:** Kandersteg hiking map, available at the tourist office, or LKS #1247 Adelboden (1: 25,000)

### Alternative sites

- Alpschelehubel (SE) 1 hr hike from the cablecar top station at Allmenalp
- Alp Giessen en (W) at Mitholz

- Mägisseren (NW/S) at Frutigen, road; shuttle service by the Club; [www.cloud-7.ch](http://www.cloud-7.ch)
- Engstligenalp (NW-NE) at Adelboden, superb winter site, cablecar; [www.engstligenalp.ch](http://www.engstligenalp.ch)
- Metsch / Metschstand (SW/W) at Lenk, cablecar; [www.metsch-lenk.ch](http://www.metsch-lenk.ch)

### Other activities

- Visit the UNESCO world heritage environment: Blümlisalp, Oeschinensee and around the valleys of Kiental and Gasteretal.
- Lots of mountain activities: MTB, ski, hike, climb
- Car train via Lötschberg tunnel to Wallis
- Swimming bath at Kandersteg
- Via ferrata (chained routes) from Kandersteg to Allmenalp



# Gstaad



HEIGHT  
675m – 870m



HÖHI WISPILE 1939 m

Five valleys join at Gstaad, and Wispile lies just above them on a platform in the middle. So there are plenty of takeoffs, landings and a mostly moderate breeze in a superb microclimate, making Wispile one of the major flying sites of western Switzerland! Excellent for beginners and XC pilots and notable because of its great number of neighbouring sites, all reachable by cablecar (or via a short XC flight) which makes this site also the easiest place for XC beginners. Moreover, Wispile is an all-year-round site. Around Gstaad you can find over 20 places within short distance plus all the launches you could want as a hike & fly pilot. It takes more than a week to get an idea of the potential but you will love it! However, as Gstaad is an important refuge for luxury and golf tourism, it is not the cheapest environment for smaller wallets.

## Launch

1. **(N)** 1865m, medium. 200m N of the cablecar, a bit lower; flat slope in a forest gap on the ridge. GPS: 46°26'28.06"N, 7°17'33.40"E
2. **(NW)** 1900m, medium (difficult without wind), directly below the cablecar, with the forest close by! GPS: 46°26'23.18"N, 7°17'31.12"E.
3. **(NE-SE)** 1920m, easy, upon the flat ridge of Wispile, 200m S of the cablecar. GPS: 46°26'12.83"N, 7°17'36.81"E. A bit before this launch you have another option for NE.

## Landing

1. **Gstaad, cablecar** (1050m) 300m S of the cablecar at the road to Col de Pillon. Quite turbulent in summer afternoons! GPS: 46°27'42.28"N, 7°17'0.22"E
2. **Gstaad-Gruben** (1190m) landing for the Rellerli site, 200m from the Gruben schoolhouse. Check it before you go there. GPS: 46°29'5.29"N, 7°17'27.45"E
3. **Engi emergency landing** (1165m) below the E side of Wispile in the Engi valley just S of Lauenen, right of the road. Unofficial. Avoid high grass landing in summer! GPS: 46°26'32.04"N, 7°18'36.87"E.

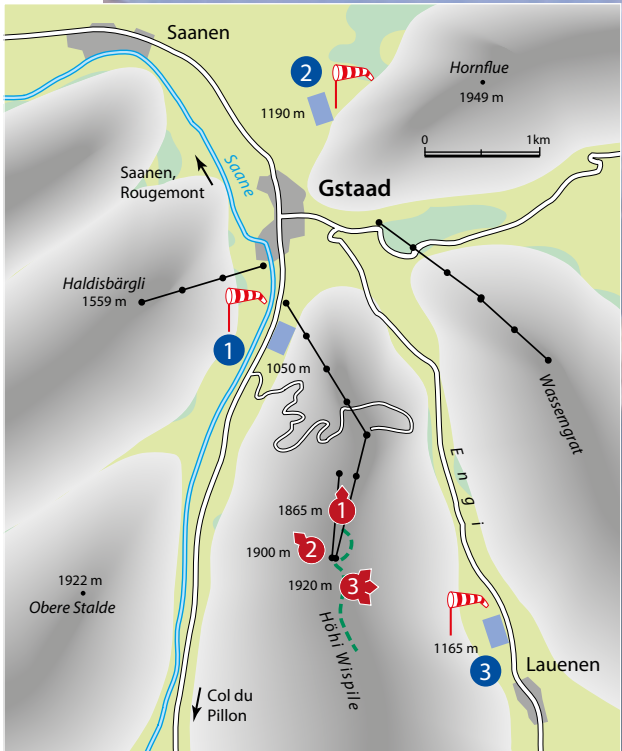
## Flying

Good thermaling in the morning along the slopes above Lauenen. With enough height you can cross W towards Hasenegg and Stalde or continue S. Or fly N from Wispile to Hornflue; the edge of that mountain is better exposed to the valley-wind and the thermals coming up from Gstaad.

The afternoon flying is better on the Simmen valley side of Wispile. Hornflue (and Rellerli further N) are the best options if you can cross over and want to stay and play in the anabatic wind.

## Caution!

Check with the local aerodromes and the heliport before you fly away! **Flugplatz Saanen** (Tel. +41 (0)33 744 4025, Radio 119.425Mhz) and **Flugplatz Zweisimmen** (Tel. +41 (0)33 722 2577, Radio 121.225Mhz). **Saanen helicopter base**, 24 hr active emergency and regular sightseeing or transport flights! Tel +41 (0)33 744 5550.



Saanenland | Gstaad



Flying from Les Diablerets, the highest launch near Gstaad





Gliding down from Höhi Wispile

The flying site is protected from most bad weather and winds at altitude until the sky becomes really dark and heavy. Nevertheless, check the weather forecast or ask at the flying school! Watch out for cables on landing.

## Cross Country

Excellent spring and summer XC along the Saanen, Simmen and Lauenen valleys towards the Bernese main range further south. The site has repeatedly hosted PWC competitions. Lenk, Col du Pillon and the main XC axis of the Bernese Alps can be reached on a good day. With cloudbase high enough you can fly around the star-shaped valley of Gstaad (clockwise) in spring and early summer, starting with Hasenegg/Stalde and continuing to Les Rodomonts then back to Rellerli and south to Horneggli and Hornflue (soarable until late) before finally landing at the base of Wispile (15-20 km, extendable). Another nice flight goes down south along Wispile ridge and to Les Diablerets and back

(25-30 km) – more difficult than the valley roundtrip in its final parts around Col du Pillon.

## Useful info

**Getting there:** The nearest airport is Geneva. Trains run to Gstaad from Montreux (MOB) or from Spiez (BLS). Connections via Thun, Bern, Basel and Zürich or Montreux-Geneva. By car from the A8 Bern–Thun–Interlaken exit at Wimmis and continue on B11 via Zweisimmen to Gstaad. From the highway Fribourg–Lausanne, exit Bulle, continue via Château d’Oex and Saanen to Gstaad.

**Getting up:** Wispilebahn; [www.gstaad.ch](http://www.gstaad.ch), Tel. +41(0) 33 748 8232  
**Weather:** See club website. Wispile automatic weather report: Tel. +41 (0)79 246 6530  
**Meeting pilots:** Club [www.gcgstaad.ch](http://www.gcgstaad.ch). Meet at the landing field or the cablecar.  
**Flying school:** Fabrice Biemann, Tel. +41 (0)79 224 4270, [www.paragstaad.com](http://www.paragstaad.com)

### Staying there

- Info: [www.gstaad.ch](http://www.gstaad.ch); Tel. +41 (0)33 748 8181
- Hotel Alphorn; [www.gstaad-alphorn.ch](http://www.gstaad-alphorn.ch), Tel. +41 (0)33 748 4546 (the best option close to the Wispile cablecar)
- Camping Saanen, Tel. +41 (0)33 744 6191
- YH Chalet Rüblhorn, Tel. +41 (0)33 744 1343

**Map:** Saanenland hiking map (1:40,000) available at the Tourist Office

### Alternative sites

- Horneggli (W/NW) nice restitution flight in summer; cablecar Tel. +41 (0)33 744 1430
- Rellerli (W/SW, S/SE), small site N of Gstaad; good for soaring (W) and thermaling in the morning! Rellerlibahn at Schönried, Tel. +41 (0)33 748 8721
- Rinderberg, Danielsweid, cablecar Tel. +41 (0)33 729 8192
- Wasserngrat (N/W), parallel ridge E of Wispile above Lauenen valley; cablecar Tel. +41 (0)33 748 9672; probably closed
- Les Diablerets / Scex Rouge (W/NW); fantastic

- alpine launch at Col du Pillon; cablecar [www.glacier3000.ch](http://www.glacier3000.ch); Tel. +41 (0) 24 492 0923
- La Videmanette & Col de Videman (SE, W/SW, NE); cablecar from Rougemont; destination Gstaad, Tel. +41 (0)26 925 8161
- Les Rodomonts (W-S); very popular school site, excellent grass ridge for beginners; shuttle service (Gstaad flying school) to the takeoff; same landing as for Videmanette. Strong valley-wind in summer afternoons!

### Other activities

- Yehudi Menuhin Museum and festival (the great violinist and humanist lived in Gstaad)
- Gourmet restaurants like Chesery and Chlösterli
- Wellness Hotels with extensive programs, like the Bellevue Spa ([www.bellevue-gstaad.ch](http://www.bellevue-gstaad.ch))
- World’s highest rollercoaster (Diablerets glacier)!
- 150 km of mountain bike runs
- Local cheese products such as Hobelkäse
- More activities on [www.gstaad.ch](http://www.gstaad.ch)

Above the westface of Les Diablerets



# Fiesch

At the southern base of the Bernese main range, and beside the biggest ice mass in the Alps (the arctic-like but shrinking Aletsch glacier, a Unesco World Heritage site) Fiesch is a cross country Mecca, sometimes called the ‘Owens valley’ of the Alps. It’s true that its incredibly scenic environment and flying potential are hard to beat, but they are suited to advanced pilots. The thermal-hunting season starts in April and extends into early autumn. Be well prepared – you face all the risks in such a flying environment!

## Launch

- Heimat (ESE/SE)** 2300m, easy, the best morning launch for XC pilots. 400m E of Fiescheralp-Kühboden, slightly higher than the chairlift. GPS: 46°25’3.33”N, 8° 6’24.29”E
- Fiescheralp (SE/S)** 2200m, easy, just in front of the huts of Fiescheralp, 50m W of the Kühboden cablecar station. GPS: 46°24’41.04”N, 8° 6’10.31”E
- Galfera (SW-SE)** 2150m, easy, big alpine meadows near hiking trail, 600m SW of the Fiescheralp cablecar station, walk 10 min slightly downwards. GPS: 46°24’21.33”N, 8° 5’58.27”E

## Landing

- Fiesch-Lischa** (1050m) big meadow for HG & PG, next to the road into Fiescher valley, 400m N of the cablecar, opposite the Good Flying school shop. GPS: 46°24’33.55”N, 8° 8’14.32”E
  - Lax landing** (1100m) GPS 46°23’8.00”N, 8° 6’50.00”E, about 10 min from Fiesch by car, preferable when the Grimselwind (N) has reached Fiesch, or when you come in late (to avoid the risks of falling winds from the glacier). But it can be leeside with the daytime valley-wind blowing.
  - Fiescher valley** (1100m) GPS: 46°25’18.34”N, 8° 8’47.79”E. The Flying Centre landing; safer than Lischa with N wind, about 2 km up the valley (with bus connection to Fiesch). The glacier-wind can reach here late in the afternoon.
- Note:** Other landings can be found lower in the Rhone valley at Naters (at the sports field) and near the road to the Grimsel pass further up from Fiesch, at Niederwald 1256m (GPS: 46°26’12.42”N, 8°11’36.43”E), Glurigen chapel 1350m, between Ritzingen and

## Flying

The sunny position of the site, high above the E-W Rhone valley guarantees easy thermals from the countless gullies. But never underestimate the environment here: you are amidst the high ranges of the Alps exposed to weather changes and strong winds. The Rhone valley and all side valleys below are extremely windy and turbulent in the afternoons during summer, so plan your landing carefully. This is not a summer flying site for hobby pilots, except in the morning. Fiesch is much better in summer than in spring as the winds are more predictable and the protection from a northerly influence is much better because of the stronger thermal activity on the Wallis south faces.

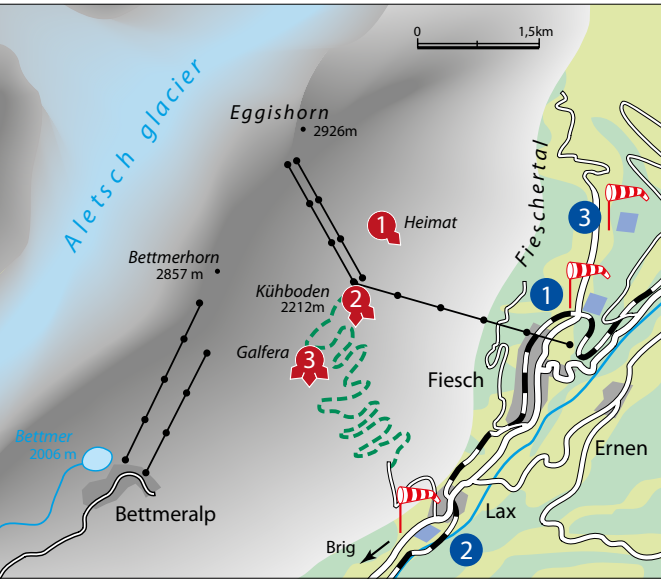
## Caution!

High alpine exposure with strong and turbulent valley-winds in summer. Very rapid thunderstorms (when the pressure drops) and exposed to N wind which you can only feel when it’s too late (hefty leeside thermals throw you up into the rotor and the wind rotates downward across the Grimsel

pass). The landing is demanding in the afternoons (a confluence of several valleys with a glacier-wind blowing downwards by late afternoon). NW only allows for flights between Münster and Brig. Don’t fly with N and Foehn! Check the local map carefully to understand the complex wind systems.

## Cross Country

A long tradition of XC flights, with triangles of over 200 km. Back in 1992 Chur had already been reached from Fiesch by PG. Every summer, hundreds of pilots brave the powerful thermals and ride the ridges above the upper Rhone valley, but not without risk. Is it an XC paradise? Most pilots believe



Upper Wallis | Fiesch





HEIGHT  
400m – 1494m



# Zermatt

When it comes to Alpinism, it is unthinkable to bypass the renowned Zermatt and Matterhorn. The carfree village and its 'magic mountain', a tremendous pyramid of rock and ice, are as much a part of the history of the conquest of the Alps as they are part of modern tourism. But Matterhorn is just one outstanding piece of the entire arena around Zermatt, with twenty 4000m peaks of dramatic majesty. Flying here is exciting, demanding and unforgettable! Prepare well and always get help from the local experts. The summit of Matterhorn was first flown in '87 but there's no need to try it yourself as there are plenty of easier takeoffs – read on!

## Launch

### RIFFELBERG

- 1. (NW/N)** 2550m, medium, the new launch is about 150m SW of Hotel Riffelberg at the little chapel. GPS: 45°59'30.93"N, 7°45'5.24"E. There is another launch just S of it.
- 2. (W/NW)** 2535m, easy, GPS: 45°59'31.08"N, 7°44'41.48"E. On dome 500m W of Hotel Riffelberg.
- 3. (NW)** 2675m, easy, GPS: 45°59'40.94"N, 7°45'49.76"E. On the flank to Gugle, about 1 km NE of Riffelberg station, nice grassy slopes. 15 min walk.
- 4. Gugle (W)** 2700m, medium, GPS: 45°59'54.84"N, 7°46'1.99"E, 30 min from the Riffelberg station on top of a grassy dome.

### UNTERROTHORN

- 5. (SW-SE)** 3100m, medium, GPS: 46° 1'14.07"N, 7°48'1.51"E, scree slope just 5 min E of the station.
- 6. (W)** 3000m, easy, GPS: 46° 1'21.31"N, 7°47'44.08"E. Descend 200m N into a hollow; launch on the edge.
- 7. Blauherd (SW)** 2580m, medium, just in front of the skihut E of the station, GPS: 46° 0'59.56"N, 7°47'12.57"E.
- 8. Sunegga (N)** 2260m, medium, on the dome E above the station; lots of wind in summer afternoons. GPS: 46° 1'4.55"N, 7°46'16.85"E

### SCHWARZSEE

- 9. (N)** 2575m, medium, W of the cablecar (cliff to your right!) GPS: 45°59'33.75"N, 7°42'30.19"E
- 10. (E)** 2582m, medium, E of the Schwarzsee restaurant upon the ridge. GPS: 45°59'26.55"N, 7°42'38.71"E.

## Landing

- 1. Zermatt** (1606m) main landing 200m N of the railway station next to the campsite, on the roof of a train gallery. Watch out: high voltage line nearby!

Watch out for helicopter activities and be careful when landing with a train coming in (turbulence). GPS: 46° 1'39.13"N, 7°45'6.68"E. Landing approach pattern mandatory in Voltes (to the right with valley-wind)! Check the landing area before flying.

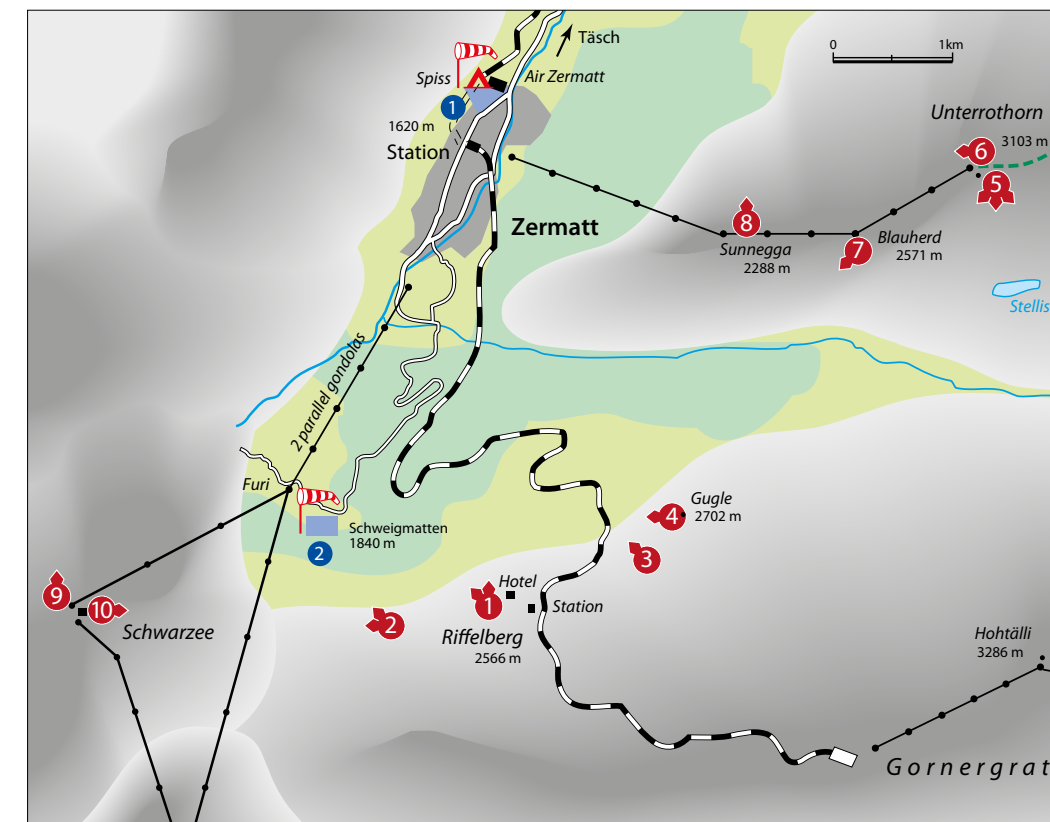


Photo © Martin Scheel (www.wazoom.ch)

### Other activities

- Find out more about the Unesco World heritage site and National Park of the Aletsch glacier and surroundings on [www.jungfrau-aletsch.ch](http://www.jungfrau-aletsch.ch)
- Hike on Aletsch glacier (largest icefield in the Alps)
- Ski areas in the Goms valley
- MTB, kayaking, canyoning, mountaineering
- Brig and Sion old towns



that summer is the best time here. Maybe for superlong distances for pros who don't care much about turbulence, leesides and N winds! But most visiting pilots are occasional XC pilots, who will have safer and more enjoyable flights late in the season (in September/October) when 60 km or more is still possible without the big wind systems and all the traps. **XC for beginners:** Furka, fly to Oberwald (NE) just in front of Grimselpass and back (45 km). Cross from Fiesch-Heimat to Bellwald-Steibenkreuz, continue to Ritzigeralpe–Galmihornhut–Rossboden–Sidelhorn. When returning, after Steibenkreuz go to Giebelecker (the ridge between the Rhone valley and the sideward Fiescher valley just above Fiesch) and check your landing options. Flight time 2-3 hr. Safety altitude around 3000m. The XC classic is 125 km to Chur, best with light SW. Or try an out-and-return around the Brig and Saaser valley.

## Useful info

**Getting there:** Nearest airports: Milan, Geneva, Zürich. SBB trains run Basel–Bern–Visp–Brig or Zürich–Luzern–Göschenen and Geneva–Lausanne–Sion–Visp–Brig. Change at Brig onto MGM trains ([www.matterhorn-gothardbahn.ch](http://www.matterhorn-gothardbahn.ch)) which take you to Fiesch. By car from the north come via A8/A6 Bern–Thun–Interlaken, exit at Spiez and continue to Kandersteg, then take the Lötschberg car train to Goppenstein. Continue Visp–Brig towards Furka/Chur until Fiesch. Alternatively, Zürich–Luzern–Gothard, exit to Grimsel car train to Andermatt or (better) Realp–Oberwald, and continue towards Brig/Visp until Fiesch. From the south (Milano–Sempione/Simplon) A26 then SS33 to Isella, then car train to Brig and continue towards Chur until Fiesch. **Getting up:** Eggishornbahn: [www.eggishorn.ch](http://www.eggishorn.ch), Tel. +41(0)27 971 2700

**Weather:** <http://gb.lamma.ch/wetter/>

- check the school's website
- [www.flug-taxi.ch/wetter/prognosen](http://www.flug-taxi.ch/wetter/prognosen)
- Every morning during the season, the daily weather report for glider pilots is shown at the Flying Center or at Flug Taxi.

**Staying there:** Fiesch Tourist Office, [www.fiesch.ch](http://www.fiesch.ch), Tel. +41(0)27 970 6070

- Hotel du Glacier, Tel. +41(0)27 971 1301, a bit run-down but still a good meeting place, inexpensive, dorms+double rooms; [www.rhone.ch/glacier](http://www.rhone.ch/glacier)
- Gasthof Hirschen, Tel. +41 (0)27 971 1606, opposite Hotel du Glacier, near the flying school
- YH Fiescheralp, Tel. +41(0)27 970 1220, nice and inexpensive
- Camping Zmoosj, Fiesch, Tel. +41(0)27 971 0316, all year, but sterile, more appealing is:
- Camping Ritzingen, about 20 km N of Fiesch, Tel. +41 (0)27 973 1631
- Hotelrestaurant Kühboden, Tel. +41(0)27 970 8220
- Dorms at Sport & Freizeitcenter Fiesch, Tel. +41 (0)27 970 1515
- Haus Bergfreund, Fiescheralpe, +41 (0)27 971 2170
- Hotel Derby, Tel. +41(0)27 971 0000, [www.sport-hotelderby.ch](http://www.sport-hotelderby.ch)

**Meeting pilots:** At the flying schools, landings, at the restaurant near the takeoff or in Fiesch.

### Flying schools

- Oberwallis Flying Center: Hansi Zeiter, Tel. +41(0)27 971 2551, [www.flyingcenter.ch](http://www.flyingcenter.ch)
- Xandi Furrer, [www.flug-taxi.ch](http://www.flug-taxi.ch), +41(0)27971 5321
- Airvolution (hang-gliding school), Tel. +41 (0)78 757 3249, [www.airvolution.ch](http://www.airvolution.ch)

**Map:** LKS #264 Jungfrau (1:50,000)

### Alternative sites

- Bellwald / Steibenkreuz (W/SW), chairlift Bellwald–Richenen–Steibenkreuz, Tel. +41 (0)27 971 1926; excellent late afternoon soaring in the valley-wind; if you want to launch higher, hike up to Steibenkreuz
- Riederalp (SE/S) at Mörel, cablecar Tel. +41(0)27 928 6611; as nice as Fiesch but more difficult landing
- Rosswald (SW) at Ried, cablecar Brig–Ried–Rosswald + 1 hr hike; in winter by ski; check [www.brig-belalp.ch](http://www.brig-belalp.ch)
- Belalp (SE-SW) at Blatten; cablecar Tel. +41 (0)27 9216510; [www.brig-belalp.ch](http://www.brig-belalp.ch)
- Bächigalen (SE)





The Matterhorn, from Riffelberg

Photo © Andi Busslinger (www.andreasbusslinger.ch)

**2. Furi-Schweigmatten** (1860m) near the small hut. Used by the model planes. GPS: 45°59'59.17"N, 7°44'5.94"E. Big meadow opposite of Furi cablecar station, across the brook on the east. This is your landing when coming from Schwarzsee, the lower takeoffs at Unterrothorn and from Klein Matterhorn.

Flying

The area offers first-class alpine flying for pilots who are totally independent and can estimate the risks and winds. Please do not hesitate to contact the helpful pilots at [www.paragliding-zermatt.ch](http://www.paragliding-zermatt.ch), Tel. +41 (0)27 967 6744, for further advice before you go flying! Riffelberg is a summer flying site.

The slopes offer good thermals, and are the easiest place for thermaling but beware of the valley-winds and turbulence when getting low. The Zermatt landing is a bit far, so rather land at Furi. In winter, when Riffelberg has strong downdrafts, you are better off on the slopes of Unterrothorn. Besides, its launches are easier in snow-covered conditions. The easiest launch is Blauherd and you don't have to

push against the valley-wind to reach the Zermatt landing. At Schwarzsee you'll find thermals along the ridge to the N, and after the crossing to the slope above the village of Zermatt. The W flanks of Unterrothorn towards Täsch (N) cannot be crossed (restricted area for game protection). Furthermore you would be crossing into the flightzone of the Zermatt heliport. If you draw a line between the launches at Sunegga/Blauherd and Zermatt, north of that is totally restricted. Guest pilots, unaware of that fact, cause great damage to paragliding in Zermatt.

Caution!

Narrow valley with many obstacles and strong summer turbulence. Alpine environment exposed to strong winds and altitude winds. Restricted areas. The flying is limited to days with very stable weather with little turbulence (likely in autumn and winter).

Cross Country

Due to the N-S orientation of the valley, the restricted zones N of Zermatt, the glacier environment and high peaks over 4000m on all other sides, there are only few days to get out of here and you need to be an expert with a secure knowledge of the area. Rather enjoy one of those rare days in early spring or autumn with calm conditions and very high cloudbase (beyond 4500m) which might offer you a closer look at Matterhorn. The best departure is Rothorn (Unterrothorn or higher) to link up with a good thermal and get high enough to leave the area. A flight of 128 km has been done recently. Once you have reached the Rhone valley you can hook up with the XC axis of the entire Wallis (by using the southern ranges of the Bernese Alps).

Useful info

**Getting there:** Nearest airports: Geneva or Sion (regional airport, [www.sionairport.ch](http://www.sionairport.ch)). From all major railway stations (Bern, Zürich, Basel etc.), after changing to the Matterhorn-Gotthard railway at Brig, you can reach Zermatt. As the village cannot

be reached by car, this is a stress-free option. By far the most impressive and romantic approach is by the 'Glacier express' ([www.glacierexpress.ch](http://www.glacierexpress.ch)) which terminates at Zermatt (coming from Davos / St.Moritz). By car from the north (Zürich, Bern, Basel) head towards Thun-Interlaken (A1, then A6). At Spiez take A8 towards Kandersteg, car train to Visp, continue towards Zermatt via Stalden-St.Niklaus-Randa to Täsch, car terminal. You have to park your car there and change to the shuttle train nearby (departure every 20 min) which takes you into Zermatt (5 km). From the west, take A1 Geneva-Lausanne then A9 (Grd St. Bernard/ Martigny)-Sion-Brig-Visp, then go towards Zermatt. From Italy (Milan) via A8/A26 Gravellona and SS33 across the Simplon pass (Sempione) to Brig and Visp, then head to Zermatt.

**Getting up:** Bergbahnen Zermatt, [www.zermatt.ch](http://www.zermatt.ch), Tel. +41 (0)27 966 0101

Weather

- [www.zermatt.ch/de/page.cfm/service/Wetter/wetter\\_prognose](http://www.zermatt.ch/de/page.cfm/service/Wetter/wetter_prognose)
- <http://zermatt.net/info/wetter.html>
- Select weather links on the Zermatt pages and the flying school.

**Meeting pilots:** Country Bar, Zermatt, with internet café. A nice meeting place in the evening is Pap-perla Pub, [www.papperlapub.ch](http://www.papperlapub.ch)

**Flying school:** Bruno Schmid, Paragliding Zermatt, [www.paragliding-zermatt.ch](http://www.paragliding-zermatt.ch); Tel. +41 (0)27 967 6744. Site introductions, guided tours, tandem flights for guests and beginner pilots

Mountain Rescue

[www.air-zermatt.ch](http://www.air-zermatt.ch), Tel. +41 (0)27 966 8686

Staying there

- Info: [www.zermatt.ch](http://www.zermatt.ch); Tel. +41 (0)27 966 8100
- Hotel Elite: [www.elite-zermatt.ch](http://www.elite-zermatt.ch); Tel. +41 (0)27 967 3174
- Camping Matterhorn, Zermatt: Tel. +41 (0)27 967 3921

- Winkelmatten Youth Hostel: Tel. +41 (0)27 967 2320, [www.youthhostel.ch/de/hostels/zermatt](http://www.youthhostel.ch/de/hostels/zermatt)
- Hotel Bahnhof, Zermatt: Tel. +41 (0)27 976 2406, [www.hotelbahnhof.com](http://www.hotelbahnhof.com)

**Map:** LKS #284 Zermatt (1:50,000)

Alternative sites

- Klein Matterhorn (W/E), easy but has crevasses, alpine environment, summer flight from 3883m! Cablecar; landing at Furi (see above)
- Oberrothorn (S/SW), alpine launch, 1 hr hike from the cablecar at Unterrothorn
- Breithorn (SW/W), alpine launch at 4139m from one of the major peaks in the area; only for experts, 1 hr from Klein Matterhorn station.
- Saaser Valley (around Saas Fee): all the flights of the Saaser valley require experienced pilots!
- Hannigalm (SE) at Saas Fee, cablecar, morning flight, strong thermals!
- Kreuzboden (SW) at Saas Grund; cablecar, launch from the ski slope
- Hohsaas (SW), at Saas Grund, cablecar ([www.hohsaas.info](http://www.hohsaas.info))
- Mittelallalin (NW) difficult launch at 3500m, next to the Metro Alpin restaurant, the highest cog railway in the world! [www.saas-fee.ch](http://www.saas-fee.ch)
- Weissmies (W/NW) from the summit and (S/SW) from 50m below, a beautiful flight for experienced pilots to Saas Almagell from one of the easier 4000 meter peaks; the ascent via Almagell hut requires a skilled alpinist or organize a guide from Saas Fee.

Other activities

- Mountaineering and skiing
- Heli-ski and helicopter excursions with Air Zermatt (see Mountain Rescue)
- Gorner gorge: amazing river canyon near Zermatt
- Zermatt Fun Park; tree roping is a good option for bad weather days, take your family along; [www.zermatt-fun.ch](http://www.zermatt-fun.ch)
- MTB: 100 km of runs and downhill, MTB rentals
- Matterhorn Museum and Zermatt Music Festival



# Crans Montana



HEIGHT  
530m – 1480m



PETIT MONT BONVIN 2383 m BELLA LUI 2543 m

The ridges above the world class ski area offer nice flying in the calmer seasons of autumn and winter, still with remarkable potential. In spring the XC pilots get their chance and sometimes PWCs and other competition take place at Crans Montana. In summer it is often quite windy and tricky, with low cloudbase and turbulence that pose additional risks and reduce the enjoyable flying to a small number of expert pilots.

## Launch

- 1. Bella Lui (SE-SW)** 2450m, easy, the main takeoff, 50m S of the top station and the restaurant, a bit lower on the slope. GPS: 46°20'35.00"N, 7°29'1.00"E.
- 2. Cry d'Er (SE)** 2265m, easy, just E of Cry d'Er station on the ridge to Bella Lui; 5 min from the cablecar. GPS: 46°20'10.81"N, 7°28'43.40"E. If you descend 15 min further you reach a wide meadow called Mont Lachaux; another launch option.
- 3. (SE-SW)** 2180m, easy, 5 min below the cablecar station, W of cables. GPS: 46°19'55.24"N, 7°28'41.42"E
- 4. Petit Mont Bonvin (E/W)** 2400m, easy, just E of the cablecar between the hut/restaurant and the cablecar. GPS: 46°21'10.66"N, 7°31'15.38"E
- 5. Aprili (SE-SW)** 1800, easy, big meadows, toplandable, used during the off season of the cablecars (in spring), flying school shuttle or by car or hike for 1hr from Aminona. From the Aminona cablecar continue east up the small asphalt road for about 1 km, then turn right on the first road towards the chapel of Aprili and park in the parking lot beside it. GPS: 46°20'24.23"N, 7°32'2.16"E
- 6. Aminona (SE-SW)** 1500m, easy, grass slope, beside the road east of the base station of Petit Mont Bonvin cablecar. Follow the road from Montana to Aminona. Used when all the cablecars are closed. GPS: 46°19'53.88"N, 7°31'36.76"E.

## Landing

- 1. Mollens-Conzor** (970m) main landing (windsock) for all takeoffs at Crans Montana. Situated inside and below a long curve of the Crans Montana – Sierre road, between Moellns and Conzor. Take the Chemin du Stade from Conzor and walk back to the landing field. When you pass Panorama hotel restaurant at Conzor, the landing field is above you on the right (when going down). GPS: 46°18'42.43"N, 7°31'28.23"E
- 2. Mélézes: Golf de Crans Montana** (1450m), *only* when the golf course is not operating! GPS: 46°18'2.93"N, 7°27'20.92"E.



Vaude | Western Bernese Alps | Cras Montana

**3. Étang Grenon** (1497m) winter landing on the frozen pond, GPS: 46°18'36.68"N, 7°28'34.93"E. 200m W below the base station of the Signal – Cry d'Er cablecar in Montana village.

## Flying

**Crans Montana** has no restrictions as long as you don't fly down into the Rhone valley and into Sion TMA! (If you need to land there, land close to the bottom of the S slopes and not in the middle of the valley). Check the details of the airspace when planning your flight. The site is good as long as the N wind doesn't reach it (in summer it picks up by around midday on high pressure days and influences the flying in the afternoon). This makes it a morning site or for calm days in autumn and winter.

**Bella Lui** is a good thermal and soaring site. The regular thermals are over the rocks of Les Violettes (left of launch). It becomes interesting with Foehn (S) conditions, as the wind can be quite steady without gusts and provides excellent soaring, but do not land down in Montana – land up on the slopes of Bella Lui in this case. Stay away from all the other launches with Foehn!

**Petit Mont Bonvin** is most thermic around the promontory ridge on the S side. Follow the gullies from there towards Wildhorn. **Aprili** is the best place for early thermals and when the cablecars are closed. The regular lift is just in front of the chapel, it is the usual launch for XC flights in spring and summer. In the afternoons the N wind comes in here. **Plaine Morte** is a high takeoff for long glides on calm days. Do not try it with wind at altitude or Foehn or in the summer afternoons when the N wind starts blowing.

## Caution!

Crans Montana requires calm days with pure thermal activity. Strong winds of any directions and low pressure with thunderstorm conditions pose a high risk here. Do not cross into the Rhone valley (Sion TMA).

## Cross Country

The ranges are part of the Bernese Alps and the E-W orientation above the Rhone valley make it a part of the main XC axis from Fiesch. Pilots regularly fly from Aprily, Mont Bonvin and Bella Lui heading W or E (just launch early). You can try the roundtrip from Mont Bonvin via Bella Lui over to Pas de Maimbré (W) and back as early as mid February. Later in spring (March/April) with a cloudbase around 3500m you can follow the chains towards the Furka saddle (NE) via Leuk and Fiesch. For details ask the flying school or contact the local club.

## Useful info

- Getting there:** Nearest airports: Geneva, Sion. Trains go to Sierre and Sion. From both railway stations there are bus connections to Crans Montana/ Aminona. By car from Geneva follow A1 then A9 via Martigny towards Sion, exit and head up to Crans Montana. From Bern/Zürich/Chur via A1/A6 A8 towards Interlaken, exit Kandersteg, take the car train to Brig. Continue to Sierre and follow the signs for Crans Montana. From Italy via Simplon or Grd. St. Bernhard pass or tunnel to A9 (Martigny–Sion–Brig).
- Getting up:** The cablecars are united under Crans Montana-Aminona, [www.myca.ch](http://www.myca.ch), +41 (0)27 485 8910
- Weather:** The flying school's page: [www.paralook.ch/page\\_meteo.htm](http://www.paralook.ch/page_meteo.htm), and Bella Lui automatic weather station, Tel. +41 (0)27 480 1747
- Meeting pilots:** Club de Vol Libre Crans Montana, Aminona, [www.vollibrecransmontana.com](http://www.vollibrecransmontana.com)
- Flying school:** Paralook, Johnny Alvarez, [www.paralook.ch](http://www.paralook.ch); Tel. +41 (0)79 606 4628
- Staying there:** general info: Tel. +41 (0)27 485 0404 [www.crans-montana.ch](http://www.crans-montana.ch)
- Hotel du Lac (near Etang Grenon landing), Tel. +41 (0)27 481 3414; [www.hoteldulac-crans-montana.ch](http://www.hoteldulac-crans-montana.ch)
- Camping La Moubra, Crans Montana, Tel. +41 (0)27 481 2851 (all year), [www.campingmoubra.ch](http://www.campingmoubra.ch)
- Auberge du Petit Paradis, Tel. +41 (0)27 481 2148, [www.petit-paradis.com](http://www.petit-paradis.com)
- Les 4 B's (Bike, Bar, Bed & Breakfast), Tel. +41 (0)76 233 5481, May–October, [www.les4b.abcweb.ch](http://www.les4b.abcweb.ch)

**Map:** LKS #1287 Sierre + #1286 St. Leonhard 1:25,000  
**Alternative sites**

- Plaine Morte, 2900m (1930m high), the highest takeoff from Crans Montana. GPS: 46°22'15.17"N, 7°29'12.30"E. Access: by cablecar Télécabine des Violettes and the Télécabine de la Plaine Morte. Launch here early in summer. Exposed to N wind!
- Le Grand Chamossaire (SE-SW) and Roc d'Orsay (S) above Villars resp. Anzère. More info at the Christopher Smith's flying school; Tel. +41(0)24 4954141
- Portes du Soleil / Val d'Illiez, over a dozen takeoffs and a club and a flying school await you ([www.parapente-portesdusoleil.ch](http://www.parapente-portesdusoleil.ch))
- Rinderhütte (W-N) and Horlini (SE-W, 1hr hike) at Leukerbad, cablecar Torrentbahnen, Tel. +41 (0) 27 472 8110
- Verbier (see site page)
- Other activities**
- All the indoor and outdoor activities of a modern ski area ([www.crans-montana.ch](http://www.crans-montana.ch))
- Visit Sion and its castles and nightlife
- Wine museum at Sierre
- Thermal baths of the Rhone valley

Photo © Martin Scheel / [www.wazoom.ch](http://www.wazoom.ch)



# Verbier



HEIGHT  
480m – 1860m



VERBIER 2170–2700 m

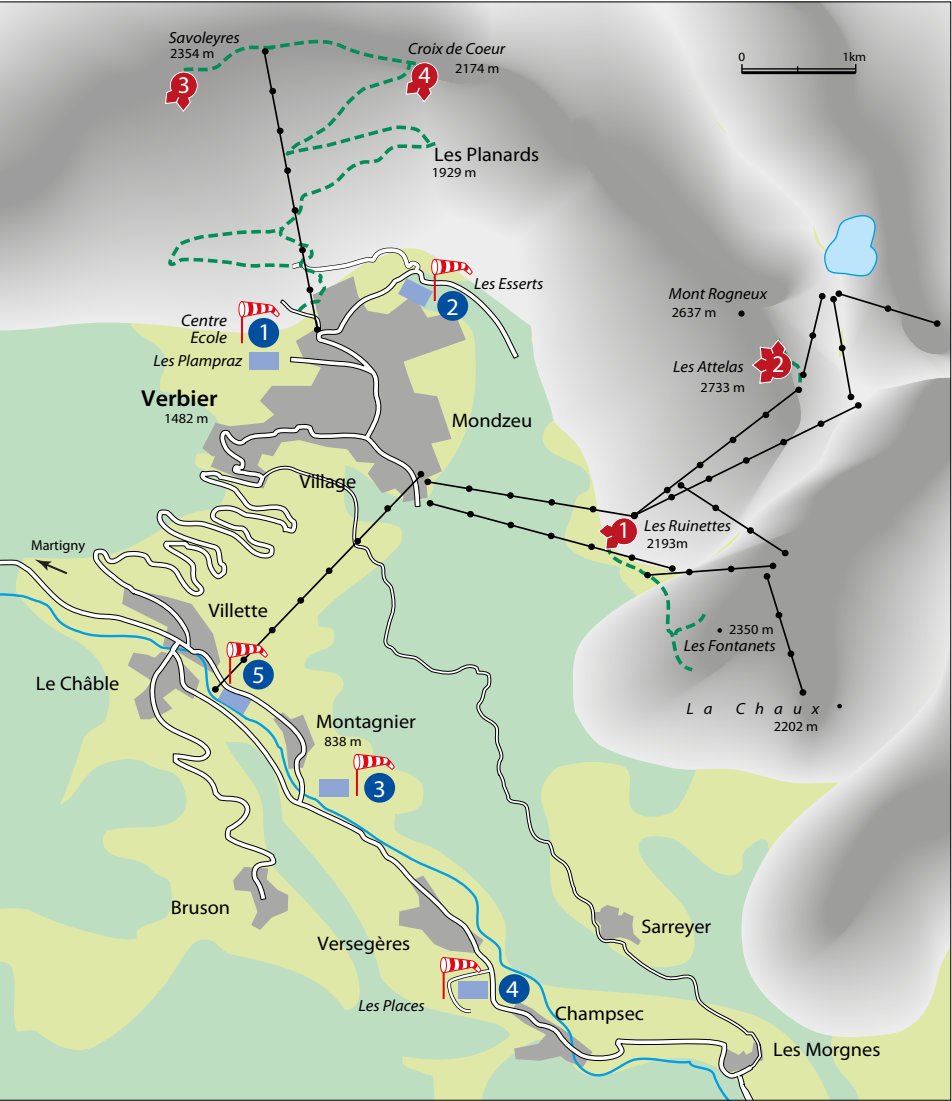
Verbier's fame dates back to the beginning of paragliding when the first unofficial World Championship took place in '87. Not just a world-class ski area, the village above the Bagne valley offers all the facilities necessary for a successful holiday in the air and on the ground. Visit Claude Amann at his flying centre for help and introduction or more services.

## Launch

- 1. Les Ruinettes (SW/W)** 2170m, easy. The main takeoff 100m below the restaurant. Access by cablecar. GPS: 46° 5'24.28"N, 7°15'5.22"E.
- 2. Les Attelas / Le Creblet (SW–N)** 2700m, medium, alpine launch. Only in winter! From the cablecar descend NW on the ridge 15 min. GPS: 46° 6'5.14"N, 7°16'0.79"E
- 3. Savoleyres (S/SW)** 2200m, easy, about 800m SW from the cablecar, descend towards a bowled meadow below Tour d'Ai. Only in summer! GPS: 46° 7'1.40"N, 7°12'32.43"E
- 4. Croix de Coeur (S/SW)** 2160m, easy, excellent for soaring and Bise (NE), new takeoff at the restaurant. GPS: 46° 7'16.12"N, 7°13'59.43"E. Cablecar in winter and by car in summer (road from Verbier via Les Esserts and Les Planards to the restaurant at Croix de Coeur).

## Landing

- 1. Les Plampraz** (1540m) just above the Verbier sports centre near the flying school (Claude Amann). GPS: 46° 6'7.53"N, 7°13'11.62"E
  - 2. Les Esserts** (1680m) inclined grass slope, above the village quarter of Les Esserts; avalanche zone in winter, GPS: 46° 6'23.82"N, 7°14'8.13"E
  - 3. Montagnier** (860m) down in Val de Bagnes by the houses of Montagnier, GPS: 46° 4'19.50"N, 7°13'33.10"E. Be careful with the valley-winds here!
  - 4. Champsec** (Val de Bagnes), PG&HG, the easiest landing field in the valley, just outside the village, slightly inclined field, car parking 200m above, GPS: 46° 3'29.38"N, 7°14'13.31"E
  - 5. Le Chable** (840m) south of the cablecar station at Le Chable, allowed in winter or once the grass is cut down. GPS: 46° 4'40.10"N, 7°13'2.70"E
- There are several other lesser-used launches and landing areas, check with the flying centre.



Vaude | Pennine Alps | Verbier

## Flying

Good for thermaling and soaring on calm summer days or days with little wind at altitude. The main launches are Les Ruinettes (thermal and XC flights) and Croix de Coeur (soaring with W winds and even Bise (NE) conditions. At Les Ruinettes, an all-year-round launch, the regular thermals are just left of takeoff (pretty strong in midsummer)! Croix de Coeur is a superb site for soaring the valley-winds into the evening on hot summer days. The other launches require an experienced pilot (or join a guided excursion with the flying centre). When you plan to land in the valley below (Val de Bagne) beware of the very strong valley-wind in the afternoon! The basin of Verbier, with houses and cables of all sorts, requires careful flight planning and precise landing approach in thermic conditions as it can get pretty turbulent in midsummer. Inexperienced pilots should get an introduction with the flying school, launch early or enjoy late soaring from Croix de Coeur.

## Caution!

When flying close to the ridges above Verbier, be very careful of leesides caused by thermal turbulence! Do not risk flying with strong winds forecast. N is dangerous. Check all the landing areas first, they are well marked but surrounded by obstacles.

## Cross Country

The standard circuit goes around the ridges above Verbier from Savoleyres (N) down to La Chaux and beyond (15-18 km) or you can include the entire Val de Bagne on both sides or go S towards Lac de Mauvoisin (bringing the distance to around 35 km). This is best in spring before the summer winds get too strong, and with a good cloudbase of over 3000m. Make sure you can return from beyond the valley. The usual direction for longer flights is E across the Pennine Alps. This is serious flying! If you are good enough you can try towards Evolène – Val d'Anniviers, crossing the valleys of Zermatt and Saas Fee and going NW of the Simplon saddle towards Fiesch (90 km) and beyond (check local details with

the flying sites there). You need a high cloudbase (minimum 3500–4000m) in high summer (July/August) so there will be strong valley-winds. Check the restricted areas in the Rhone valley before you leave Verbier!

## Useful info

**Getting there:** The nearest airport is Geneva; there is a winter connection from London-Stansted to Sion (the regional airport 55 km from Verbier). Train connections run from all major railway stations via Martigny to Le Châble where you take the cablecar up to Verbier. By car, coming from Geneva or Bern/Basel/Zürich follow A9 via Montreux towards Martigny/Brig/Visp and exit Grand St. Bernhard / Verbier and continue into the Bagne valley, follow the signs to Verbier.

**Getting up:** Télélverbier, Tel. +41 (0)27 775 2525; [www.verbier.ch](http://www.verbier.ch)

**Weather:** [www2.verbier.ch/de/meteo/](http://www2.verbier.ch/de/meteo/) or the flying school website. Wind info on Croix de Coeur (automatic report), Tel. +41 (0) 79 381 3951

### Flying schools

- Centre Parapente, [www.flyverbier.ch](http://www.flyverbier.ch), Tel +41 (0)27 771 6818, beside Les Plampraz landing. Lots of info on the website. Claude Amann is a PG pioneer who can help you with site introductions!
- Verbier Summits, [www.verbier-summits.com](http://www.verbier-summits.com), Tel. +41 (0)27 776 1134

**Meeting pilots:** At the flying schools or the landings in Verbier! Fly Verbier runs a club, too.

**Map:** LKS #1325 Sembrancher or #1326 Rosablanche (1:25,000)

**Staying there:** Info: Office du Tourisme Verbier, [www.verbier.ch](http://www.verbier.ch), Tel. +41 (0)27 775 3888

- Camping Forêt des Mélèzes, Tel. +41 (0)27 778

- 1240, [www.bonatchiesse.ch](http://www.bonatchiesse.ch)
- Hotel Les Touristes, Verbier, Tel. +41 (0)27 771 2147, [www.hoteltouristes-verbier.ch](http://www.hoteltouristes-verbier.ch)
- Chalet Pierre Avoi, the 5 star accommodations of Verbier Summits, beside Centre Sportif landing field. Tel. +41 (0)27 776 1134
- Most people rent apartments and stay a couple of days in Verbier, but you can always check with the tourist office about cheaper backpacker or group accommodation as there are 5 group lodgings within the ski area.

### Alternative sites

- Petit Combin (S–W–N), an impressive alpine flight from the major glacier peak of the valley, only for paralpinists (5h from Cabane de Panossière or 8h from Fionnay) or by helicopter and organized with a PG guide from Verbier (check at the flying centre or with Verbier Summits!)
- Dent de Nendaz (SE/SW) and Tracouet (NE) at Haute Nendaz, for experienced pilots, cablecar.
- Crête de Thyons (W) and Mayens de Veysonnaz (SW) at Veysonnaz, for experienced pilots, cablecar, check CTR Sion!
- La Meina (E/SE), chairlift, and Sasseneire (S/SW), road and hike 1½ hr, both at Evolène
- Sorebois (NE–SE and S) and Col de Sorebois (S/SW) at Zinal; cablecar and walk
- Bendolla (N/NE and SE–SW) at Grimentz; cablecar
- Crêt du Midi (N/E/W/NW) at Vercorins; cablecar
- Hotel Weisshorn (SW–NW); nice soaring site at St. Luc / Vissoie; take the Tignousa chairlift and walk (Rotsé and Tignousa have other takeoffs)

### Other activities

- Excursions to the Durnand gorge
- Martigny city tour
- Hospiz Grand St. Bernard, Labyrinth of Evionnaz, Champex lake and fortress
- Hiking around Val de Bagnes
- Climbing areas: Pierre Avoi, La Barme, Sembrancher
- MTB trail Christalp–Grimentz (131 km!)
- Summer music festival at Verbier (July), [www.verbierfestival.com](http://www.verbierfestival.com)
- Bad weather activities in the Centre Sportif (sauna, swimming, solarium, squash, tennis etc.)
- Golf, horse-riding, heliski, rafting, canyoning, bungee, hydrospeed and more ...

Photo © Claude Mansiatt ([www.alpimages.net](http://www.alpimages.net))



# Weissenstein



HEIGHT  
643m – 771m



WEISSENSTEIN 1283 m

Great thermalling along the Jura ridge (above the UNESCO site of Solothurn) and an excellent departure point for long XC flights along the Jura to the SW (best attempted in spring from April to June). Especially when the high Alps have bad weather, snow-cover or during scheduled servicing of the cablecars, you get your chance on Weissenstein!

## Launch

- 1. Weissenstein (SE-SW)** 1262m, but difficult relief to fly out from. From the Hospiz on Weissenstein walk around to the huge meadow! GPS: 47°15'4.77"N, 7°30'34.39"E
- 2. Röti (N/NE)** 1390m, difficult, only for experts, one person at a time, there are cliffs to the E. GPS: 47°15'29.12"N, 7°31'40.81"E. Walk N from the parking at Weissenstein-Hospiz (25 min) along the flat ridge to its edge (windsock).

## Landing

- 1. Oberdorf** (619m) 100m S of the Weissenstein cablecar station, left of the road up. GPS: 47°13'59.58"N, 7°29'40.22"E. Looking uphill, a small paved way turns left just before the short tunnel. Follow it until it becomes unpaved and steeper. There is a windsock on the farm's silo-tower (opposite) and the landing meadow is in front of it. For the HG and PG sections of landing please refer to the club's website.
- 2. Welschenrohr** (678m) N landing area at the sports field by the school buildings, necessary when coming straight down from Röti. Return by bus towards Balsthal or Gänsbrunnen. From Gänsbrunnen take a train to Oberdorf. GPS: 47°16'44.39"N, 7°31'51.50"E.

## Flying

After launching from Weissenstein fly straight towards the antenna ahead of you and stay left of it. The good lift is mostly in the gully! If not, fly out and follow the escarpment. The lift is very turbulent, especially in spring and with a light NE at altitude.

Beware of turbulent crosswinds! Pilots with less experience, don't fly inside the Jura ridges, stay outside of them, especially when flying south.

## Caution!

With gusts from the back or with crosswind, the S takeoff is very risky! The first 400m passes inside the relief if you can't gain height immediately. Be very careful, especially in spring at midday! The Jura heights are generally exposed to NE/W, when Weissenstein is the wrong place to launch from! The Röti launch is only for skilled, regular pilots with steady wind.

## Cross Country

Go along the second ridge line inside the Jura arc towards the prominent Chasseral antenna and back (80 km). On weekends there is heavy air traffic (gliders), so you can't miss the route! Very tricky crossing further S, after Chasseral. You have to stay on the inside of the Jura arc most of the time and turn back towards Yverdon – Col des Étroits.



Jura | Solothurn

The lakeside slopes to the S often don't provide enough lift (Neufchatel lake). Flights to Pontarlier and Besançon in France are possible, bring your identity documents with you (Swiss borders are controlled from time to time). It's better to cross the river Doubs SW before you approach Les Épatures (La Chaux de Fonds Class D airspace) for which you have to register. Don't forget that the Jura arc changes direction when following it S, so the same sides are no longer in the sun! Beware of illegally entering the Basel TMA; carefully read the maps on

the left of the launch. The altitude limit is 1700m around takeoff and you are requested to exit the limits of the TMA before gaining more height. No cloud-flying and respect VFR distances from the clouds. The Weissenstein area lies inside the glider zone 3 where many gliders cross clouds at times! Ask local pilots for translations of map details. Crossing NE is possible, along the ridge towards Grenchenberg, but respect the Grenchen CTR: for permission use a radio (2m band). Read the instructions on the club's website.

## Useful info

**Getting there:** The nearest train station is Solothurn. From there, Bus 1 goes to Oberdorf. Walk 200m further up to the parking and cable car. If it's not working you may have to try by car. From highway 1 Zürich–Bern follow signs to Solothurn/Biel and exit at Solothurn W. Go around the centre and head to Oberdorf/Weissenstein. Follow the

road uphill through the village of Oberdorf to a short tunnel where the forest starts (on the left is the cablecar). Drive up 5 km to Weissenstein saddle. A sign points to Hospiz on the right, go to the parking and walk to the left of the Hospiz building and down to the large takeoff meadow (5 min).

- Getting up:** The Weissenstein cablecar was stopped in 2009 and new construction is planned. From late April until early November, Bus 13 goes from Oberdorf base to Weissenstein saddle. Bus 1 from Solothurn railwaystation goes to Oberdorf.
- Weather:** Detailed weather on the club's page. Meteo Weissenstein +41 (0)32 623 8322
- Meeting pilots:** www.dcweissenstein.ch. Meet other pilots at the main takeoff or the parking areas
- Staying there:** Info: www.solothurn-city.ch
  - Youthhostel Solothurn, Tel. +41 (0)32 623 1706
  - Camping Lido, Tel. +41 (0)32 621 8935
  - Sleepbox, Bettlach, Tel. +41 (0)32 645 0866, info@sleepbox.ch



**Flying school:** The nearest one is in Matzendorf, Tel +41 (0)62 394 2222, www.flugschule-jura.ch

**Map:** LKS #1127 Solothurn (1:25,000)

**Emergency:** Doctor Tel. +41 (0)32 622 7755  
Helicopter (REGA) 1414, radio 161.300 MHz

- Alternative sites**
  - Bützen (SE) at Grenchen
  - Hasenmatt (SE-SW), www.dcweissenstein.ch
  - Grenchenberg (N) at Court
  - Niederwiler Stierenberg (SW-SE) at Gluttenberg
  - Chasseral (see site page)

- Other activities**
  - Solothurn downtown is worth a try (UNESCO site!)
  - Climbing in the Jura rocks at Oberdorfer Klus and Balmfluhchöpfli
  - MTB routes and hikes across the Jura
  - Cave system at Nidlenloch

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# Villeneuve



HEIGHT  
1040m – 1656m



SONCHAUX 1420m JAMAN 1739m ROCHERS DE NAYE 2041m

Above the southern end of Lake Geneva, Sonchaux awaits the passing tourist with an easy-to-reach place for training, thermaling and above all trying extreme manoeuvres before (hopefully) landing on the lakeshore at Villeneuve. It hosts regular acro competitions. Those who prefer the mountains and longer flights, can choose to launch at Jaman or Rochers de Naye.

## Launch

- 1. Sonchaux (S/SW)** 1420m, easy, grass slope, visible from the landing. GPS: 46°25'5.57"N, 6°57'2.73"E. Daily shuttle service from the landings during the season. By private car you can only reach Auberge de Sonchaux (barrier), then walk 25 min. From Villeneuve follow the sign for Sonchaux at the N end of the village, cross the railway line and go steeply up above the highway, passing a high voltage line. At the junction with Col de Chaux turn left, continue until the Auberge.
- 2. Jaman (W)** 1720m, easy, GPS: 46°26'32.99"N, 6°58'35.09"E. A flight for midday and afternoon thermals on calm days without N/S winds at altitude. Just below the Jaman cog railway station. Alternatively, on the La Perche saddle about 500m S of the station.
- 3. Rochers de Naye (S)** 1990m, medium, just W of the cog railway station. More a HG launch than for PG, GPS: 46°25'54.72"N, 6°58'39.67"E
- 4. Rochers de Naye (E/SE)** 2030m, easy, from the grassy summit ridge, 10 min walk from the station, a morning flight only with little wind, turn S at once (check for rotor!) GPS: 46°25'55.82"N, 6°58'35.09"E.

## Landing

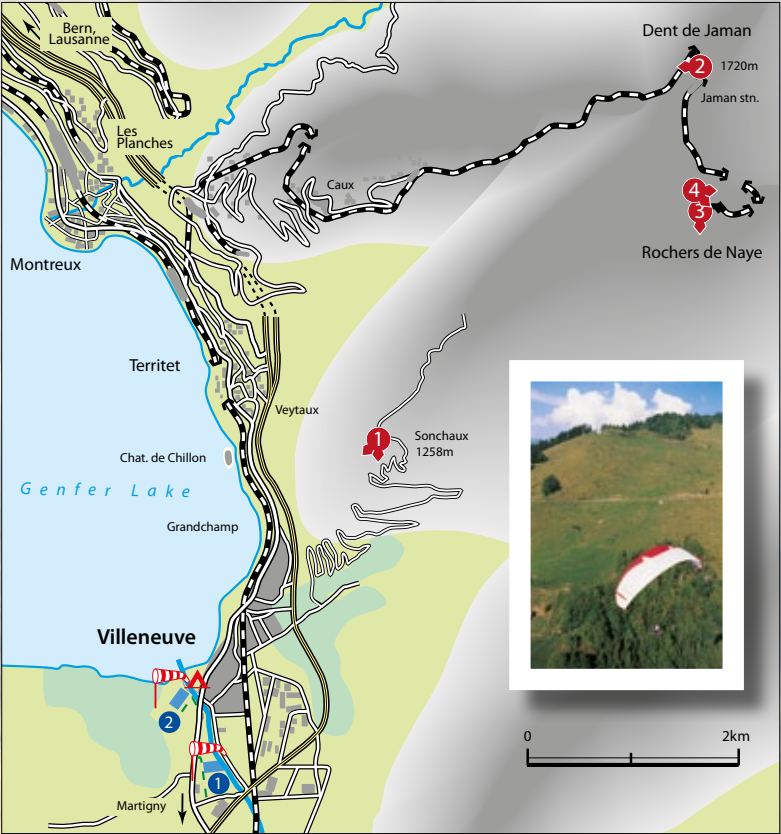
- 1. Rennaz** (380m) main landing, GPS: 46°23'13.21"N, 6°55'23.23"E. Approach with a right turn for HG and a left turn for PG, given that the valley-winds are N! Go S across the village on the main road. About 300m after the Shell fuel station turn left at the sign *Entrée manège* and follow the drive *Chemin Pré des Fourches*. About halfway along a straight stretch, the landing site is on the left with a hut and info sign.

- 2. Saviez, Villeneuve lakeshore** (374m) only for experienced pilots! GPS: 46°23'39.34"N, 6°55'3.86"E. Access: instead of passing the Shell fuel station (above) turn right just before it and follow a driveway immediately left again into a dead-end stretch which leads to a parking space under trees. Cross the car barrier to get to the landing. From the air you recognize it by the yacht harbour and a channel. Your landing approach starts from that channel towards the trees and a final right turn towards the lake. Do not pass the landing: further W is a protected area!

## Flying

**Sonchaux:** situated in a microclimate at the limits of a cold air basin (Lake Geneva) and a N–S flow (descent from the Swiss central plateau towards Lake Geneva) it offers a summer flying site with conditions that depend on the time of day. In the cold season it is unflyable due to a fog layer caused by the lake. The thermal conditions prevail until

midday with the regular lift just below takeoff. Later the N dominates here, even during SW conditions. W/NW crosswinds can develop and you therefore launch next to the forest and avoid turning left onto the south face of Sonchaux, which can be leeside. With Bise (NE) you can fly here until midday as this wind rotates and forms lift until the N flow strength-



Vaude | Vaude Prealps | Villeneuve

ens in the afternoon. With thermals you can gain height on Sonchaux peak and reach the southern gully and the ridge behind it. From there it's best to go NW towards Caux (a stop of the cog railway to Rochers de Naye) where you'll find very good thermals. With further altitude gain you can then reach Col de Jaman (Rochers de Naye) from where XC flights into the Vaude pre-Alps are within reach, or fly back towards the Rhone valley. A nice afternoon variation can be the traverse S to the ridge wall of Mont d'Arvel where you can soar for hours. **Jaman:** worthwhile all year round for pilots who are more independent and like XC. The best thermals are near the saddle and Caux. Head towards the Dents de Jaman and further north. **Rochers de Naye:** a delicate scenic flight for days with little or no wind! It has a better launch for hang-gliders.

## Caution!

Don't fly with strong NE (Bise), S (Foehn) and E wind! During winter, fog and snow are the main obstacles and the best option remains Col de Jaman.

## Cross Country

As described above, you can reach Jaman from Sonchaux and continue towards Dents de Jaman and fly NE/E into the Vaude mountains. The best launch for XC is Rochers de Naye, followed by Jaman. Best time: April and May. From Rochers de Naye flights have been completed towards Interlaken (100 km) passing Château d'Oex–Gstaad–Lenk by the south into the racing route of Frutigen valley and up via Niesen then crossing Lake Thun. Or go further N, passing S of Gruyère towards Boltigen and along the Stockhorn range then onwards towards Lake Thun. Out-and-return flights from Sonchaux can be attempted to Moléson with a light W wind (40 km).

## Useful info

**Getting there:** Geneva airport. Trains run from Geneva–Lausanne or Basel, Bern and Zürich via Montreux towards Martigny, stopping at Villeneuve. From the train station the bus towards Martigny

stops near the landing field. By car from A1 Geneva–Bern change towards Martigny and pass Montreux until Villeneuve exit. Sonchaux is signed from the train station shortly after the village entrance.

**Getting up: Sonchaux:** During the flight season there is a shuttle service from both landing fields several times a day (check the info boards). You can also get picked up from the Auberge de Sonchaux (see more under accommodation). **Jaman & Rochers de Naye:** from the railway station in Villeneuve take Bus 1 to Territet (5 min.) which runs two or three times an hour. In Territet change over to the cog railway to Glion (beside St.John Chapel). At Glion change to the Rochers de Naye cog railway (45 min. trip). It is also possible to board it at the Montreux railway station to avoid changes, which is where hang-glider pilots must board, as the Glion train is too small! A good option for those who don't want to fly is to bring a mountain bike. Cog railway Tel. is +41 (0)21 989 8190; [www.mob.ch](http://www.mob.ch)

**Meeting pilots:** At the landings, in Villeneuve and Auberge de Sonchaux  
**Map:** LKS #262 Rochers de Naye (1:50,000) or #1264 Montreux (1:25,000)  
**Flying schools**

- Fly Riviera, Tel. +41 (0)21 965 6567, +41 (0)79 317 8300; [www.flyriviera.ch](http://www.flyriviera.ch)
- Les Ailes du Léman, Tel. +41 (0)79 688 8666; [www.lesaillesduleman.ch](http://www.lesaillesduleman.ch)

### Staying there

- Camping Les Horizons Bleus, Tel. +41 (0)21 960 1547; on the lakeshore near the landing
- Hotel-Restaurant de l'Aigle, Tel. +41 (0)21 960 1004; [www.delaigle.ch](http://www.delaigle.ch)
- Hotel Pizzeria Romantica, Tel. +41 (0)21 960 1540; [www.romantica-villeneuve.ch](http://www.romantica-villeneuve.ch)
- Auberge de Sonchaux, Tel. +41 (0)21 963 4467; good price, nice food!

**Weather :** Check with the flying schools or call the automatic weather station of Rochers de Naye Vol Libre at Sonchaux, Tel. +41 (0)76 202 5230 and at Rochers de Naye, Tel. +41(0)21 963 9244

### Alternative sites

- Les Pleiades (W/NW) above the highway descent (Bern–Montreux) at Vevey. Go by car to Bionnay (landing), take the cog railway up!
- Torgon (E/SE) at Vionnaz; nice morning flight, access by car or flying school shuttle from the landing at Vionnaz; [www.torgon.ch](http://www.torgon.ch)
- Frassette (SE) thermal site at Vionnaz; by shuttle
- La Jorette (NE) chairlift in winter from Torgon; excellent flying with Bise (NE) conditions; 1 hr hike in summer
- Chalavornaire (N) a nice Bise flying site in the afternoon! Flying school shuttle.
- Mayen (SE) at Vionnaz; training site
- For all the above takeoffs at Vionnaz, check with the flying school for info and shuttle transport: [www.cormoran.ch](http://www.cormoran.ch), Tel. +41 (0)24 481 3363
- En Curnaux (SW) at Ollons, nice thermaling in the autumn months; shuttle from the landing field
- La Truche (W) at Villars; road to Chésères and hike
- Roc d'Orsay (S) at Villars
- Chamossaire (SE–SW) at Villars; cablecar Télécabine du Roc d'Orsay; [www.televillars.ch](http://www.televillars.ch). More info on flying around Villars at the Club, [www.dpccvg.ch](http://www.dpccvg.ch); Tel. +41 (0)79 321 1575
- La Berneuse (all directions) at Leysin; cablecar, Tel. +41 (0)24 494 1635, [www.teleleysin.ch](http://www.teleleysin.ch)
- Le Moléson (S/SW) at Gruyère, for experienced pilots; cablecar, [www.moleson.ch](http://www.moleson.ch)

### Other activities

- Cog railways to viewpoints around Lake Geneva (Rochers de Naye, Moleson, Pleiades etc.)
- MTB trips from Villeneuve to Sonchaux, Col de Chaude, Caux, Jaman etc.
- Château de Chillon; water castle on the lakeshore, just north of Villeneuve
- Trient Canyon near Martigny
- Montreux centre + lakeshore, [www.montreux.ch](http://www.montreux.ch)
- Montreux Jazz Festival, every year beginning of July; a MUST! [www.fusions.ch/mjff/](http://www.fusions.ch/mjff/)

Photo © Greg Hamerton



# Chasseral

CHASSERAL 1580m



HEIGHT  
665m – 755m



With soft sloping meadows towards the south, Chasseral forms part of the Jura's main ridge and overlooks the Diesse plateau and the tiny village of Nods, where former PG World Champion Hausi Bollinger runs his flying school. Chasseral forms one end of the XC runway from Weissenstein and is easily spotted from the air by its huge antenna. The contrasts are sharp: the southern skyline is dominated by the ice peaks of the Upper Bernese range while to the north the countryside consists of hills and forested rock ridges, separated by small plateaus.

## Launch

- 1. Chasseral (SE–SW)** 1550m, easy. GPS: 47° 7'36.44"N, 7° 2'49.70"E. A big slope 50m SE of the Chasseral hotel, 2 min from the Chasseral road leading up from Nods. Plenty of possibilities, excellent for beginners and out-of-practice pilots.
- 2. Chasseral (N)** 1580m, medium, a short, steep slope, only launchable with some wind! GPS: 47° 7'57.07"N, 7° 3'17.75"E. Only for regular pilots. Below the small wooden cross, about 300m E of Chasseral Hotel on the summit ridge.

## Landing

- 1. Nods** (885m) main landing beside the flying school at the W exit of Nods. GPS: 47° 6'40.20"N, 7° 4'33.96"E. Check approach details at the flying school! Big parking area E of the field. Can be turbulent with W wind.
- 2. Unofficial** (825m) good for HG+PG, 1 km further W of the main landing, at the junction of the road to Lignièrès with the road to Chasseral. GPS: 47° 5'53.31"N, 7° 3'38.54"E

## Flying

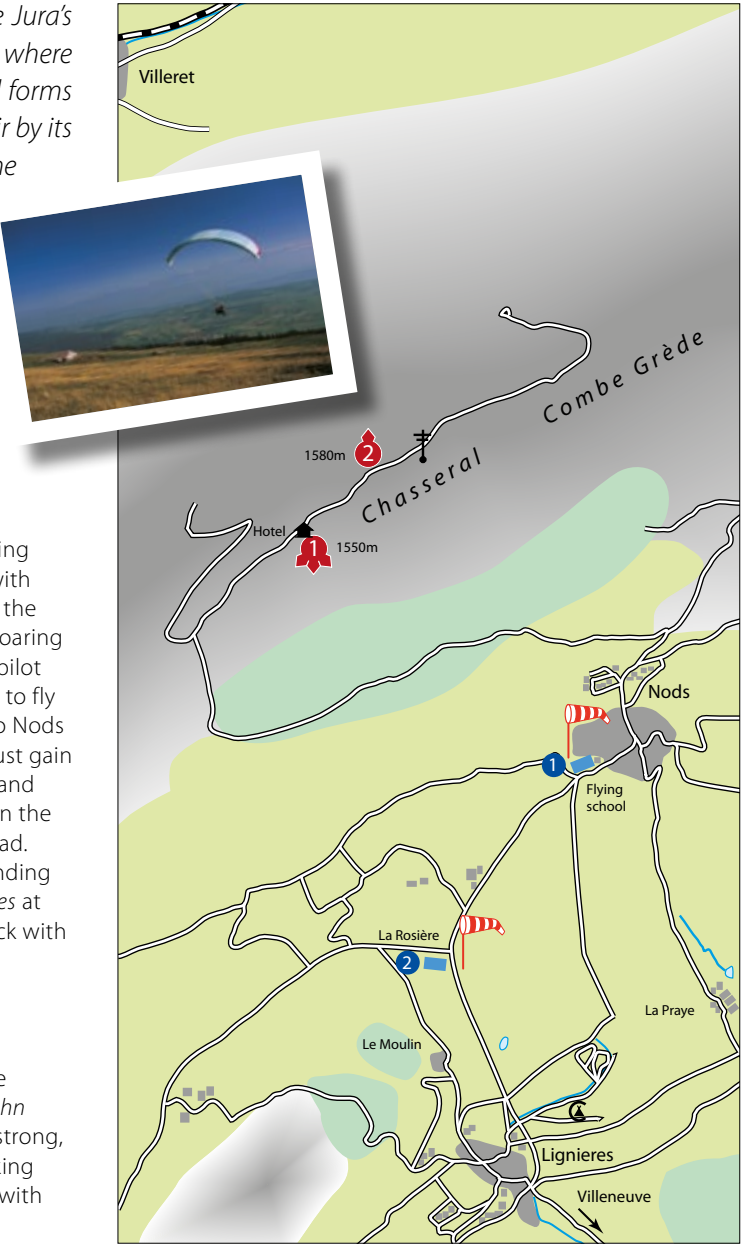
To the south, you fly above gentle slopes almost without obstacles with nice thermals (from the edge of the forest) from midday and into early afternoon. A minimum glide ratio of 6 is required. As with most of the Jura ridges in summer, the wind

turns or blows often from the N, so by midday you launch into a leeside – which is OK, as long as there is dominating thermal activity. Your runway is quite long and top-landing pretty easy.

Compared to Weissenstein, flying here is easier and safer, even with those conditions. Flying along the ridge on the N can offer nice soaring but the launch requires good pilot skills as the relief is short. Also, to fly around Combe Grède to get to Nods for landing means that you must gain some height for safety, or to-land just below the summit ridge on the N side and walk back to the road. There is also an unofficial N landing above Villeret (*Champs des Entes* at 780m). For further details, check with the flying school.

## Caution!

The flying here is relatively safe and easy, even with a mild *Foehn* condition. But N can get very strong, especially when NE (Bise), making flying impossible. Be cautious with thunderstorms in summer.



Bernese Jura | Nods

## Cross Country

Chasseral forms part of the Jura ridge and at its low altitude, XC flights are best done in spring, from mid March through May, before the air stabilizes too much. Some isolated days in July are possible.

One classic route goes N towards Weissenstein, depending on the wind and your altitude (at least 2000m for XC). With N headwind, it is a bit more difficult than coming the other way from Weissenstein. A light W/SW would be perfect. Or go south. HG flights of over 100 km are regularly done in April and May, PG achieve just a little less. You can follow the ridge SW towards Neuchâtel (Chaumont) above road 20 which connects La Chaux de Fonds with Neuchâtel and come back then continue along the ridge to Weissenstein and come back to Nods (around 90 km), or just fly to Weissenstein (40 km). You can also continue SW along the ridge until the Chasseron above Yverdon and fly back to Nods.

Be careful about Basel TMA when flying NE towards Weissenstein. You have to check your flight status or accept a maximum 1700m ceiling! Tel. +41(0)61 325 3467 (info recorder) or via radio frequency 134.675 where you should check every 30 min. The 2m radio frequency is 121.250Mhz.

## Useful info

**Getting there:** Geneva airport is the nearest. Trains run from Geneva or Bern into Biel from where you have local bus connections to Nods and even up Chasseral. By car on the A1 Zürich–Bern–Geneva A1 turn off before Bern (when coming from the E) towards Biel and follow the highway then continue along the lake towards Neuveville where you follow the small road up to Lignièrès then to Nods and from there the signs to Chasseral. When coming from the west follow A1 Geneva–Lausanne–Yverdon–Neuchâtel (towards Bern) until Biel exit then continue as described above. Best park your car at the landing field and check for shuttle transport, or take a local bus!

**Weather :** Check the flying school website, where several flying sites are listed with weather stations and automatic announcements.

**Meeting pilots:** Parapente et Delta Club Chasseral, attached to the flying school. Meet there or at the Hotel Chasseral!

### Staying there

- Info: [www.jurabernois.ch](http://www.jurabernois.ch), Tel. +41 (0)32 494 5343
- Camping at Lignièrès, Tel. +41 (0)32 751 4616
- Camping de la Plage (at the lakeshore of Biler See), Neuveville, Tel. +41 (0)32 751 6762
- Hotel Cheval Blanc, Nods, Tel. +41 (0)32 751 2251; [www.cheval-blanc.ch](http://www.cheval-blanc.ch)
- Hotel Chasseral, on the Chasseral summit road, Tel. +41 (0)32751 2451; [www.chasseral-hotel.ch](http://www.chasseral-hotel.ch)

**Map:** LKS #1125 Chasseral and #1145 Bieler See (Lake Biel) 1:25,000

### Alternative sites

- Chaumont (W/NW) above Val de Ruz; W of Chasseral and still flyable when the wind is too strong

at Chasseral, but requires good, regular pilots!

- Corgémont (N); thermaling and soaring with N in late afternoons
- Montagne de Sorvilier /Montoz (SE–SW, NW) at Tavannes; excellent XC place
- Mont Raimeux (S) at Grandval / Moutiers; excellent for XC
- Montagne de Boujean /Bözingenberg (SE/S) at Biel; good option if too windy at Chasseral!
- Mauborget (SE/S) at Neuchâtel; nice site also for XC, meet at Café de Mauborget
- More info [www.vollibrejura.ch](http://www.vollibrejura.ch) and [www.dgcb.ch](http://www.dgcb.ch) (Biel HG&PG club)

### Other activities

- [www.parcchasseral.ch](http://www.parcchasseral.ch)
- Visit Neuveville and Lake Biel
- Hiking, MTB and climbing in the Jura
- Many caves
- The rivers Suze, Some and Birse
- Creux de Vent, the biggest canyon of the Jura





# FRANCE: the cradle of free flying

*The western arc of the Alps stretches across the French regions of Rhone-Alpes and Provence, from Lake Geneva down to the Côte d'Azur. It contains all kinds of mountains, from the pre-alps of the Jura to the glaciers of Mont Blanc and Dauphiné, diminishing in height towards the sea and the Rhone valley to the west.*

It was in France that paragliding started getting public attention, when rectangular chutes began gliding down from Mieussy in the Upper Savoy in 1978. 'Parachute de pente' was born as an expression, as a concept, and stayed that way for a while during the wild, experimental eighties as French companies produced the first gliders and dominated the emerging market.

Today it is all settled: the new sport became 'Parapente' and other countries took the lead in its development and production. But still, the feeling of *vol libre* – free flight – has survived in the French Alps, despite the regulations that have caught us all. (Or was it perhaps our modern gliders which by their sheer performance finally flew high enough to be caught by the regulations?)

In France there are about 36,000 licensed pilots, organized mainly within the FFVL (Fédération Française de Vol Libre, <http://federation.ffvl.fr>) but some pilots (less than 1000) are members of the FFP (Fédération Française de Parachutisme).

The main flying sites in the French Alps are (from north to south) Salève, Mieussy, Annecy, St.Hilaire, Laragne, St. Vincent, St.André Moustiers, Gourdon and Monaco/Roquebrune. I have described them all carefully but given you the choice to avoid the mainstream and the crowds with other alternatives in the vicinity. Like Italy, the sites are influenced more by the seasons than are most of the sites in the German, Swiss and Austrian Alps.

Photo © Aerodyne

On the other hand, some of these spots probably offer the most flyable days anywhere in the Alps, so they can afford to have a shorter business season with associated infrastructure available for visitors! You can expect accommodation, cable cars and all the logistics to be available for you from December to April and July/August. However, out of season, much will be shut down and you will often have to desperately hunt around for how to get to the launches or where to stay! Spring and Autumn are not business seasons in the French Alps, except in very popular places like Annecy and St.Hilaire.

Compared to the green hills and wide valleys of the standard sites in the Eastern Alps, there are apparently fewer choices for the hobby-pilot here. The breezes are more and more peppered with thermals the further south you travel and therefore become strong every day in summer. You will see more and more hang-gliders, because the conditions suit them! But don't hesitate – the flying is predictable, just choose your hour and make friends with the breeze – fly early, or late, and enjoy it!

## Some further information:

**Telephone:** the code for France is + 33, followed by a 4 for a landline and a 6 for a cellphone.

**Para2000.org:** Gérard Florit's famous page in French and English about nearly everything paragliding, with excellent weather links, flying sites, used market and more!

**www.parapente-fr.com:** information and market for used equipment

**www.alpes-envol.fr:** about the flying sites in the Provence Alps

**www.parapentemag.com:** the French paragliding magazine

**www.vol-libre.fr:** the magazine for paragliding, hang-gliding and paramotoring

**Aerial regulations** for free flyers (in French)  
[www.lvllr.net/IMG/pdf/ReglementationAerienneVOLLIBRE\\_V1.pdf](http://www.lvllr.net/IMG/pdf/ReglementationAerienneVOLLIBRE_V1.pdf)





89 Chamonix

PLAN DE L'AIGUILLE 2310 m  
PLANPRAZ 2040 m  
FLÉGÈRE 2350 m  
LES GRANDS MONTETS 3295 m



HEIGHT  
985m – 2210m



A heartbeat away from the summit of Europe with its shrinking glaciers, stands a place that is legendary in both alpinism and paragliding. Try to imagine what it was like, in the early days, when seven-cell wings came gliding down from the high peaks to crash into Clos du Savoy, after fifteen minutes of adrenaline shock, followed by the overwhelming joy thereafter! I was there in the beginning, living the dream and being transformed, step by step, from an extreme climber into a paraglider pilot. The memories linger, and the flying sites have an indescribable magic. Just look up and imagine flying, away from the crowds, into the silence ...

Launch

- AIGUILLES ROUGES SIDE
- 1. Planpraz (S/SSW)** 2040m, easy, for PG and HG, GPS: 45°56'11.76"N, 6°51'4.46"E  
You pass under the free-hanging cable to Brévent on the right (its highest side).
  - 2. Planpraz (NE)** 2025m, medium, GPS: 45°56'17.89"N, 6°51'8.54"E. Forbidden in winter! Access for both is via cable car Télécabine du Brévent, or hike up in 2 hours.
  - 3. Flégère (SE/S)** 2350m, medium. From the cable car walk down about 100m E, the launch is at the ski slopes. GPS: 45°58'6.52"N, 6°52'33.45"E

- MONTBLANC SIDE
- 4. Plan de l'Aiguilles (W/NW)** 2290m, medium, GPS: 45°54'8.32"N, 6°53'1.21"E  
Walk 100m down from the cable car towards the valley. The launch is on your left.
  - 5. Plan de l'Aiguilles (NE)** 2260m, medium, GPS: 45°54'10.71"N, 6°53'11.50"E. 60m down and to the E across the scree and stone plateau. Small launch area above a gully, only for experts - make sure the wind is on! Access via cable car (Aiguille du Midi) signed from the end of the fast road into Chamonix. The hike would take you 2.5–3 hrs!
  - 6. Grands Montets (W/NW)** 3240m, easy, but alpine launch, GPS: 45°56'49.47"N, 6°57'34.38"E. Access via cable car from Argentière.

< Infinity tumble in front of Aiguille du Midi

Landing

- 1. Bois du Bouchet (1030m)**
  - a) main landing** area. GPS: 45°55'46.77"N, 6°52'35.85"E with windsock and small info hut. The Bois du Bouchet & Clos du Savoy landings are forbidden with snow cover (ski pistes & xc ski trails). Due to this the only available landing is
  - b) HG field** 300m away from the PG landing, in the forest, a path leads there from the parking opposite the landing field. GPS: 45°55'53.15"N, 6°52'50.57"E. From the big roundabout at the entrance of Chamonix turn right towards Argentière, pass the sports centre on your left and turn left at the flying school office Les Ailes du Montblanc with a parking lot nearby (corner Avenue de la Plage). From the parking a small path leads you straight to the landing. Or drive another 50m and turn left after the pond and the bowling hall into Chemin des Gorges and find parking opposite the landing field.
- 2. Clos du Savoy (1040m)** GPS: 45°55'39.54"N, 6°52'4.47"E. From the entrance of Chamonix: at the roundabout follow the signs for Téléphérique du Brevent, head steeply up towards the bottom station of Brevent and turn down on its right towards Praz/Argentiere, after 200m turn right again at the first road (at the corner is Balcon du Savoy) and descend towards Restaurant le Montana (opposite of it is pay-parking). The grass slope with ski lifts in front of you is the landing field. From there it is a 10 min walk to the cable car. Or continue, pass Hotel Sapinière and park at the train station SNCF and walk 15 min to the cable car.

Upper Savoy | Montblanc Mountains & Aiguilles Rouges | Chamonix



Flying

An info leaflet should be viewed at [http://world.chamonix.com/PDF/vol\\_libre\\_en.pdf](http://world.chamonix.com/PDF/vol_libre_en.pdf). (It contains a few mistakes within the GPS coordinates!)

**Flight restrictions in the Chamonix area:**  
The restricted zones LF-R30 A and LF-R30B Mont Blanc apply to all ultralight gliders and exclude any flying below 1000m above ground level (AGL) or below flight level FL115 (11,500 feet = 3500m). This zone protects the operations of mountain rescue helicopters. LF-R 30A is a permanently restricted zone comprising several sectors in the valley of Chamonix, LF-R 30B is a temporarily forbidden zone during July/August; check the details on the leaflet (download from web, get it at the Tourist Office or from the flying clubs!)

Further restrictions are the altiport Côte 2000 at Mégève, Mayères airport at Sallanches and a temporary protection zone (June through August) for the reintegration of the bearded vulture in the Doran valley and on the ridge between Pointe Percée and Aiguille d'Areu. You can overfly several natural reserves (see the leaflet) with a minimum height. Speedriding, snowkiting and ski-flights are forbidden on all pistes.

**Planpraz** (Aiguilles Rouges side) is good in the morning until early afternoon. The house thermals are in front of you and later more in the gully below Brévent. To the left in front of takeoff there are the Brevent cable car cables. Keep right and pass under the cables with a good safety margin. Overflying the highest ridge to the right (W/NW) of launch at less than 1,000m above ground level is forbidden! N or W winds stronger than 20km/h at 2000m will cause a leeside situation: expect strong, turbulent conditions. For XC flights towards the Flégère, beware of the horizontal cables of the Brevent–Flégère cable car in the Combe Lachenal at approx 1,700m!

**Flégère** (Aiguilles Rouges side) is a calmer alternative to Planpraz but requires a confident solo pilot. The Combe Lachenal can become just as turbulent



as the gully below Planpraz! Good in the morn-  
ing, in winter and calm days in autumn.

**Plan de l'Aiguille** works from the noon until  
evening. Thermic breezes or light W winds are  
good. This launch is forbidden in July/August!

**Grands Montets** is an alpine, high altitude  
launch on a glacier for PG and HG. Good in the  
afternoon! You walk down a bit from the station  
to the launch on the slope. The winds should be  
fairly smooth with no strong wind announced.  
You have to reach the official landings at  
Chamonix, so don't play for too long on the  
slopes because when you sink down you might  
not penetrate against the valley-wind! This launch  
can be excellent in spring and autumn, on calm  
afternoons with thermals from the Montenvers  
valley towards Grands Montet. You can thermal  
up to the level of the Drus and Aiguille Verte  
with some luck. Breathtaking views! The launch is  
forbidden in July/August!

Caution!

Narrow glacial valleys, bordered by high  
mountains, have unique weather conditions.  
The thermal contrasts often cause considerable  
thermic activity that may be very powerful and  
consequently turbulent. Valley-winds can be as  
strong as 30 km/h but are more often between  
20–25 km/h. The thermic breeze can reach  
3000m. As a rule it is best not to fly if the prevail-  
ing wind is above 20 km/h at 2000m as the flying  
becomes very technical and probably turbulent  
– best reserved for experienced pilots. Fly early in  
the Chamonix valley and enjoy the view. There is  
no late soaring condition: the presence of high  
glaciers nearby causes a reverse flow by the end  
of the afternoon, when the air mass cools and  
sinks back down and out of the valley.

**The Foehn**  
Many pilots, unfamiliar with flying in the Alps, do  
not understand this phenomenon. The valleys of  
Chamonix and Les Contamines are very exposed

to this turbulent descending wind from Italy. The  
foehn arrives when a low pressure moves in gradu-  
ally over the western Mediterranean. The typically  
humid air mass forms wave clouds, sometimes at  
high peak level, sometimes above, but not always  
visible. The gusty descending wind is often only  
present for a while and stops again, but if you  
don't feel it at takeoff you could face its full force  
when reaching the valley. It is very treacherous and  
extremely dangerous. So always check the weather  
carefully and ask the local clubs for advice!

Cross Country

Cross country flying in the Chamonix valley is  
for sensitive experts on the right day. When you  
consider the specific weather and winds of this  
area plus the restrictions, you can see that it makes  
no sense to come here just for XC flights. There are  
many better and safer places in this book where a  
distance flight is easier. But Chamonix is a powerful  
launch with a spectacular view! One of the biggest  
thermal rockets of my flying career shot me up from  
2000 to 4400m in one go! (Unfortunately I had not  
planned this ... it was an August day in 1989 and I  
flew without reserve, helmet or any protection (the  
standard heroic way of this epoch) ... so I was as  
scared as hell.

A lot of water has passed along the Arve river since  
the first XCs here, when Xavier Remond did his  
memorable trip around the valley on a nine cell  
glider in the summer of '87. The best time to try  
is on calm, thermic days without much wind at  
altitude, in May and June. A second chance is dur-  
ing the first fine weather after the restricted times,  
around the beginning of September. That's it.

Launch at Planpraz around midday and go N or  
S above the Aiguilles Rouges ridge. A flight to  
Aiguillette where the ridge ends and back towards  
Argentière with a loop to the other side at Plan de  
l'Aiguille gives you a classic roundtrip of almost 40  
km. Depending on your altitude you can extend  
the trip into Switzerland (N) or into the Chaîne des  
Fiz, following the Aiguilles Rouges to the SW and

returning via Prarion above St. Gervais.

The modern standard for advanced XC pilots would  
be an 80-100 km tour around the Mont Blanc area,  
feasible early or late in the year as July/August is  
prohibited. Long, straight flights are rare. In May  
2005 a PG pilot reached Davos from Planpraz (240  
km!) In 2003 PG pilots toplanded on the summit of  
Mont Blanc. You never know ...

Useful info

**Getting there:** The nearest  
airports are Geneva, Lyons  
and Turin. Chamonix is a  
major train destination and can be reached via  
Annecy, Lyons and Geneva, or from Paris to St. Ger-  
vais – Le Fayet by TGV (fast train) before changing  
to a local connection. There are buses at the railway  
station which take you near everything in the valley.  
Mont Blanc Express connects St. Gervais–Chamo-  
nix–Vallorcine at the Swiss border (then take a bus  
to Martigny railway station). Sat Bus connects with  
Geneva and Courmayeur, Tel : +33(0)4 5053 0115,  
www.sat-montblanc.com. By car, there are three  
approaches:

1. From the French and Geneva side: from Paris/  
Lyons/Grenoble go towards A40 Geneva–

Chamonix and continue into Chamonix.  
2. From the Swiss side by the Col des Montets:  
follow the highway Bern/Lausanne to Martigny and  
exit towards Col de Forclaz / Chamonix.  
3. From the Italian side via the tunnel du Mont-Blanc  
(road conditons and traffic info at Tel. +33(0)4 5055  
5500 or on the Chamonix website. When coming  
from Torino or Milan take the A5 at the Ivrea junc-  
tion towards Val d'Aosta / Courmayeur and continue  
via the tunnel to Chamonix.

**Getting up**  
• Télécabine du Brévent + Flégère, Tel. +33 (0)4 5053  
8393, HG transport  
• Télécabine de l'Aiguille du Midi (Plan de l'Aiguille),  
Tel. +33 (0)4 5053 2275, HG transport  
• Télécabine des Grands Montets, Tel. +33 (0)4 50  
532275, HG transport  
• www.compagniedumontblanc.com

**Weather:** www.chamonix-meteo.com  
• www.chamonix.com - with weather forecast  
• www.balisemeteo.com/balise.php?idBalise=94  
(weather station at Brevent)  
• Local weather forecast shown several times daily  
at the Tourist Office and Maison de la Montagne!

**Emergency contact:** General emergency: 112  
• Chamonix Mountain rescue (PGHM):  
Tel. +33 (0)4 5053 1689

**Meeting pilots:** The best place to meet other  
pilots is the landing areas or at the bar opposite the  
bottom station of Planpraz/Brevent!  
There are several PG/HG clubs in the Mont Blanc  
region. In the valley there is:  
• Club des Gratte-Ciel, Tel: +33 (0)6 7459 08 74,  
www.lesgratteciel.org.  
• Club Mont-Blanc vol libre, Passy, Tel: +33 (0)6 7058  
2289, www.cmbvl.net  
• Chamonix Hang-gliding Club, Tel. +33 (0)4 5055  
9930

**Flying schools**  
• Ailes du Mont-Blanc, Chamonix (PG, speed riding,  
snow kiting) Tel: +33 (0)4 5053 9672 or +33(0)6  
2046 5557 www.lesailesdumontblanc.com  
• Summits Parapente, Chamonix (PG, Ski-flying)  
Tel: +33 (4) 5053 5014. www.summits.fr

**Staying there:** Info: www.chamonix.com  
• Camping: Les Arolles, Tel. +33(0)4 5053 1430,  
www.campingmolliasses.com  
• Camping: Ile des Barrats, Tel. +33(0)4 5053 5144,  
www.campingdesbarrats.com  
• Gîte du Vagabond, nice hostel near Planpraz  
cable car, Tel. +33 (0)4 5053 1543, www.gitevaga-  
bond.com  
• Hostel Le Chamoniard Volant, Tel. +33 (0)4 5053  
1409; www.chamoniard.com

**Map:** IGN, #3630 OT + 3530 ET, Chamonix (1:25,000)  
**Other activities**  
• Mountaineering, hiking, climbing: before you  
decide, visit the Office de haute Montagne (www.  
ohm-chamonix.com). They give you tons of  
advice and even organize a guide if necessary!  
• www.chamonix.net for activities in the valley  
• A great place for skiing and ski-mountaineering!

**Alternative sites**  
• Col du Fouet (S/SW) Flégère cable car + index  
chairlift. From the top of the chairlift walk south  
several hundred meters towards above Combe  
Lachenal. A nice alternative combined with a  
climbing route, ideal in autumn and winter with

less turbulence. For experienced pilots!  
• Midi Plan ridge.  
• La Charme/Plancet/Prarion (SW/W) cable car  
from Les Houches to Prarion + walk, the best  
flight is from La Charme, a nice late afternoon  
flight on calm days with smooth conditions!  
• Plaine Joux (S/SE) 1360m, GPS: 45°56'58.23"N,  
6°44'22.16"E, on Chamonix–Geneva highway, exit  
at Le Fayet and turn onto the road from Passy to  
Plateau d'Assy and the Plaine Joux station with  
the big parking area. The most important low alti-  
tude site of the region, protected from stronger  
winds (except W). Very crowded in the season!  
• Chalet de Varan (SE-SW), 1 hr walk from Plateau  
d'Assy, beautiful takeoff, much nicer than Plaine  
Joux. Many more takeoff options around!  
• Mont Joux (E/NE); St. Gervais, access via cable car  
Bettex/Mont Arbois, nice morning flight with a  
superb view of Mont Blanc!  
• Le Signal (SE) XC departure above St. Gervais,  
not flyable in the afternoon, by 4x4 or cable car  
in July/August. Situated in the back of the St.  
Gervais valley above Contamines-Montjoie.  
• Midi-Plan ridge (N/SE); extreme takeoff from  
the bottom of the ridge; take Aiguille du Midi  
cablecar from Chamonix and descend 200m on  
crampons. 2600m height above Chamonix! On  
calm days as the thermal breeze begins: only for  
excellent pilots! Forbidden July/August.  
• Montblanc (N/E/S) 4400m height above Le Fayet,  
the crest of the Alps, a dream flight for experts on  
the right day! There is a Para-alpinism Cup, organ-  
ized by the St. Gervais club in September, but not  
every year. Check http://stgervais.vollibre.free.fr/



# Mieussy



HEIGHT  
1030m



LE PERTUISET 1620 m

Once upon a time, four friends met to show a crowd of journalists that a new way of gliding was possible on a rectangular chute ... and foot-launched from Pertuiset, to initiate the era of paragliding. The year was 1979! Mieussy has remained the same small peaceful Savoy village, occasionally invaded by groups of paragliders. A touch of history flies with you when exploring the lift along the ridges high above the valley of the Giffre. Enjoy the moment!



## Landing

**1. La Ferme** (590m) GPS: 46° 7'49.74"N, 6°31'34.56"E. Turn down/left after the post office and turn right again towards the raised parking; the landing field lies 50m below. Beware of turbulence from the tree lines in stronger valley-wind! The old landing at les Choucas is no more; don't go onto the sports field!

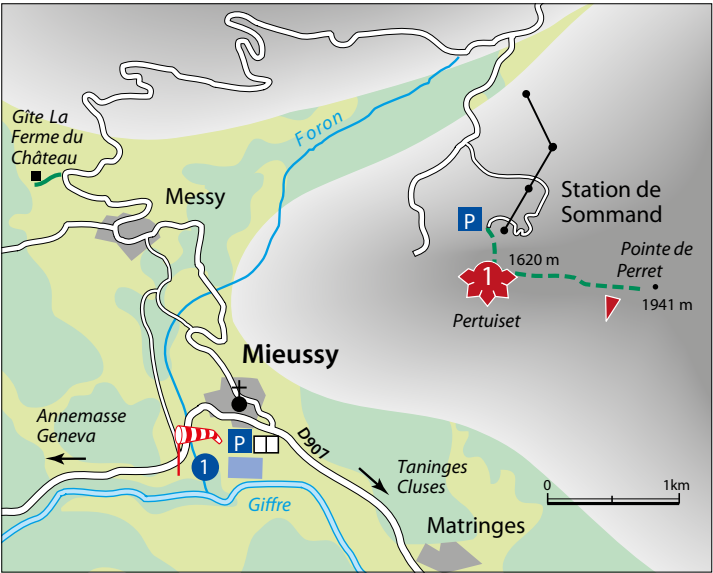
## Launch

**1. (E-S-W)** +-1620m, easy. 20 min walk from the car, signed out. GPS: 46° 8'30.54"N, 6°32'45.76"E. The distinctive crest of green meadows cannot be missed when arriving at the cluster of chalets at the end of the road. There is little space for parking.

Sadly, the once famous La Casta restaurant which stood there, has been sold. There is also no shuttle service anymore! You have to use your own car, but getting to the takeoff is easy: head to Sommand from the E roundabout in town (after the fuel station). Once you reach the small saddle after the tunnel galleries, turn right, (signed La Roche), and go through the forest to the end of that road (some chalets, only a few parking places). To avoid the weekend crush, you can walk higher towards the summit of Pointe de Perret (another 20 min from takeoff, launch SW/S).

## Flying

The morning flight is generally to the E. There the gully provides some thermals (as well as the lower ridge on its E side with the small chapel). Around midday the entire lower ridge provides thermals and later in the afternoon the thermals reach up to the W side of the launch. On days with gentle W conditions, follow the lower ridge towards the rocks around the Mieussy-Sommand road, but beware of turbulence! Later on you can thermal up La Rovagne, the rock face above the tunnels. The site is usually toplandable but this is not advised with many pilots on the launch, when there is strong turbulence from the lower ridges or when the valley-wind has reached up to launch.



Haute Savoie | Chablais | Mieussy

## Caution!

Weekends during high season require discipline when many people hang around in the air. Watch out on landing in strong valley-winds and in dense weekend landing traffic! The Sommand area is often quite exposed to bad weather and thunderstorms which develop over the back and cannot be seen from takeoff!

## Cross Country

It's good during springtime. Once high enough above Sommand you can go E on the ridges towards Samoens and the end of the Giffre valley where the spectacular Cirque du Fer à Cheval leads you across to the Chamonix valley. If you cross S earlier, you'll find strong thermals around the Massif de Platé. The crossing of the Arve valley (SE/S) is more difficult, as you have to reach Cluses with enough altitude. If so, you can head directly towards Col de la Colombière or above Mont Saxonnex and enter the Bargy range with superb alpine flying in 'Dolomite style' over to La Clusaz or Grand Bornand (see Mont Lachat)!

## Useful info

**Getting there:** The nearest airport is Geneva. Trains run to Cluses, then take a bus to Mieussy. To get to launch you must negotiate a space in a private vehicle at the landing site, as there is no shuttle service! Very complicated train and bus connections from Geneva airport to Cluses – it's better to hire a car. Drive on the A41 Geneva-Chamonix, exit Bonneville E, go across Marignier and towards Taninges D907 into Mieussy. At the post office turn right and downward to the landing (signed Attérisage La Ferme). From Cluses follow the route Taninges-Morzine-Avoriaz and in Taninges turn left on D907 towards Mieussy.



**Weather:** [www.ta-meteo.fr/mieussy.htm](http://www.ta-meteo.fr/mieussy.htm)

### Meeting pilots

Meet at the landing zone or at the flying school, further east after the end of town at the sports field.

**Flying school/club:** Les Choucas, [www.leschoucas.com](http://www.leschoucas.com), Tel. +33 (0)4 5043 0513

**Staying there:** info [www.mieussy-sommand.com](http://www.mieussy-sommand.com)

- Gîte la Cassandrine, [www.lacassandrine.com](http://www.lacassandrine.com), Tel. +33 (0)4 50 91 41 37
- Hotel L'accueil savoyard, [www.hotelaccueilsavoyard.com](http://www.hotelaccueilsavoyard.com), Tel. +33 (0)4 5043 0190
- Camping des Thezières, Taninges, Tel. +33 (0)4 5034 2559

**Map:** IGN # 3529 ouest/west (1:25.000)

### Alternative sites

- Pointe de Marcelly (SW) 1½ hr hike from Pertuiset launch
- La Joux / Pointe des Brasses (SE/W/NW) by road from Viuz-en-Allaz towards Bogève
- Montagne d'Hirmentaz (SE/S/W/NW), by road via Viuz-en-Sallaz – Bogève – Col de Terramont – Hirmentaz – La Glappaz + ½ hr walk.
- Le Mole (all directions except E), road from Marignier + 1 hr walk
- La Bourgeoise (SE-SW), Samoens, road to Col de Joux Plane + 20 min walk
- Plateau des Saix (NE-NW) road from Samoens, chairlift in winter

### Other activities

- Climbing around Mieussy, ask at the Tourist Office!
- Hike + MTB around Praz de Lys ([sommand.com](http://sommand.com))
- Excursions to Geneva and the lake
- Swimming at the Giffre
- The Chablais canyons
- Cirque du Fer à Cheval
- Ecomuseum at Viuz-en-Sallaz
- Ski resorts at Samoens and Avoriaz





# Salève



HEIGHT  
410m – 865m



SALÈVE 1307 m

*You cannot skip this site: rising next to the cities of Geneva (Switzerland) and Annemasse (France), this ridge stands squarely on your route into the high Alps. With easy access by road and cablecar, it is equipped with three takeoffs that are exposed to the prevailing winds, which even allow for toplanding under certain conditions. Which all suggests you should not pass by without lifting your wing into the air! There will be other pilots with the same intention and sometimes it can get crowded, but maybe Salève will reward you with an hour of evening soaring.*

## Launch

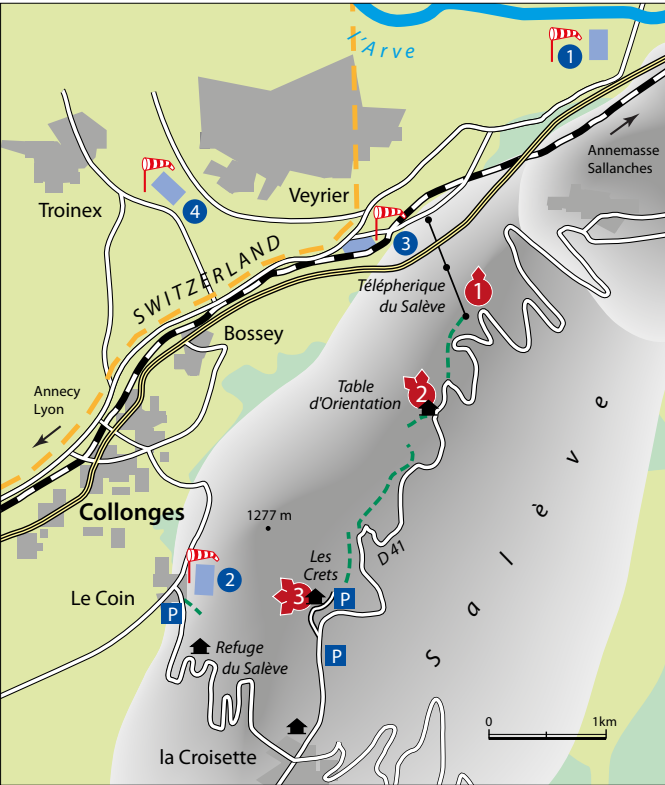
- 1. Télépérique (N)** 1090m, GPS: 46° 9'17.09"N, 6°11'38.42"E. Just E of the cablecar, beyond the terrace. Access: from the A40 Autoroute blanches (Geneva–Annecy/Chamonix) exit at Étrembières/ Annemasse and follow D1206 towards Collonges / St. Julien until you pass the cablecar (Télépérique du Salève) on your left. Turn left and head back on Route du Télépérique. By road to the top of Salève: see Useful info/Getting There.
- 2. La Table d'Orientation (N/NW)** 1200m, medium. GPS: 46° 8'55.19"N, 6°11'21.00"E.. From the cablecar top station follow the path to the observatory for about 20 min.
- 3. Les Crets (SW-NW)** 1270m, easy, toplandable, GPS: 46° 7'48.00"N, 6°10'20.00"E

Access: from Geneva or Annemasse follow D1206 into Collonges. Turn left and cross the village, follow Route du Salève D145 across Le Coin up to Col de la Croisette and turn left, go about 300m, then park near Café des Crets and follow the path on the left (signs), through a gate and the meadows to the takeoff (10 min).

## Landing

- 1. Pont de Zone** (405m) GPS: 46°10'22.80"N, 6°12'31.20"E. From the cablecar in Pas de l'Échelle go N on D1206 towards Étrembières/Annemasse until D46 splits off. Turn left onto D46 towards Annemasse and continue about 100m (sign on the left) and turn left to the landing field, just before the Arve bridge.

- 2. Le Coin** (680m) GPS: 46° 8'2.16"N, 6° 9'38.40"E. Drive on D1206 towards St. Julien and turn left in Collonges, follow D145 towards le Coin then towards Col de la Croisette. Before the road winds up across the slope there is a parking area on your right. Opposite it, 300m away, is the landing field. Walk back to the last junction, turn right into Rue Maurice Ravel and follow it for about 200m, turn right into Chemin de Bottecreux which runs uphill just behind the landing field.
- 3. Pas de l'Échelle** (430m) club landing, small field surrounded by houses, 300m W of the cablecar, only for experienced pilots! GPS: 46° 9'41.10"N, 6°10'55.53"E. Opposite the turnoff of Route du Télépérique lies Rue de la Balme. Follow it and turn into Chemin du Verdun. Go straight to the landing field. 15 min from the cablecar.
- 4. CVLG** (425m) club landing between Troinex and Veyrier. GPS: 46° 9'44.75"N, 6° 9'29.00"E. Check the landing plan at [www.vol-libre-geneve.ch/site/cvlg.html](http://www.vol-libre-geneve.ch/site/cvlg.html). Access from Pas de l'Échelle / Télépérique du Salève, continue on the main road D1206 towards St. Julien. After about 1.2 km Route du Bossey turns right towards Troinex. Follow it until you see the Centre Genève du Vol Libre on your right. Turn right to the parking; the landing is behind it.

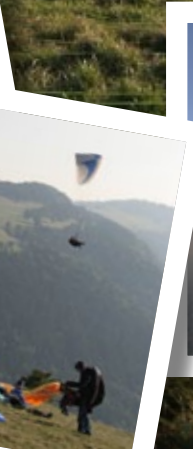
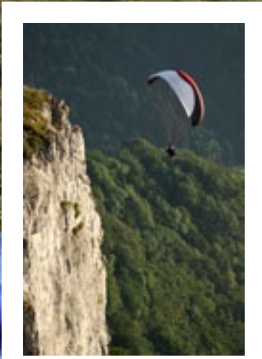


Haute Savoie | Pas de l'Échelle, Collonges and Veyrier

## Flying

Flight restrictions: altitude limit 1680m ASL because of Geneva airport TMA, check the details at [www.Salève-vol-libre.com/?q=node/13](http://www.Salève-vol-libre.com/?q=node/13) and [www.vol-libre-geneve.ch/site/restrictions.html](http://www.vol-libre-geneve.ch/site/restrictions.html). The launch at the cablecar (1) is good with a light N wind in the afternoon. Be careful with thermic

Evening soaring at les Crets





conditions at the launch (rotor and turbulence from the right, off Col de Monnetier). Watch out for cables and trees when soaring close!

The middle launch (2) lies directly above the big quarry at the base of Salève. It is good with a light N/NW plus thermals in the afternoon. Les Crets (3) is the easiest launch, offering fine soaring and toplanding with a W/SW in the afternoon (thermals and a light W wind). Sometimes people play with model planes to the left. Be careful on both (2) and (3), because shortly after launch, is the cliff!

There are several unofficial launches between Les Crets and Table d’Orientation, but rather don’t use them and help protect the environment. When you soar, be careful about how far W you go; landing is to the E. Be careful with lots of people around the takeoffs – it’s always better to land at the bottom instead of forcing a risky toplanding! Analyse the wind direction and strength and don’t fly too far towards the cablecar with W/SW as you might end up in the lee. The reverse is true with N: don’t go too far towards Les Crets. The stronger the wind the bigger your distance from the cliffs should be. Newcomers should ask for advice about the conditions before launching.

Caution!

Salève is primarily a cliff soaring site, where you have to fly carefully to avoid rotor, crowds and collision risks. As a free-standing ridge, it’s exposed to the wind. Don’t fool yourself by just flying behind the others. Be aware of what’s going on because conditions can change!

Cross Country

Particular spring days allow formidable pilots to complete some nice tasks which do not fairly represent the XC standard of this ridge. If you are after a long flight this is not the place to wait for it! If you are in the area anyway on a promising spring day, well then, why not? At least Les Crets – Étrembières and back to landing 4 gives you about 25 km



on your tracklog. Or extend that flight towards Cruseilles (SW) and come back for over 40 km. Or continue towards Bellegarde and the Jura! The longest flights have been done in June, into the Berner Alps / Switzerland (over 150 km).

Useful info

**Getting there:** Nearest airports: Geneva (and Annecy, only from Paris). Train hubs are Geneva and Annemasse. For bus transport check: [www.cc-genevois.fr/transport/transport\\_publics.htm](http://www.cc-genevois.fr/transport/transport_publics.htm). Line 11 connects the railway station of Annemasse with Collonges and St. Julien (stops near the cablecar at École Pas de l’Echelle). Info: Annemasse bus stand, Tel. +33 (0)4 50 38 4208. Line D connects Geneva railway station with St. Julien. You can change on to line 11. From Geneva, Bus 8 takes you to Veyrier border station, then it’s a 7 min walk to the cablecar!

Bus T72 connects Geneva (airport and railway station) with Annecy (railway station). If you get stuck: Taxi service St. Julien, Tel. +33 (0)609 600 609.

By car: to get on top of Salève (Route de Crets) where a road crosses the entire back of the ridge, exit from the A40 (Lyons–Geneva–Annecy/Chamonix) at Annemasse and follow the D1206 (ex N206) towards St. Julien and at Étrembières turn left on D906a towards Mornex / Monnetier / Route du Salève and climb up to the cablecar summit station. Drive along the ridge – the road leads you over to Les Crets and Col de la Croisette where you can turn down to Collonges and St. Julien to loop back.

**Getting up:** Télépherique du Salève, Tel. +33 (0)4 5039, [www.telepheriqueduSalève.com](http://www.telepheriqueduSalève.com). In summer, a free shuttle service connects the cablecar mountain station with the takeoffs at Table d’Orientation and Les Crets!

**Weather:** [www.vol-libre-geneve.ch/meteo.html](http://www.vol-libre-geneve.ch/meteo.html)  
[http://fr.windfinder.com/forecast/Salève\\_les\\_crets](http://fr.windfinder.com/forecast/Salève_les_crets)

Meeting pilots

- Club de Vol Libre du Salève, [www.Salève-vol-libre.com](http://www.Salève-vol-libre.com)
- Vol Libre Geneve, [www.vol-libre-geneve.ch](http://www.vol-libre-geneve.ch)
- The best meeting places are at the cablecar or at the Les Crets takeoff and the restaurant behind it – Café des Crets! [www.Salève.fr/cafe-des-crets/cafe-des-crets.html](http://www.Salève.fr/cafe-des-crets/cafe-des-crets.html)

**Flying school:** [www.Salèveairlines.com](http://www.Salèveairlines.com), Étrembières, Tel. +33 (0)4 5039 7159

**Staying there:** Info: [www.tourisme-genevois.fr](http://www.tourisme-genevois.fr)

- Le Relais de la Croisette, on the Salève, at Col de la Croisette, Tel. +33(0)4 5085 0429, [www.Salève.fr](http://www.Salève.fr)
- Camping La Colombière, Neydens, Tel. +33 (0)4 5035 1314, [www.camping-la-colombiere.com](http://www.camping-la-colombiere.com)
- Camping Le Terroir, Presilly, Tel. +33 (0)4 5004 4207, [www.camping-le-terroir.fr](http://www.camping-le-terroir.fr)
- Hotel Restaurant Brun, Archamps, Tel. +33 (0)4 5043 6026

**Map:** IGN # 3430 OT Mont Salève (1:25,000)

Alternative sites

- Montagne d’Hirmentaz / Les Crêtes (N/W), road from Haber Poche, chairlift (in winter) + hike, nice soaring and thermals with westerlies!
- Pointe des Brasses (W/SW); road from Viuz-en-Sallaz via Bogève
- Tres le Mont (W) and Le Côteau (N/NE); road from Orcier / Thonon; altitude limitation for Geneva TMA!
- Les Mémises (NE-NW) at Thollon, road+cablecar
- Annecy (W/NW) see site page
- Petit Montrond / Col de la Faucille (E/SE); road from Gex

Launching from Les Crets for a late gathering with the crowd...

Other activities: Info: [www.tourisme-genevois.fr](http://www.tourisme-genevois.fr)

- Hiking (all the takeoffs can be reached via beautiful hiking trails from the valley)
- Find out more about the Salève at [www.syndicat-mixte-du-Salève.fr/](http://www.syndicat-mixte-du-Salève.fr/)
- Canyoning, rafting etc. ([www.rafting74.com](http://www.rafting74.com))
- Visit Geneva and Annecy downtowns
- Jura Nature Park for adventure hikes ([www.parc-haut-jura.fr](http://www.parc-haut-jura.fr))



# Mont Lachat



HEIGHT  
510m – 1100m



MONT LACHAT 2040 m

Surrounded by the Bargy and Aravis chains, this grassy dome is somewhat unspectacular but provides an easy access to really grand flying around the bowl above popular ski resort of Grand Bornand. The circuits that can be done here are similar to the Swiss and Austrian Alps with lots of green meadows and limestone walls with pinnacles jutting out of them: sightseeing flights and fun for everyone!

## Launch

- 1. Le Châtillon (S-W)** 2020m, easy. The entire grass slope 2 min south of the top station of the chairlift, below the trail, is launchable. Also, if you continue a bit downward to the S, there's a lower takeoff (but beware of turbulence from the scree gully on the SE-side!) GPS: 45°57'30.85"N, 6°28'35.34"E. Once the cablecar is closed, you may have to drive to La Côte (Grand Bornand – Col de la Colombière road) where the chairlift starts. If it's also closed (off season) you can walk up from there in 1 hour.
- 2. Covaleux (SW/W)** 1510m, easy, used to be the PG school launch, exposed to the valley winds. It lies at the small ridge opposite Mont Lachat. Get there by road, or the piste from Le Bouchet above the landing field on the south flank of Roc des Arces. GPS: 45°56'56.07"N, 6°28'2.40"E

## Landing

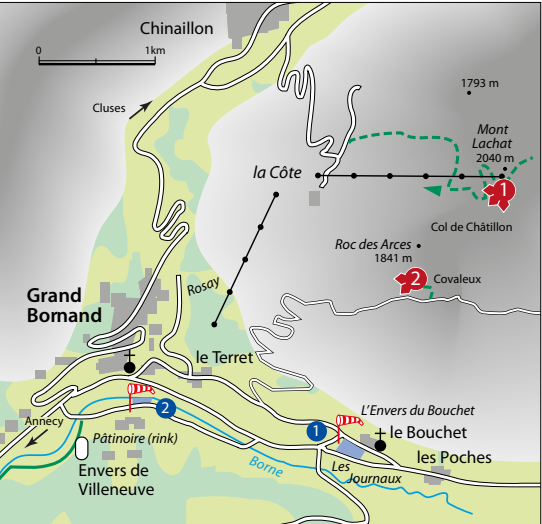
- 1. Le Bouchet S** (1000m) PG&HG. Go from Grand Bornand straight across the town into the Bouchet valley (signed Vallée du Bouchet) passing Clos du Pin campsite. After 1km at the houses of Envers du Bouchet, a road turns right and downward towards the landing field. Go another 200m and you see the landing below an industrial building. There is a side-road to a parking area near the landing field. GPS: 45°56'10.22"N, 6°27'25.31"E
- 2. Le Terret** (920m) Grand Bornand. Between the road to Envers de Villeneuve and the river; just E of the archery field and opposite a small skilift. GPS: 45°56'30.69"N, 6°26'5.51"E.

## Flying

Although it's a W face, it is often good by 10h00! The house thermals are in two promising places: just SE of the mountain or opposite the takeoff at the minor ridge of Roc des Arces, upon it's SE face. Get some height before venturing onto the back of Mont Lachat, where the thermals are stronger, but in the lee! Rather head towards Roc des Arces and catch what you can on the way. That's the procedure in the morning; in the summer afternoons there is usually some valley-wind and you will have fun soaring and thermaling along the ridge of Roc des Arces or around the summit of Mont Lachat, just don't get too low in-between!

## Caution!

Exposure to summer conditions (valley-winds, thunderstorms, strong thermals). Be careful when landing around midday with turbulence caused by the valley-wind and thermals!



Haute Savoie | Bargy | Le Grand Bornand

## Cross Country

Once up high enough you go on a tour by following the E faces first: head over towards Col de la Colombière and along the ridges of Pic de Jallouvre until Roc des Charmieux, where the narrow valley of the Borne exits towards Bonneville. Jump SW to the lower Mont Lachat and head towards Annecy. Or cross back to takeoff and head into the Aravis (you need enough height and some valley-wind in the afternoon, as it's a chain with NW faces)! 120 km+ has been flown from here; the main routes are SW (Annecy) and NE (Chamonix), ideal site for triangles!



Photo © Xavier Murillo

## Useful info

- Getting there:** Geneva airport is the closest. From Geneva or Grenoble / Lyons get to Annecy by train, then from the station by bus to Grand Bornand. [www.voyages-crolard.com](http://www.voyages-crolard.com) has several services daily. By car, from the main A40 Geneva–Chamonix, exit Bonneville W, St.Pierre-en-Faucigny and follow D12 to Grand Bornand.
- Getting up:** Télécabine du Rosay + Télésiège du Lachat, both open in summer from the end of June until the end of August. In winter season, open from Christmas until the end of Easter.
- Weather:** The site [www.meteofrance.com](http://www.meteofrance.com) has a detailed forecast for Grand Bornand
- Meeting pilots:** People meet usually on summer weekends at the restaurants around the La Côte chairlift or at the takeoff. There is not much of a club activity since the flying school has moved to Talloire.
- Flying school:** Les Passagers du Vent, Talloires (Lake Annecy), [www.lespassagersduvent.com](http://www.lespassagersduvent.com), Tel. +33 (0) 4 5060 7121

## Staying there

- Info: [www.legrandbornand.com](http://www.legrandbornand.com), Tel. +33 (0)4 5002 7800
- Camping Clos du Pin, Tel. +33 (0)4 5002 7057, [www.le-clos-du-pin.com](http://www.le-clos-du-pin.com), excellent and laid back meeting place, not far from the landing field.
- Hotel Le Delta, [www.hotel-delta74.com](http://www.hotel-delta74.com), Tel. +33 (0)4 5002 2625

**Map:** IGN # 3430 ET (1:25,000)

## Alternative sites

- Cret du Loup, Cret du Merle (NW) from La Clusaz
- Balme (NW) only winter access from La Clusaz (Balme cablecar)
- Aig. du Calvaire (NE), La Clusaz
- Pic du Jallouvre (W/S) 2 hours from Col de la Colombière, alpine
- Annecy (W/NW) see site page

## Other activities

- Climbing areas in the Bargy and Aravis
- MTB and hiking
- Le Réposoir, a medieval monastery
- Annecy and Bourget lakes





# Annecy



HEIGHT  
480m – 810m



MONTMIN 1280 m PLANFAIT 890 m

The launches above Lake Annecy combine everything a pilot wants: enough easy soaring and flying, enough small-talk afterwards, a lake for swimming and safety training, plus the infrastructure of a nice medieval city in the neighbourhood. Be careful and respectful and you'll enjoy sharing it with many others – sometimes too many!

## Launch

- 1. Col de la Forclaz (W-NW)** 1155m, **(W)** HG ramp on the right, above the saddle, GPS: 45°48'30.09"N, 6°14'39.62"E
- 2. Montmin (W/NW)** 1280m, easy, PG+HG, GPS: 45°48'50.95"N, 6°14'48.75"E. From Col de Forclaz turn left and pass behind *La Pricaz* restaurant on the road up to Montmin (signed) to the parking. First you pass the HG takeoff and then the PG take-off a little higher up. There is a barrier set behind La Pricaz. You can only pass by hiking from the parking at the Col de la Forclaz (20 min) or by a shuttle service with an access card to open the barrier. The barrier is active from April through October; before and afterwards it is open. To obtain an access card for your vehicle you have to request it from: Doussard municipality, Tel. +33 (0)4 5044 3045, <http://www.ville-doussard.fr/servicesmunicipaux>
- 3. Coche Cabane (SW-NNW)** 1180m, easy-medium, PG only, GPS: 45°49'5.36"N, 6°14'44.99"E. From the takeoffs at Montmin take the forest path north for 10 min.
- 4. Planfait (SW-NW)** 950m, easy. From Talloire follow the road signed *Base Nature Aventure* to Planfait. GPS: 45°51'11.60"N, 6°13'22.96"E.

## Landing

- 1. Doussard** (470m) GPS: 45°46'51.00"N, 6°13'19.00"E. For HG and PG. From Annecy take D1508 Route du Bout du Lac (Albertville) towards Doussard, turn right into Doussard on *Route du Pont Monnet* towards the big building of Salle Polyvalente. There is parking on your right and the landing behind that. If coming on the D909a from Talloires, continue towards the end of the lake, past

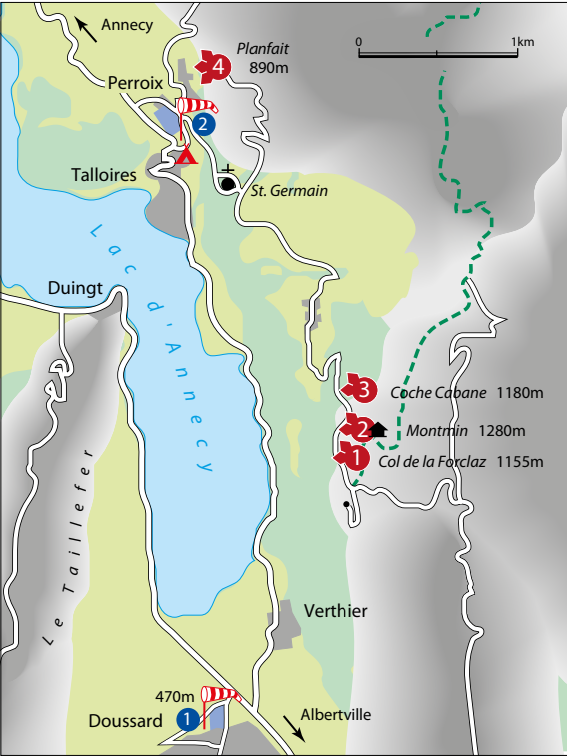
the old landing fields and Verthier until you reach the junction with the D1508. Turn right towards Annecy and take the first left into Doussard. The old landings at Doussard-Verthier near the SE end of the lake are now closed (emergency landing only). Please check the current situation!

**2. Perroix** (540m) GPS: 45°50'55.00"N, 6°12'51.00"E. From Annecy follow the D909a towards Talloire and at the end of the village of Perroix you have the landing field on your left. Turn left at the big right curve of the road and follow to the parking behind the landing field. Don't park on the reserved spaces! This road also connects to the take-off at Planfait. Flight approach: don't fly over the houses south from the landing field!

## Flying

A map of the flying sites around Lake Annecy is on [www.tourisme-haute-savoie.com/IMG/pdf/carte\\_vol\\_libre.pdf](http://www.tourisme-haute-savoie.com/IMG/pdf/carte_vol_libre.pdf) or ask at the Tourist Office in Annecy. Generally, this site has its own microclimate due to the position of the valley and the lake. The wind is usually channelled onto the launches from April to September which keeps the overall wind consistent and gives Annecy a big number of flyable days, even with Mistral announced. On the other hand, Annecy is not a winter flying place, when the thermic breezes are absent.

The main takeoff at Montmin is often pretty crowded and works from 13h00. With N at altitude and the valley-wind coming in from the same direction, it can get very strong around midday. With low



cloudbase or if you want to find thermals earlier, check out Planfait. Coche Cabane is less crowded than Montmin, and you find more experienced pilots there. But crosswind conditions can get overwhelming for a newbie pilot.

The easiest is soarable, light NW with an afternoon thermic breeze: you can stay airborne for hours until late in the day, and fly over a good stretch of the slopes E of the lake.

Haute Savoie | Bauges | Annecy, Talloires and Doussard



Good thermals wait for you at La Rochette, Dents de Lanfons and Veyrier. It is easy to do a run of 10 km, just keep the rules in mind when passing other pilots on the ridge. Check your landing sites before you fly away, and do not topland! Late afternoon restitution is fantastic here – a gentle widespread lift, suitable for all levels of pilot; truly unforgettable!

## Caution!

Most launches have relatively open spaces except Coche Cabane and Planfait (trees cause problems with stronger N/S crosswinds). Rather don't launch. Watch out for strong wind at altitude and thunderstorms – you can end up in the lake or the trees! Be careful with lots of other gliders in the air. Don't fly towards Annecy – there is airspace (CTR). Don't stay in front of the launches and show off your wingovers: you'll be more impressive by respecting the others and giving them space to launch safely.

## Cross Country

The Forclaz slope is a superb cross country site from April until August. The traditional spring classic is *La Tour du lac*. You need at least 2000m altitude to do so safely. Fly counterclockwise: crossing to Semnoz from Veyrier being the tricky part, then return via Entrevernes or Mont Trélod (further SW) and come back above the lake's southern end (25 km).

If you can climb at Trélod you could easily connect to Pointe d'Arcalod and Sambuy and extend your tour. Cross to Dent de Cons and you can reach Albertville. Traverse NE above Faverges to the ridge of Pointe aux Frettes and you can complete your

roundtrip. The triangle can be stretched into the Bauges (E) with a loop around Mont Lachat and the Aravis Arc (about 50-60 km). Or fly straight towards Chamonix, or via Albertville down to Chambéry and St. Hilaire. The first place to make good height after launch is towards the high peak of La Tournette.

## Useful info

**Getting there:** By car from the A41 Geneva–Annecy–Grenoble go towards Annecy and exit Annecy nord (17), follow the signs for Annecy-Le Vieux on D908B, then head towards Thônes / Annecy Centre N1201, continue onto D909 signed Menthon-Saint Bernard until Talloires. There is a turnoff via Perroix (landing 2) to Col de la Forclaz and the takeoffs nearby. To get to the main landing at Doussard stay on D909a.

### Getting up

Econavette from Talloire (via Perroix) to Montmin is free transport! See [www.talloires-lac-annecy.com/econavette-c11-14-fr.html](http://www.talloires-lac-annecy.com/econavette-c11-14-fr.html). There are shuttle-buses from both landings in the summer season!

### Weather

- [www.balisemeteo.com/balise.php?idBalise=67](http://www.balisemeteo.com/balise.php?idBalise=67) (at Semnoz, above Annecy)
- [www.windfinder.com/forecast/montmin\\_coche\\_cabane](http://www.windfinder.com/forecast/montmin_coche_cabane)
- [www.lespassagersduvent.com/chapitre3\\_fr\\_33.html](http://www.lespassagersduvent.com/chapitre3_fr_33.html) (detailed weather)

**Meeting pilots:** Deltaclub Annecy, [www.dca.ffvl.fr](http://www.dca.ffvl.fr)

### Flying schools

- Les passagers du vent, Perroix (at the road just below the landing), Tel. +33 (0)4 5060 7121, [www.passagersduvent.com](http://www.passagersduvent.com)
- Libre envol, Doussard, [www.libre-envol.com](http://www.libre-envol.com), Tel. +33 (0)4 50328076

### Staying there

Here are the ones which are helpful to pilots (close to landing or takeoff or run by a pilot as well):

- Camping La Nubliere, Doussard, [www.camping-nubliere.com](http://www.camping-nubliere.com), Tel. +33 (0)4 5044 3344

- Camping l'Horizon, Talloire, [www.camping-horizon.fr](http://www.camping-horizon.fr), Tel. +33 (0)4 5060 7871
- Residence Florimontane, Talloire, [www.florimontane.fr](http://www.florimontane.fr), Tel. +33 (0)4 5060 0922. Antoine, the owner is a pilot and can give you advice, besides, he runs a delicious Crêperie!
- Maison du Moulin, [www.maison-du-moulin.co.uk](http://www.maison-du-moulin.co.uk), detailed site in English for all guest pilots (including weather forecasts)! Tel. +33 (0)6 7797 5957
- Otherwise try Hotel Restaurant La Chaumière, Veyrier du Lac, good dining, [www.hotellachaumiere.com](http://www.hotellachaumiere.com), Tel. +33 (0)4 5060 1006

**Map:** IGN #3431 Annecy oust/west (1:25,000)

### Alternative sites

- Semnoz: Viuz-la Chiesaz (W), road from Annecy
- Semnoz: Crêt de Chatillon (SE/NW), road from Annecy
- Entrevernes (E), opposite the Forclaz slope; road from Duingt, only for good pilots!
- Sambuy (N/NE/SE) chairlift from Seythenex above Faverges
- La Tournette (NW-SW/E); 2½ hr hike from Col de la Forclaz
- Le Revard (W/SW) difficult but nice soaring site, road from Aix-les-Bains
- Montagne de Sulens (all directions), 1 hr hike from Le Mont/Serraval (road Faverges–Thônes)
- Mont Lachat, see site page)

- Other activities:** Info: [www.lac-annecy.com/fr](http://www.lac-annecy.com/fr)
- In the evening, take a stroll across downtown Annecy, with its channels and bridges.
  - Many nice restaurants and pubs await you!
  - Try the local cheese, Reblochon, or the French-Savoy version of a Spanish tortilla: Tartiflette!
  - Canyon: Gorge du Fier, [www.gorgesdulfier.com](http://www.gorgesdulfier.com)
  - Climbing areas around Annecy ([www.kir-kleesclimbing.co.uk/annecy.html](http://www.kir-kleesclimbing.co.uk/annecy.html))
  - Hiking in the Bauges mountains ([www.parcdesbauges.com](http://www.parcdesbauges.com))



# Bourg St. Maurice



HEIGHT  
460m – 1940m

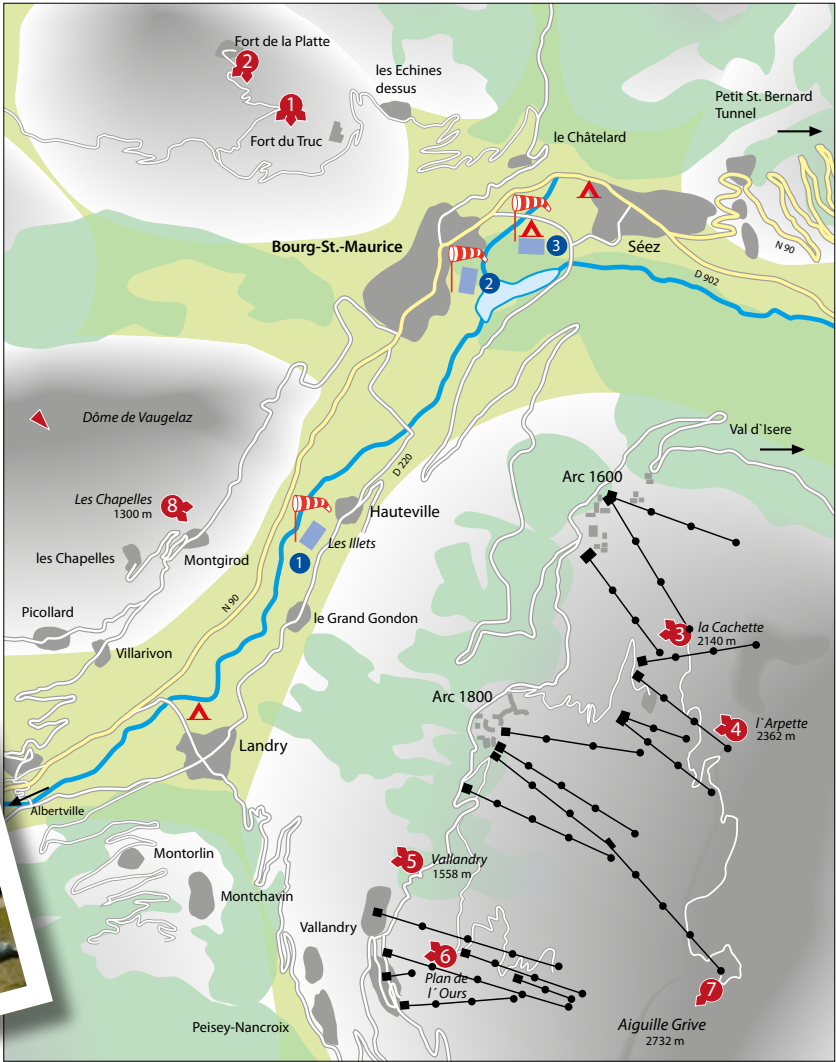
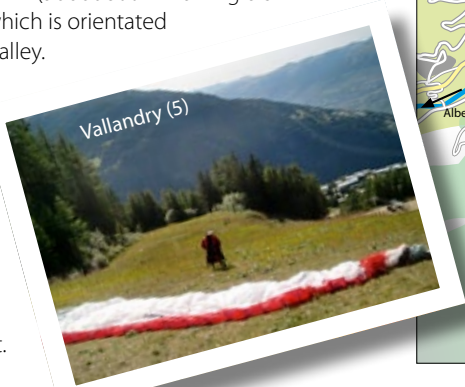


FORT 1950 m DOME DE VAUGELAZ 2000 m LES ARCS 2732 m

The Tarentaise valley is renowned for its ski slopes but most visitors don't know about the many great flying sites around Bourg St. Maurice. Surrounded by the vast mountain area and national park of Vanoise, it is a complete adventure region on its own, with outdoor activities on offer all year round. Paragliding is quite popular, with several flying schools and a well-organized club, so the whole flying circus awaits: from speedriding and para-alpinism to tandems and cross country. It is complex, so check things carefully before you fly!

## Launch

- 1. Le Fort (du Truc) (SE-SW)** 1768m, the best thermal launch, GPS: 45°38'1.80"N, 6°44'58.34"E. From Bourg St. Maurice take Route des Chapieux (towards Beaufort via Cormet de Roselend) and after Chatelard turn left towards Les Échines, cross Villaret and Maisonnettes and turn left in the village of Echines Déssous. Continue until a narrow turn towards Les Échines déssous. Here you turn left on to a rough road, signed Les 5 lacs/ Le Fort/Mineurville/Grandville. Cross the bridge and go up via some turns through Mineurville and Grandville. After Grandville turn right on asphalt again. Go up (signed Fort de la Platte) and from where the asphalt ends continue on some narrow turns until a nearly straight stretch of the rough road. At the end of it is a narrow turn left where you should park. The slope above you hides the launch and windsock. Just walk up!
- 2. Fort 2000 / Fort de la Platte (S/SW)** 1950m, easy, on the grass slope in front of the viewpoint, GPS: 45°38'14.60"N, 6°44'34.81"E. Access as above but at the end continue to Fort de la Platte.
- 3. La Cachee (W/NW)** 2140m, easy, just E of the cable-car station. GPS: 45°34'35.50"N, 6°47'58.18"E. Good for beginners and inexperienced pilots, often used for training flights by the flying school. Easy to reach by cable-car and shuttle service in summer, but forbidden in winter! Challenging once the valley-wind has begun, as it gets increasingly difficult to reach the landing at Les llettes. If it's crosswind, just walk 10 min downward on the piste to the left then straight down (about 800m walking distance) to the flat **Altiport** launch, which is orientated more towards the entrance of the valley. GPS: 45°35'0.84"N, 6°48'15.89"E. Access via the flying school or club shuttle-bus or by the La Cachee chairlift from Arc 1600. In July/August the chairlifts are all open and it is forbidden to use a car! Outside of this period, it is a very long drive and the pistes require a 4x4, there are no signs and one gets easily lost.



Savoie | Tarentaise | Bourg St.Maurice

- 4. L'Arpette (Le Fond blanc) (W/NW)** 2362m, easy, only in winter; GPS: 45°34'26.74"N, 6°48'43.46"E. Use the chairlift Télésiège de l'Arpette from Les Arcs 1600. On arrival turn left to the Piste de Fond Blanc. From Arc 2000 take the chairlift Bois de L'Ours and turn right on arrival.
- 5. Vallandry (NW/W)** 1558m, easy. Nice afternoon soaring! Allowed May–November. You launch from a gap in the forest. Make sure you don't fly into rotor from the side! Be careful about passing the cables of Vanoise Express connecting La Plagne and Peisey at 1600m that span 1 km across the slope to the left of this launch! To get there, from Bourg St. Maurice follow the road to Peisey-Nancroix and up to the Vallandry station (5 km). Behind the Tourist Office turn left into Route des Espagnols (between Peisey-Nancroix and Vallandry and before the Vanoise Express). Follow it for ± 800m. The launch is below the road. GPS: 45°33'34.94"N, 6°46'0.99"E.
- 6. Plan de l'Ours (W)** 1815m, easy, GPS: 45°33'9.45"N, 6°46'16.19"E. One of several piste takeoffs above Vallandry, excellent in the afternoon breeze when the wind is flyable! 300m further south and a bit higher there is another launch from the next ski-slope at L'Écureil at 1875m which is also used often! GPS: 45°32'50.96"N, 6°46'24.38"E. **Both are forbidden during the ski season!**
- 7. Aiguille Grive (SW)** 2700m, easy, GPS: 45°32'56.16"N, 6°48'15.49"E. Access by cable-car, December–April and July/August or by cog railway from Bourg St. Maurice to Arc 1600, then take

To get there, approach as described above and follow Route des Espagnols about 1.6 km until a rough road on your right. Turn in and follow it until several pistes split off. Park there. It the Parking de L'Ours. The takeoff is on the right hand ski-slope! If coming from Arc 1800, continue to the end of Chantel, go up, after Le Méridien Hotel turn right towards Vallandry. Continue 300m until you see a broad rough road on your left. Follow it until the junction described above with the takeoff on the right hand slope.

- the free shuttle service to Arc 1800. From Arc 1800 take the Transarc cable-car to the top of Col de la Chal. Or from Arc 2000, take the Plagnettes chairlift. From the col (saddle) a path leads in 20 min to the summit of Aiguille Grive. The takeoff is just below the summit facing Aime in the Tarentaise valley. The summit on the left and below you is Aiguille Rousse which can cause turbulence! During off-season it is possible to reach Col de la Chal via 4x4 – check with the club! To hike up from Plan Peisey via Chapelle des Vernettes to Col d'Entrepote and cross it towards Aiguille Grive takes about 4 hours with a glider on your back!
- 8. Les Chapelles (E/SE)** 1300m, easy, morning takeoff used by the schools. GPS: 45°35'45.69"N, 6°44'3.08"E. Access by shuttle from the landing at Les llettes, if you are early and want to train with the glider. Or drive towards Moutiers from Bourg St. Maurice on the N90 until Bellentre. Take the small road up through Villarivon to Les Chapelles. It is forbidden to cross the village towards the takeoff: turn left in front of the mairie (town hall) and drive up and after 100m turn left again. Another 400m upwards at the first hairpin curve (to the left) park and walk down on the path that joins the road to the takeoff. There is another, higher take off, Dôme de Vaugelaz at 2000m.
- There are at least a dozen launch sites – find out more about them from the local flying schools.

## Landing

- 1. Les llettes** (760m) big field for HG+PG, main landing, beside the river on the E side near the village of Hauteville; 2 km S of Bourg St. Maurice. From Bourg St. Maurice go towards Landry and across the river. After passing Hauteville you reach the landing on your right. GPS: 45°35'30.51"N, 6°45'6.97"E.
- 2. Gare SNCF** (840m) small area 1000m from the cog railway station of Bourg St. Maurice, left of the road, between it and the railway lines. It is only safe in the morning, don't try to land there late in the afternoon. Mostly used by the tandem pilots

for quick rotation back to the launches by the cog railway. It is not an official landing site. GPS: 45°37'3.48"N, 6°46'22.14"E. There is construction work planned there. To find it, go through Bourg St. Maurice on N90 until the signs (right) towards Funiculaire Les Arcs. Turn right into Rue de la Vanoise, turn left again into Rue de Montrigon, pass under the railway lines and take the first road left (Avenue de L'Arc-en-Ciel), continue to the cog railway parking. If you walk further on you'll find the landing strip opposite it, to the left of the road.



Over Les Arcs



**3. Bergerie** (815m) a field near the tennis courts and running track in Bourg St. Maurice. GPS: 45°37'15.02"N, 6°46'59.66"E. Follow the N90 through Bourg St. Maurice until it splits at a junction. Turn right on D119 Route des Arcs and continue about 200m. After passing a small river take the first road to the right which leads to the parking, parallel to the main road. Walk across the camp facilities and take the first road left, or go around the compound on the road just beyond it to reach the field.

Flying

There is usually a very strong SW valley-wind (May–September) which dictates the flying rules! There are two notably different sides of the valley. In the morning, **Le Fort** and **Fort 2000** are nice flights and the best XC departure points around midday. **Les Chapelles** must be done very early before the valley-wind switches on, as it lies in the lee!

Afternoon: On the Les Arcs side. **Cachettes** is the main takeoff in summer and you can reach it in half an hour via the ski stations. Around midday, if the wind turns to the left and gets stronger, you have to go down to the launches of **Altiport**, **Ecureil**, **Plan de l'Ours** and **Vallandry**, the last one being the lowest and nice for valley-wind soaring late in the afternoon. Be careful of the cables that stretch down to the landing!

**L'Arpette** and **Aiguille Grive** are nice winter sites and nearby people speedride. Because the Tarentaise valley kinks north, the SW valley-wind streams up on the west face of the Arc and you can soar S–N

along it (not reverse) between Aiguille Grive and Aiguille Deux Têtes. Be careful when approaching the latter. The Arc side of the ridge (E) becomes a leeward side.

North conditions, known as *Bise* in the western Alps, mostly don't reach down to the valley's lower launches (when moderate), unless the wind gets stronger or you try to fly up towards ridge level.

Caution!

Cables, strong valley winds in summer and sometimes *foehn* (infamous in the eastern Alps) which falls into the Tarentaise valley as sudden downdraught from the saddles of Petit St. Bernard or Mont Cenis and is therefore called *Vent du Saint Bernard*. Be prepared for *foehn* when a low pressure is on approach across the western Mediterranean! Check weather forecasts and ask the local pilots.



In normal conditions, don't fly out into the lower Tarentaise valley, there are only obstacles and cables around and the powerful wind puts you down where you don't want to be! Also, at Bourg St. Maurice two winds converge: the downdraughts of the Chapieux valley (caused by the cold air mass from the glaciers of the Vanoise) and the Tarentaise valley wind, streaming upwards, which interfere low above Bourg St. Maurice in the afternoon. Do not try to land there (at Gare and Bergerie).

Cross Country

**Valley roundtrip from Le Fort:** Take the house thermals in front of you or at the black rocks and fly SW towards Vaugelaz, with a minimum height of 2700m (or even better, 3000m). Traverse the small valley and fly towards Mont Granier (sometimes very strong thermals) where the thermals trigger off the edge of the forest. Then cross SE to La Roche à Jonathan, get height and go further SW towards Notre Dame du Pré or Montalbert. Work your way up until you get over to Mt. St Jacques (strong lift), and now you have the valley-wind at your back which makes the return easier. Transition to Aiguille Grive (big thermal), and follow the ridge of Les Arcs, and finally land at llettes (30 km). You can extend the tour by going east to La Rosière and Ste Foy then S to Val d'Isère, but once you pass Les Arcs there is no landing until Val d'Isère!

Out-and-return from La Cachette:

Launch at midday and turn immediately left towards the restaurant *de l'Arpette*: the quarry below gives good thermals. Climb up to ridge

level towards Aiguille Grive and get to least 3000m. Traverse the Rosuel valley towards Mt. Friolin (make height there) and continue to Mt. St. Jaques. Turn around La Plagne: Mont Jovet–Grande Rochette–Roche de Mio–Glacier de Bellecôte, then turn back with valley wind behind you and land at llettes. Be careful with the cables of the Transvanoise Express when crossing the Rosuel valley! This crossing is very beautiful with a spectacular view of the high peaks of the Vanoise! Sometimes cloudbase is over 4000m.

There are more XC options but they mostly don't return to Bourg St. Maurice: towards Col de Saisies, Annecy, Chambéry and Grenoble.

**Getting there:** The nearest airports are Geneva and Grenoble. Trains go to Bourg St. Maurice from the Geneva–Grenoble route via Albertville. From the train station take a local taxi to the meeting point at Les llettes or a local bus to Hauteville + walk 10 min By car take A41 Geneva–Annecy–Grenoble and turn onto A480 towards Albertville and onto N90 to Bourg St. Maurice.

**Getting up:** Cog railway (funiculaire) from Bourg St. Maurice to Arc 1600. Cablecars and chairlifts at Arc 1600, 1800 and 2000. Check the plan at [www.lesarcs.com](http://www.lesarcs.com). Info: Tel. +33 (0)4 7907 1257



Weather

- Weather sensor (Balise meteo) Les llettes, Tel. +33 (0)4 5638 6080 or radio frequency 143.9875
- [www.balise-meteo.com/balise.php?idBalise=84](http://www.balise-meteo.com/balise.php?idBalise=84)
- A weather sensor is going to be placed at Arpette, higher up, but it is not yet operational.

Meeting pilots

- Parapente Club Haute Tarentaise, [www.pcht.org](http://www.pcht.org), Tel. +33 (0)47 907 3853
- In the summer season (July/August) guest pilots and students meet at the Buvette (small barracks) at the Les llettes landing field for the shuttle service and contact with the local pilots.
- If it's closed, you can contact: [nikoancel@yahoo.fr](mailto:nikoancel@yahoo.fr), Tel. +33 (0)6 0876 5833

Flying schools

- Darentasia, [www.parapente.darentasia.com](http://www.parapente.darentasia.com), Tel. +33 (0)4 7904 1681, or 7900 4246
- Alerion, [www.alerion.fr](http://www.alerion.fr), Tel. +33 (0)4 7904 1890

**Staying there:** Info: [www.bourgsaintmaurice.fr](http://www.bourgsaintmaurice.fr)

- Auberge du Val Joli, Tel. +33 (0)4 7923 4247, [www.aubergevaljoli.com](http://www.aubergevaljoli.com)
- Camping Le Versoyen, Bourg St. Maurice, Tel. +33 (0)4 7907 0345, [www.leversoyen.com](http://www.leversoyen.com)

Map

IGN Top 25 #3532 ET, Les Arcs / La Plagne (1:25,000)

Alternative sites

- Cormet de Roselend (W), soaring above the Rose-lend mountain lake; road D902/D925 from Bourg St. Maurice to Beaufort.
- Signal de Bisanne (S/NW), Villard sur Doron near Beaufort, road to Col de Saisies
- La Sevolière (winter) / La Poletta (summer), both NW; road + hike or ski-lift from La Rosière
- Roche Moi and Pra Plan (both SW), cablecar from La Plagne
- Arcelles (NE/W), road from Lans le Villard; beautiful restitution and evening soaring flight

Other activities

- Visit the national park ([www.parcnational-vanoise.fr](http://www.parcnational-vanoise.fr))
- Rafting, kayaking, hydrospeed ([h2o-rafting.com](http://h2o-rafting.com))
- Ski slopes at Les Arcs ([www.lesarcs.com](http://www.lesarcs.com))





# St. Hilaire



HEIGHT  
460m – 1805m



ST. HILAIRE 1000 m DENT DE CROLLES 2062 m

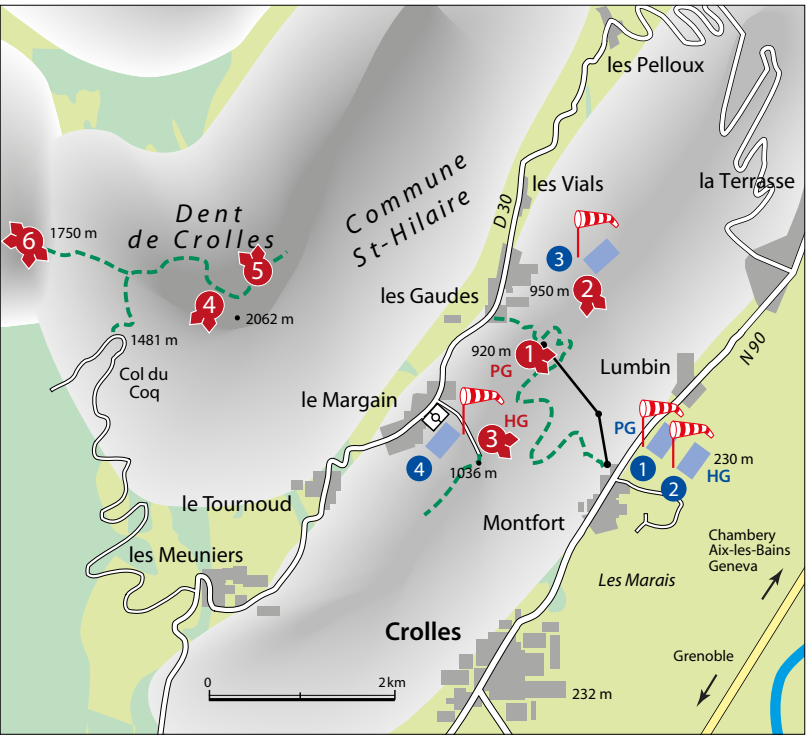
*This little village, situated on a terrace above the Arve valley and below the rockfaces of the Chartreuse range, seems to be entirely dedicated to the world of Vol Libre! It hosts the annual Coup Icare festival – the famous carnival and festival for free flyers. Its reputation dates back to the beginning of hang-gliding. Due to the impressive surroundings and the easy access, St. Hilaire du Touvet is a popular place to visit. There are many ways to approach it: my favourite is to launch from Dent de Crolles to appreciate the colours of autumn in silence, from above. Unforgettable!*

## Launch

- 1. Le Chalet (E/SE)** 920m, easy, luxury carpet launch for PG with a cliff at the end, just below the Chalet (windsocks, big parking area, funicular). In St. Hilaire centre, at the D30 junction, take the road down to *Chalet/Funiculaire*. GPS: 45°18'24.80"N, 5°53'15.66"E.
- 2. South (SE/S)** 950m, easy, grass slope, for PG+HG. GPS: 45°18'36.98"N, 5°53'25.99"E. Pass the junction above and take the next (rough) road right to the parking area and takeoff (windsock).
- 3. Hang-glider ramp (E/SE)** 1000m. In St. Hilaire turn E at the tennis courts and go to the end of the road (Chemin du Bec Margain) at the cliff. It turns left at the forest and continues down to a parking area and the ramp. GPS: 45°18'4.43"N, 5°53'1.27"E.
- 4. Dent de Crolles (SW/S)** 2034m, only for experts, above *Pas de l'Oeil*, turbulent, from the grass slope just below the summit near the path up from *Col du Coq*. Launch only with a straight breeze of 10-15km/h and be very careful around midday with rotor from the cliffs! GPS: 45°18'33.05"N, 5°51'16.78"E. Access from St. Hilaire, follow the D30 to St. Pancrasse and turn off to *Col de Coq* and the parking for the hikers. From there it's 1.5 hrs to take-off, via the *Sentier du Pas de l'Oeil*. The last section is really steep, for experienced hikers only!
- 5. Dent de Crolles (NW/N)** 2045m, only for experts, flat slope N and a bit below the summit, fly W then down the gully (careful of rotor from the E facing walls!) and out to the main lower Isère valley. GPS: 45°18'32.16"N, 5°51'18.26"E.
- 6. Pravouta (W-NW/S-SE)** 1750m, easy, a flight for those without the guts and power for Dent de Crolles! Same approach but only 30 min hike to the grassy dome on the left (NW). GPS: 45°18'40.67"N, 5°50'7.27"E.

## Landing

- 1. Lumbin PG** (240m) just beside the road (D1090) and south of the industrial zone at the first junction after Lumbin towards Montfort. 600m NE of the *funiculaire* station (cog railway). GPS: 45°18'7.00"N, 5°54'22.00"E. The field can easily be seen from the air by its approach circles.
- 2. Lumbin HG** (230m) GPS: 45°18'0.88"N, 5°54'35.84"E. From (1), pass some industrial buildings until you see the landing field (windsocks) on your right. Park at the end of the road.
- 3. Office du Tourisme St. Hilaire** (1000m) just behind launch 2 (behind the avenue of trees). GPS: 45°18'40.91"N, 5°53'20.87"E. From the big parking area in front of the tourist office at the main road, cross St. Hilaire by walking N for 2 min This is also a toplanding for flights from Dent de Crolles. It is used as a training slope, so look out for students!
- 4. Tennis courts, St. Hilaire** (1040m) a big field. GPS: 45°18'5.89"N, 5°52'44.95"E. Head S through St.



Isère | Chartreuse | St. Hilaire and Lumbin

Hilaire and turn left after the sports field / tennis courts on your left. Park and walk up the track to the landing field. 15 min walk from St. Hilaire centre. The best landing option in St.Hilaire, but turbulent in N!  
**5. St. Naizaire-les-Eyme** (460m), where the road D30 from St. Pancrasse–St. Bernard comes down from the plateau to the Isère valley, just after the forest on your left hand side (before you enter St. Nazaire). GPS: 45°15'57.00"N, 5°50'29.00"E

## Flying

The main launch at St. Hilaire is good in the morning with thermic breezes (April to October); from midday it's better to launch from the south-facing takeoff. On turbulent days with W at altitude, the W can sneak in from the side and later from behind launch. There is a risk of rotor near the rocks and on the launch as well. Phases of front and backwind can alternate, making launching tricky if not impossible. So only launch in safe conditions. Towards midday, the best thermals are to the right of the launches (along the rocks towards Grenoble). If you plan to fly towards Grenoble or above Dent de Crolles, check the flight and altitude restrictions, and do not cross the Isère valley near Grenoble! The flight from Dent de Crolles is one of the great flights of the French Alps and demands masterful skill and a clear estimation of the weather. Go there only on calm and stable days – the thermals will give you enough of a workout. The best thermals are between the S end of Dent de Crolles and the gullies around Pravouta. Launch 10h00-16h00, sometimes later in summer, but too late and you might have to walk down.

Pravouta has two sides; the west is best, with a gully for thermals nearby (from midday onwards). Beware of N and SW because there's a leeside thermal in front of you; with stronger SW you face a lee rotor from Bec Charvet! You need some altitude before crossing to St. Hilaire. Avoid the turbulent brown rock gully on the SE face of Dent de Crolles!

## Caution!

Watch out when launching, everything looks easy, but below you are cliffs, often occupied by pilots with limited traffic sense! Expect some turbulence from the rocks around midday. If you want to topland (3) near the Tourist Office, watch out for turbulence if S! The wind must be well-established before launching from (3), which is leeside in south-erlies. Launch (2) is leeside with N and unlaunchable once the W comes in. Chalet launch (1) is usually over the back after 14h00 in the season.

## Cross Country

The best time is April and May, plus some isolated days in June and July. Once you have enough altitude above St. Hilaire continue to the upper rock walls and gain height above the E faces of the Chartreuse. This flight works early due to the position. The main XC route covers the entire Chartreuse to the north and down to Fort St. Eynard above Grenoble-Meylan (40-50 km triangle). You can cross the Isère valley from Granier towards Montmélian NE and continue north along the Bauges range above the Isère valley towards Albertville or go straight across towards Annecy (and back). Flights towards the Arve valley near Bonneville have been done (over 130 km). You can also go S into the Vercors (avoiding Grenoble) by crossing near Voreppe to get to Montaud and continuing S along the W faces. There are many options in spring.

## Useful info

**Getting there:** The nearest airports are Grenoble (check connections at [www.grenoble-airport.com/-Compagnies-regulieres-.html](http://www.grenoble-airport.com/-Compagnies-regulieres-.html)), Lyons ([www.lyon.aeroport.fr](http://www.lyon.aeroport.fr)) and Geneva ([www.gva.ch](http://www.gva.ch)). Trains run from Lyon, Annecy, Geneva etc. to Grenoble. From the railway station, the Cars Eyraud bus goes to St. Hilaire! By car, take A41 Geneva–Chambéry–Grenoble towards Grenoble and exit towards Le Touvet / La Terrasse to N90. In La Terrasse take D30 to St. Hilaire (the road descends on the other side towards Grenoble again) or continue to Lumbin where you find the landings and the funicular to St. Hilaire. From Lyon–Grenoble on the A41 exit St. Nazaire les Eymes and continue into the village on N90, then follow D30 to St. Hilaire.  
**Weather :** [www.sainthilairedutouvet.com](http://www.sainthilairedutouvet.com)  
<http://www.ta-meteo.fr/st-hilaire-43390.htm>





Getting up

- Funiculaire, [www.funiculaire.fr](http://www.funiculaire.fr), Tel. +33 (0)4 76 08 00 02 (open March–November)
- The hike from Lumbin to St. Hilaire on the footpath next to the funicular takes about 1h15.

Meeting pilots

- Le Club des Hommes volants du Dauphiné, [www.chvd.org](http://www.chvd.org), email: [info@chvd.org](mailto:info@chvd.org), for info flying the Chartreuse region and all the sites, excursions with the club etc.
- Pilots meet at the landings and takeoffs and at the bars in St. Hilaire



Flying school

- Prevol, [www.prevol.com](http://www.prevol.com), Tel. +33 (0)4 76083171
- Prevol Delta, +33 (0)4 7608 3872 , [www.prevoldelta.com](http://www.prevoldelta.com)



**Map:** IGN 3334 OT (1:25 000)

Other activities

- [www.coupe-icare.org](http://www.coupe-icare.org) (free flying festival every year, spectacular, mid September!)
- [www.chartreuse-tourisme.com](http://www.chartreuse-tourisme.com) (for activities in the region)
- [www.parc-chartreuse.net](http://www.parc-chartreuse.net) (the nature park is worth visiting)
- Hiking / MTB across the

Chartreuse and Belledonne

- Climbing rocks at Dent de Crolles, St. Pancrasse
- Excursion to Grenoble centre
- Rafting on the Isère river
- Good dining at La Grange aux Loups at St. Hilaire or at Le Funiculaire

Alternative sites

- Charmant Som (E/SE), road from Sappey-en-Chartreuse or St. Hugues via Col de Porte (D57d) + 25 min walk. Nice morning flight!
- La Scia (S-W), W not allowed in winter (piste), Les Esserts cablecar from St. Pierre de Chartreuse, plus chairlift La Scia, or 20 min walk.
- Both are flying sites of Les Gens d'Air, they can give you more details: <http://lgda38.free.fr>; Tel. +33 (0)6 72 28 55 42, Vincent Brisard (May–Sep)
- Le Grand Ratz (SW-NW), on the western corner of the Chartreuse, very nice evening soaring at sunset! Road from la Buisse near Voreppe. Contact Club Les Arc en Ciel (<http://aec38.free.fr>)
- Bec de l'Orient / la Buffe (NW/N) above Montaud in the Vercors, fantastic soaring, afternoon and early evening, along the rocks ... for experts!
- Le Grand Replomb (NW-SW/S) dream flight for parahikers in the Belledonne range opposite the Chartreuse; start point is St. Mur, hike about 2 hr
- Chamrousse: Aiguille du Recoin / Croix de Chamrousse (S/NW)

Staying there

- Tourist Office: Tel. +33 (0)4 76 08 33 99, [www.sainthilairedutouvet.com](http://www.sainthilairedutouvet.com)
- Camping Municipal de St. Hilaire (May–Sep), Tel. +33 (0)06 32370103
- Gîte Chataine, St.Hilaire, Tel. +33 (0)4 76083316
- Hotel-Restaurant le Sabot des Muses, 3 km from St. Hilaire, [www.sabot-desmuses.com](http://www.sabot-desmuses.com), Tel. +33 (0)4 76086207.
- Le Chalet, home of the Prevol flying school, offers apartments and rooms, check at the reception!



Dent de Crolles, overlooking St. Hilaire





# Les Deux Alpes



HEIGHT  
680m – 1410m



LES DEUX ALPES 1650 – 2380 m

Ski stations in France have in some places reached the size of artificial cities, surrounded by clustered installations and mostly active only as long as the world around them is white. This one, perched on a saddle high above the valleys of Romanche and Vénéon, hosts an interesting flying site which makes it attractive even outside the snowy times. You can fly opposite great icy peaks with the Ecrins range as your skyline. The huge slopes around Deux Alpes are also a playground for soaring and toplanding the whole day long.

## Launch

- 1. Le Diable (SW/W)** 2380m, easy, just S of the top cablecar station on the slopes (in summer beside the piste). GPS: 44°59'47.87"N, 6° 8'52.95"E.
- 2. Les Perrons (SW)** 1650m, easy, three fields side by side (several windsocks) on the base of the grassy slope of La Routa, left, just S of the village, above the Venosc valley, above the big parking area, 200m S of the bottom station of Télécabine du Diable. Toplandable. GPS: 44°59'56.09"N, 6°7'38.10"E. Follow the main road (Avenue de la Muzelle) to where it splits near the Diable cablecar. Continue on Rue du Serpalon and Rue des Perrons to the big parking area. It's a bit of a zigzag but easy to find.

## Landing

- 1. Toplanding** at launch 2.
- 2. Venosc** (970m) GPS: 44°59'16.81"N, 6°7'2.43"E. Meadow E of the cablecar (windsock). Return by cablecar (check the operation periods) or by car.

## Flying

Mostly soaring along the grass slopes above the Vénéon valley and the Deux Alpes station in the afternoon. In the summer season the valley-wind increases at midday and makes a landing at Venosc risky for inexperienced pilots. Rather land at Deux Alpes or stop flying 12h00-17h00! You can fly here all year round with excellent smooth days in September/October and early spring. Ski-flying and speedriding is quite popular from the many launch options in winter. The house thermals are opposite the launches at Pieds Moutet in the morning, above

the Telecabine de Venosc around noon and at the Perrons slope in the afternoon.

## Caution!

Strong thermals, strong valley-winds. Limited emergency landing options in the valleys.

## XCOUNTRY

Very difficult departure for XC – it's surrounded by high mountains and deep valleys. You have to use the ridge above Deux Alpes. Thermal up as early as possible to the summit of Pieds Moutet and continue towards the village of Villard Notre Dame. Depending on the conditions you can get back to Deux Alpes or try to reach Le Taillefer above Col d'Ornon (quite difficult).

## Useful info

**Getting there:** Fly in via Grenoble (check connections at [www.grenoble-airport.com/-Compagnies-regulieres-.html](http://www.grenoble-airport.com/-Compagnies-regulieres-.html)) or Lyons ([www.lyon.aeroport.fr](http://www.lyon.aeroport.fr)) airports. Trains run from Geneva, Lyons, Paris etc. to Grenoble. Bus Transisère from the Gare Routière (bus station 50m from the Gare SNCF / railway

station) to Bourg d'Oisans (change) and from there Deux Alpes or Venosc (check at [www.transisere.fr](http://www.transisere.fr)). Shuttle services are available between Deux Alpes and the Grenoble airport / railway station ([www.route-oisans.com](http://www.route-oisans.com)). By car: from the north on A41 (Geneva–Annecy–Grenoble), at the entrance of



Isère | Haut Dauphiné | Les Deux Alpes and Venosc

Grenoble follow the circuit towards A480 Gap/Sisteron/Briançon and exit on D1085, signed *Stations de l'Oisans / Vizille / Briançon*, pass Vizille, take D1091 Route de l'Oisan, pass Bourg d'Oisans towards Mont de Lans, turn right and head up to Les Deux Alpes.

### Getting up

- Télécabine du Diable, Tel. +33 (0)4 7679 7501
- Télécabine de Venosc, same Tel. Open December–April, mid June–end August

### Weather

- [www.ta-meteo.fr/les-deux-alpes.htm](http://www.ta-meteo.fr/les-deux-alpes.htm)
- [www.les2alpes.com/fr/hiver/ski-et-snowboard/meteo.html](http://www.les2alpes.com/fr/hiver/ski-et-snowboard/meteo.html)

**Map:** IGN #3336 ET, Les Deux Alpes (1:25,000)

**Meeting pilots:** People meet at the little barrack on the big parking area just below the takeoff fields. Another good place is Peter's Hotel Pied Moutet, 10 min from the Perrons launches for a drink or meal!

**Flying schools:** It's very busy here in summer, there are several flying schools or tandem organisations:

- Air deux Alpes, [www.air2alpes.com](http://www.air2alpes.com), Tel. +33 (0)6 8144 3831, [j.bat.berlioux@wanadoo.fr](mailto:j.bat.berlioux@wanadoo.fr)



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**TEL.:+33 476 805021**  
**WWW.HOTELLEPIEDMOUTET.COM**



- Confident'ciel, [www.confidentciel.fr](http://www.confidentciel.fr), Tel. +33 (0)6 6423 5979 (at les Deux Alpes), guided para-alpinism & tandem flights.
- <http://les2alpescoledeparapente.blogspot.com>, [xavier.dauboin@wanadoo.fr](mailto:xavier.dauboin@wanadoo.fr).
- Ecole de Parapente des 2 Alpes : Tel. +33 (0)6 0772 2660 or Tel. +33 (0)6 0780 3762
- [www.parapente-2alpes.com](http://www.parapente-2alpes.com)

### Staying there

- Info: [www.les2alpes.com](http://www.les2alpes.com), Tel.+33 (0)4 76792200
- My recommendation: Hotel Le Pied Moutet. Peter, the owner speaks English and German as well. Special prices for pilots! Only 10 min from the takeoff and toplanding! Tel. +33 (0)4 7680 5021, [www.hotelleepiedmoutet.com](http://www.hotelleepiedmoutet.com)
- Chalet Annapurna, Tel. +33(0)4 7679 2114, [www.chaletannapurna.com](http://www.chaletannapurna.com)
- Camping Champ du Moulin, Venosc, Tel. +33 (0)4 7680 0738, [www.champ-du-moulin.com](http://www.champ-du-moulin.com)

### Alternative sites

- Le Fioc (E) west above Deux Alpes, access by walking (1 hr) or ski-lift in winter

- Alpe d'Huez: le Signal (E) + La Grande Sure (E)
- Lac du Pontet (SW); road from Villard d'Arène towards Les Cours, easy grass slopes above the lake, very nice soaring site at the end of the afternoon; little known!
- Glacier de la Meije (N/NE/W), cablecar from La Grave, for alpine experts; [www.lagrave-lameije.com](http://www.lagrave-lameije.com)
- There are many unofficial launch possibilities around here but check with the local experts if flying is permitted!

### Other activities

- Skiing forever; hundreds of kilometres of pistes!
- Kayaking and rafting in the Vénéon river at Venosc, see [www.rafting-veneon.com](http://www.rafting-veneon.com)
- Visit the Ecrins National Park ([www.ecrins-parcnational.fr](http://www.ecrins-parcnational.fr))
- Mountaineering and hiking, get some ideas at [www.montagne-virtuel.com](http://www.montagne-virtuel.com)
- MTB, check [www.bike-oisans.com](http://www.bike-oisans.com)
- Charming villages and more, see [www.tourisme-oisans.com](http://www.tourisme-oisans.com)



# Briançon



HEIGHT  
410m – 1366m



LES TRONCHETS 1950m COL DU GRANON 2400m PROREL 2566m

At the corner of the southernmost high alpine range (the Ecrins) and almost at the Italian border, Briancon is hardly known by foreign pilots, but the area has much more to offer than ski stations. Get a feel for the powerful winds of the Southern Alps and ride them up as high, sometimes to 4000m or more! Attempt it from the many launch sites, all year round. You will be rewarded with unforgettable flying in early spring and autumn when the rest of the Alps is hibernating, but beware of summer conditions here: they can quickly demonstrate to you the limits of your wing!

## Launch

- PROREL
- Serre Chevalier** offers a number of takeoffs around the huge ski area and the villages above Briançon.
- 1. Croix de la Nore (NE-SE)** 2490m, easy, a few minutes N of the cablecar Télécabine du Prorel (open July, August and December – mid April). GPS: 44°54'14.19"N, 6°34'58.84"E.
  - 2. La Chapelle (SE-SW)** 2290m, easy. Descend from the cablecar 5 min S towards the chapel. This is the XC takeoff in summer! GPS: 44°53'56.03"N, 6°35'21.20"E.
  - 3. Puy Chalvin (S)** 1600m, easy, the valley-breeze soaring takeoff. During the summer afternoons very strong and turbulent! GPS: 44°52'47.74"N, 6°35'9.59"E. To get there, take D135 to Puy St. Pierre / Puy St. André from the main road, at a junction 200m S of the cablecar station in Briançon. Go into Puy St. André and continue to Puy Chalvin and pass it towards Les Combes. Stop at the Chapelle St. Laurent. The takeoff is just below.
  - 4. Puy St. Pierre (E)** 1600m, difficult, only for experts and flown on days with E wind (Lombarde) coming down from Italy! GPS: 44°53'36.77"N, 6°37'12.11"E. Take D135 from Briançon up towards Puy St. Pierre. The launch is below the road, just before reaching the junction with the village above.
  - 5. Serre Chevalier (N-E)** 2491m, easy, on the summit slope just N of the cablecar. GPS: 44°54'42.02"N, 6°33'2.61"E.
  - 6. Prorel summit (NE-S)** 2556m, medium; GPS: 44°54'19.11"N, 6°34'53.63"E. For experienced pilots, preferable in the morning or in winter on calm days; 30 min from the cablecar.

GRANON

This side of the Guisane valley above St. Chaffrey is the main area for thermaling and XC with several takeoffs near Col du Granon.

- 7. Les Tronchets (SE-S)** 1940m, easy; GPS: 44°57'0.20"N, 6°35'41.23"E; relatively flat but top-landable and sufficient for catching the house thermal which is to the left, rising from a triangular hill on the foot of the slope. Access: from the rounda-



Hautes Alpes | Dauphiné Alps and Cottian Alps | Briançon and St. Chaffrey

bout with the landing at St. Chaffrey below, turn right into St. Chaffrey village and turn left at the signs for Granon. Head up until a few 100m after the houses of Les Tronchets where you see a windsock on a pine tree (left). Drive around the slope and take the first rough road on to the plateau to your right. Walk down 50m to the launch slope.

**8. Le Delta (S-SW)** about 2300m, medium, the classic HG take off, also for PG, situated just above the road 1km before the crest of the pass at Col du Granon. GPS: 44°57'45.26"N, 6°36'12.99"E.

**9. Plainalp (SE-SSW)** 2215m, easy, for PG, below the road to Col du Granon; 500m before Delta launch. GPS: 44°57'48.75"N, 6°35'35.56"E.

**10. Le Petit Aréa (S/SW)** 2220m, main afternoon launch. GPS: 44°57'46.25"N, 6°34'36.70"E. Follow the road to Col du Granon towards the high gully. A rough road turns off left. Follow it around the spine for about 600m. The takeoff is just below the road. This is the westernmost takeoff on the Granon side, so sometimes you don't get enough height to reach the landing area against the wind. In this case either try to topland at Les Tronchets or fly up the valley towards the big fields around Monetier-les-Bains.

## Landing

- 1. St. Chaffrey** (1350m) GPS: 44°55'44.94"N, 6°35'43.38"E. Big field for PG+HG, just left below the N91 Briançon–Grenoble, before the roundabout at Chantemerle. From the roundabout a track exits left and runs along the landing field to a parking space.
- 2. La Gravière** (1190m) not for HG! South, before reaching Briançon, turn off at the junction with St. Pancrace and follow Rue de la Maissonnette to the gravel factory and the fields behind (S of the road) before crossing the train line. Check details before flying, the position can change! Morning or winter only – extreme valley-winds during summer makes it very hazardous! GPS: 44°52'38.50"N, 6°37'14.21"E
- 3. Toplanding** at Les Tronchets

## Flying

The **Prorel** faces are better for the calm times of the year (October–April) or in the morning or with

a light N for soaring and sightseeing. La Chapelle is an excellent departure for XC in March/April/May (before the Durance valley-winds get too strong). The **Granon** side is for thermals and XCs and it faces the summer valley-winds as well. Don't go there with N influence. From April–September, extreme afternoon thermals! This is one of the strongest thermal sites in this book with thermals only comparable to the Dolomites in full summer. If the valley winds get too strong do not try to land in St. Chaffrey; topland at Les Tronchets.

## Caution!

N and E (or *Lombarde*wind, blowing across the Montgenèvre saddle) are generally very risky here. The summer valley-wind coming up the Durance valley is extremely strong and makes flights during the afternoon a real challenge. Often safe landings can only be made after 19h00!

## Cross Country

A place for the confident solo pilot, far from the crowd! Whoever seeks great challenges, comes here to try a flight across the Ecrins and Vanoise Mountains north towards Grenoble or Albertville or around the Ecrins peaks. The cloudbase often reaches beyond 4000m. The best launch is from Col du Granon, heading NW up the Guisane valley towards Col du Lautaret and back (30 km).

You can jump across Lautaret/Galibier to get further W, NW or N. Flights have reached Grenoble, Albertville, Chamonix and recently near Turin on the Italian side! Beware of the valley-winds and stay as high as you can climb! The performance of modern paragliders is evident: in 2010 pilots achieved 160 km from Granon: first around Meije, the prominent icepeak above La Grave NW of Lautaret and then back across Montgenèvre to land at Pinerolo (next to Turin). If you are early enough in the season (April/May) with favourable winds at altitude you could also try to go S into the Queyras mountains and continue further towards Lac de Serre Ponçon / Gap and into Provence.





Useful info

**Getting there:** Geneva airport is the nearest. Briançon railway station has train and bus connections with Gap, Grenoble and Geneva. Take a local bus to the cablecar or to St. Chaffrey at the base of Granon. By car from the north, A41 Geneva–Annecy–Grenoble, follow Briançon N91 across the Col du Lautaret. From the south: Marseille–Aix–Gap (A51) to Briançon N94 or Nice–Digne–Gap on N85. From Italy via Milan–Turin A 4 to Fréjus (A32), exit Briançon and cross Col du Montgenèvre.

**Getting up:** Télécabine du Prorel or Télécabine Serre Chevalier, Tel. +33 (0)4 92 25 5500; [www.serre-chevalier.com](http://www.serre-chevalier.com)

**Weather:** [www.ot-briancon.fr/fr/meteo.php](http://www.ot-briancon.fr/fr/meteo.php)

**Meeting pilots:** There is no specific meeting place, but a new club will be founded in 2011

Flying school

The nearest one is at Vallouise: Pollen Parapente, [www.pollenparapente](http://www.pollenparapente), Tel. +33 (0)667 09 3196

**Staying there:** My personal recommendation is Guesthouse Brin de Paille, Prelles, Tel. +33 (0) 4 92 247783; [www.brindepaille.com](http://www.brindepaille.com). Otherwise:

- Camping Champ de Blanc, Pramorel, Tel. +33 (0)4 92 21 0171 (May–September)
- Gîte Bois du Barracan, St. Pancrace, Tel. +33 (0)4 92 21 2779
- La Riolette, St. Pancrace, Tel. +33 (0)4 92 20 5868
- Info: Office du Tourisme, Tel. +33 (0)4 92 21 0850, [www.ot-briancon.fr](http://www.ot-briancon.fr)

**Map:** IGN #3536 OT Briançon (1: 25,000) available in the local book and newspaper stores

Alternative sites

- Bouchier (S/SE) at Vallouise; road from Prelles or Les Vigneux
- Puy Aillaud (SE-SW) at Vallouise, access by car; contact the flying school (see above)
- Ceillac (SW-SW), very easy, protected site near Guillestre; still good when Mistral prevents flying everywhere else!
- Mont Guillaume (SW) at Puy Sanières above Lac de Serre-Ponçon / Embrun; car access
- Col du Galibier
- Les Richards (SW) at St.Jean St.Nicolas; road access



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[www.brindepaille.com](http://www.brindepaille.com)  
**04/92/24/77/83 ou 06/67/81/46/84**

- Other activities:** Info: [www.ot-briancon.fr](http://www.ot-briancon.fr)
- National parks: Queyras and Écrins
  - Briançon downtown
  - Rafting and kayaking in the Durance and Guisane rivers
  - Vauban fortresses of Briançon (Unesco World Heritage site)
  - MTB, climbing, hiking





98 **Aspres**



HEIGHT  
640m – 730m



ST. APÔTRE 1490 m LA LONGEAGNE 1567 m

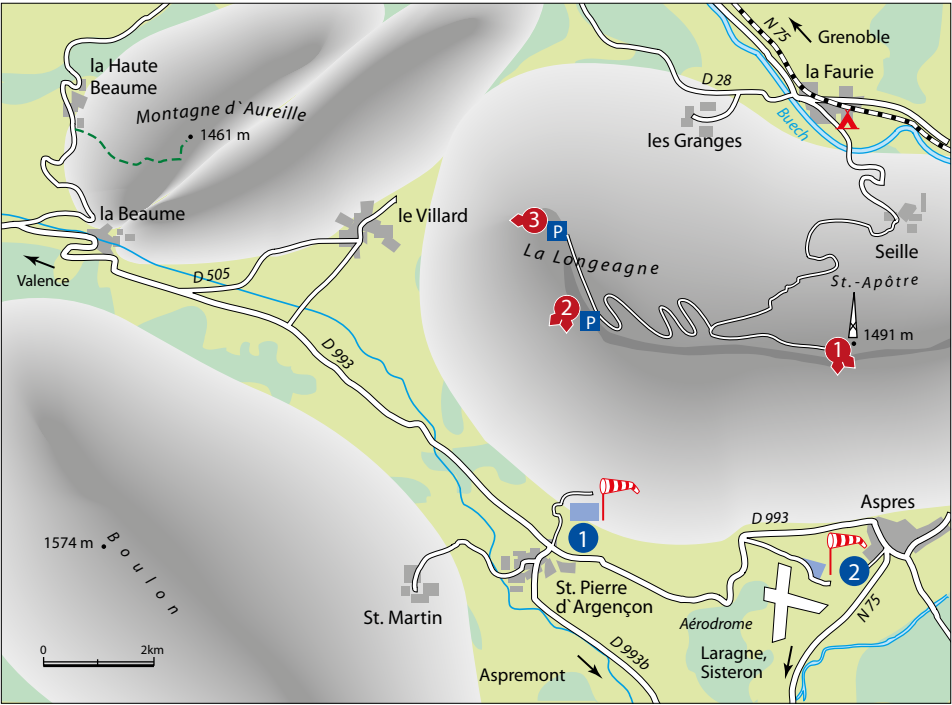
*There a fantastic Provencal mood around the ridges of Longeagne and St. Apôtre. You can smell the lavender in the thermals! Experienced pilots will enjoy the season from April to September when the whole south of France is available to explore from the air. Pilots with less experience can have rewarding evening flights in the valley release. Beware of Mistral conditions, but otherwise, it's a flying holiday of freedom, sensory stimulation and indulgence in a place that offers space for everyone!*

**Launch**

- 1. St. Apôtre (SE/S)** 1460m, medium; W of the antenna at the end of the road; GPS: 44°32'25.99"N, 5°44'36.78"E. Short takeoffs for regular pilots. Entering La Faurie (N of Aspres) turn left on D42b, go through Seille, follow the forest road signs for Site de Vol Libre towards La Longeagne, turn left on the split towards Col de Marjories on a bad piste (or walk 10-15 min) and continue to the antenna.
- 2. Pré des Nonnes (S/SW)** 1530m, easy, main takeoff on La Longeagne, big toplandable field. Park away from the glide-path! GPS: 44°32'27.42"N, 5°42'45.65"E. Access: as for (1) just don't turn left at the junction with the road to the antenna – drive up to the saddle.
- 3. Chamoussière (W)** 1545m, easy, at the W end above the village of Villard, just above the track. From launch (2) continue towards the end of La Longeagne. GPS: 44°32'55.30"N, 5°42'12.79"E.

**Landing**

- 1. St. Pierre d'Argençon** (815m) field for HG & PG, slightly inclined, with windsock, on the mountain side of D993 (Aspres–Valence). GPS: 44°31'26.70"N, 5°42'24.78"E. Approach only from the NE! To get there, follow D993 from Aspres towards La Beaume / Col de Cabre. At the junction with St. Pierre you'll see the landing field towards the base of the mountain (windsock). A track turns right (signed Vol Libre - Atterisage) and 200m up turns right towards the top of the landing field.
- 2. Le Chevalet** (820m) opposite (N of) the ultralight strip (signed circuit); do not overfly the aerodrome. GPS: 44°31'12.62"N, 5°44'18.81"E. To get there from Aspres, follow D993 towards La Beaume / Col de Cabre until after about 1.2 km the road to the Aérodrome Le Chevalet turns off (left). The aerodrome is situated on a plateau: when



Hautes Alpes | Aspres-sur-Buëch

approaching low, beware of turbulence from the edge of the plateau. In emergency you can land on the strip, but clear off immediately. Only N/E/ approach and no landing July/August 13h00–18h00. After landing, you might want a bar and a swimming pool, which await you at the aerodrome centre!

**Flying**

Excellent soaring and toplanding, with big and mostly gentle thermals along the ridge. Even HG can topland on the large saddle. Fine for regular pilots until midday; gets pretty strong throughout the afternoon until 17h00, in spring and midsummer. With S the conditions get even stronger. In early spring and summer you have good restitution with long smooth evening flights around the valley.

**Caution!**

Open, without evident obstacles. But very dangerous with the slightest N wind, for launch or landing!

**Cross Country**

XC is more popular among HG pilots than paragliders: west towards Luc-en-Diois via Aureille, south to Chabre, or east towards Gap. You have to launch early on PG as the combination of valley-wind and thermals gets stronger over midday and will prevent you from reaching cloudbase. It pays to be early in the season as there is always a strong valley-wind in summer and you need sufficient working altitude to fly against the wind. To the south follow the E faces (Rocher de Beaumont etc.) and come back via St. Genis – Montagne d'Aujourd'hui etc. A nice route is a triangle towards Gap via Chabre and Ceuse to Cuchon or Charance and back on the S faces above Veynes. Longer flights go SE towards Lac de Serre Ponçon and St. André. Check the airspace and altitude restrictions!

**Useful info**

**Getting there:** Lyon is the closest international airport. Take the train from Grenoble towards Veyne/Gap, which stops at Aspres-sur-Buëch. By car from the north (Grenoble) take A51 then N75 towards Sisteron across Col de la Croix Haute straight into Aspres.

**Getting up:** No shuttle service, which makes the flying less popular than Chabre further south. Check at the Aérodrome Le Chevalet for pilots who might take you up! Otherwise check with a local service like Taxi Therond, Tel. +33 (0)6 8071 7123; www.taxi-hautes-alpes.com. Long round-trips (1½ hr) between takeoff and landing.

**Weather :** www.balisemeteo.com/balise.php?idBalise=22 (weatherstation)

**Meeting pilots:** Le Chevalet, www.lechevalet.fr

**Flying school:** Ressource Parapente, Tel. +33(0) 60 885 0228

**Staying there**

- Office de Tourisme Aspres, Tel. +33 (0)4 92 58 6888; email: ot.aspres@orange.fr
- Camping and bungalows (at weekly rates) at Le Chevalet near the aerodrome, open June–September. Tel. +33 (0)4 92587309, www.lechevalet.fr
- Hotel Logis du Parc, Aspres, www.hotelbuech.com, Tel. +33 (0)49258 6001
- Ferme - Auberge du Chevalet, Tel. +33 (0)4 9258 6023, www.lechavelet.com
- Camping de l'Adrech, Aspres, Tel. +33 (0)4 9258 6045 (1 April – 1 November) http://camping.ladrech.pagesperso-orange.fr
- Gîte du Montgarde, Trêscleoux, Tel. +33 (0)4 9266 2572, http://gitemontgarde.free.fr

**Map:** IGN #3238 E (1:25,000)

**Alternative sites**

- Aureille (E/SE) at Beaume, the neighbouring site to the W, road to Col de la Haute Beaume and 4x4 slope.
- Montagne de Chabre (see site page)
- Le Clamontard / Montagne du Puy (N/S) at Luc en Diois
- Serre la Bouisse (S), west of Serre at Col de Tourette (piste)
- Montagne de Clairret (SW/W), at Lus la Croix Haute (road + 1 hr hike)
- Croupe de Charance (SE-SW) at Gap; road Gap–Veyne, then forest road from Rabou

**Other activities:** Info: www.buech.com

- Ultralight flights at the Aerodrome de Chevalet
- Hiking, MTB
- Horse-riding in the vicinity
- Climbing at Orpierre Ceüse, Sigottier, Ventaron
- Fishing and kayaking in the Buëch river
- Caves at Grotte de Pont-la-Dame
- Canyon of Gorges d'Agnielles





# Laragne



HEIGHT  
530m – 784m



MONTAGNE DE CHABRE 1354m

*This long ridge is a classic HG site of the Provence Alps with many pilots in the ‘summer flying camp’ at Laragne during June, July and August. Unfortunately the shuttle service is insufficient, so provide your own access to launch (21 km from Laragne). Flying is best on the south side with good thermals and the potential to go far. The north side is steep to vertical and more difficult to fly. The site requires a skilled PG pilot, one used to strong conditions and distant landings. To come here just for a glide down or for easy soaring makes little sense, as there are other sites in the region that are more suitable.*

## Launch

- 1. (N/S)** 1265m, medium, GPS: 44°18'11.94"N, 5°46'36.67"E. On the right where the access road reaches the long Chabre ridge. Not good in the afternoon. Not recommended for PG!
- 2. Les Espranons (S)** 1285m, easy, main launch for PG and HG below the road. Don't launch above the road with stronger winds as the N side here is a vertical cliff! GPS: 44°17'55.24"N, 5°45'59.92"E.
- 3. (S/SW)** easy, and **(N)** medium-difficult, 1354m, W of the end of the road, towards the highest point. Best launch in the afternoon. N launch only suitable for good pilots! GPS: 44°17'52.10"N, 5°45'48.53"E. To get to these launch sites, from Laragne centre (square) follow the *Vol Libre* signs down on the D942 towards Séderon, pass the big supermarket and fuel-station and head up through Chateauneuf de Chabre into the canyon of the Méouge (nice swimming options here!) until the road splits (signed *Site de Chabre*) leading up across the forested S slope of Chabre, passing several landing areas. Follow the signs *Envol de Laragne* to the end of the increasingly rough road where you can turn and park. There is also a west access to Chabre from Barret-sur-Méouge on the D942 towards Séderon (signed).

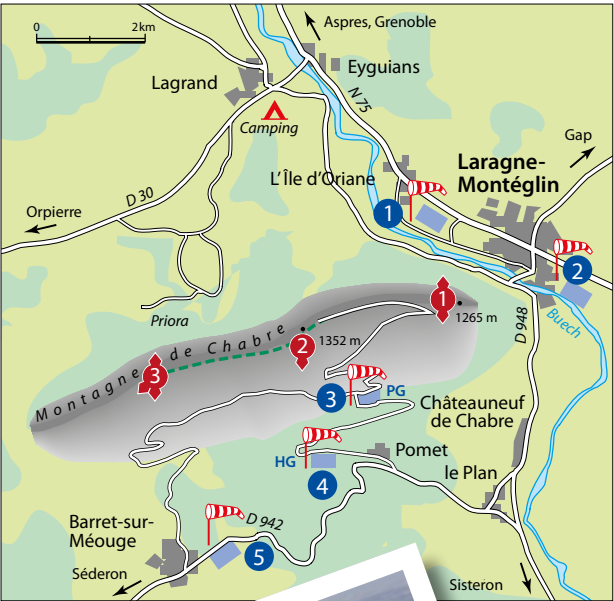
## Landing

- 1. North, L'île d'Oriane** (565m) GPS: 44°19'12.08"N, 5°47'33.33"E. Drive to the big supermarket in Laragne, as described above. Follow the signs (opposite) for Air d'atterisage for about 1 km on a dead-end road to the industrial zone.

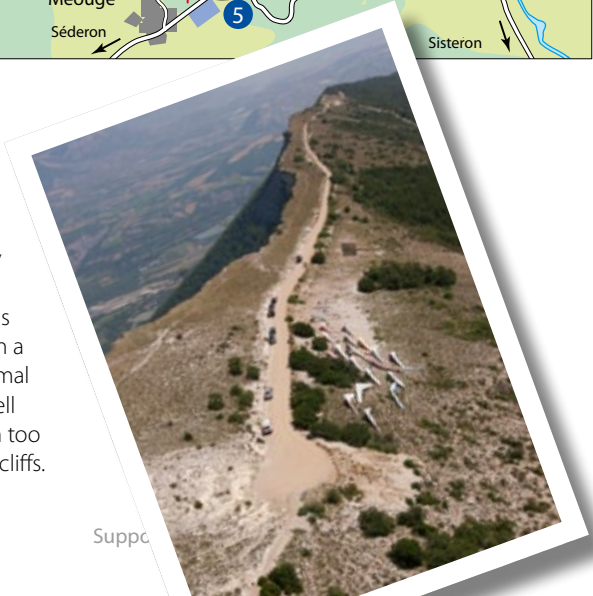
- 2. Laragne-Montéglin campsite** (570m) GPS: 44°18'45.32"N, 5°50'2.20"E. The main landing zone for HG and good PG pilots (glide ratio of 10 required!) easy to find, E of the railway line, 1 km SE of Laragne town centre.
- 3. PG south & emergency**, Chabre (980m) GPS: 44°17'23.74"N, 5°46'2.53"E, a bit narrow and uneven, surrounded by forest, signed on the way to takeoff.
- 4. South main landing** (735m) PG & HG. GPS: 44°16'46.54"N, 5°46'30.25"E. Good size field but surrounded by forest, right of the road to launch (signed).
- 5. Barret-sur-Méouge** (650m) HG&PG, just before the entrance of the village, left of the D942 Chateauneuf–Séderon. GPS: 44°15'45.13"N, 5°44'28.18"E

## Flying

One of the major HG sites in Provence, with very strong thermals on the S side during spring and summer. The drier it gets, the greater the risk of dust devils, so watch out! There are days when you cannot launch without risk between 11h00–17h00. It is usually a morning site with the house thermals beside the takeoffs along the ridge. The best conditions are smooth N–W (high pressure) at altitude with a launch window until 14h00. If you have to thermal up over the northern cliff, make sure you are well clear! N conditions on launch are rare and often too windy: launch from the top and soar along the cliffs.



Hautes Alpes | Laragne-Montéglin



## Caution!

Strong winds from any direction as well as dust devils can be pretty bad here! The ridge is exposed to phenomena such as the Mistral (go to St. Vincent instead!) The south side is nasty if you miss the narrow thermals and have to fly through trashy air to your (unexpected) landing. Beginners or hobby pilots should land by 11h00 in summer.

## Cross Country

The neighbouring site of Aspres is much easier for beginner PG pilots. Not for beginners, but excellent for serious XC pilots! The thermals can be narrow and pushy here. Once at cloudbase you have the choice of flying around the wide valley of Laragne or following the Chabre ridge towards Séderon/ Mévouillon. It is gentler and easier to do your long flights in April, as May and June are often a bit unsettled. July and August present more straightforward conditions again, and September can still have some good days. At the Montéglin campsite there's lots of information about XC flights and the ongoing XC Chabre competitions with a helpful relief map for further planning! I recommend going W following the ridges towards Séderon or to start flying across Laragne and around the SE faces towards Gap and back. On your return, the railway line leading to the Montéglin campsite can trigger thermals and give you the lift you need! See also [www.xcontest.org/laragne/](http://www.xcontest.org/laragne/) and the **airspace map** at [www.flylaragne.com/images/airspace\\_l.jpg](http://www.flylaragne.com/images/airspace_l.jpg)

## Useful info

**Getting there:** Nearest airports are Geneva, Lyon and Nice. Trains run from Marseille via Aix-en-Provence towards Gap and stop in Laragne. Check the Provence train connections at [www.beyond.fr/map/ter\\_paca.html](http://www.beyond.fr/map/ter_paca.html) and [www.beyond.fr/travel/railplans.html](http://www.beyond.fr/travel/railplans.html). There is a Grenoble–Nice bus connection (7 hours) with Payan Autocar that stops twice daily at Laragne ([www.payan-voyages.com/transport/ler\\_h04.htm](http://www.payan-voyages.com/transport/ler_h04.htm)). By car from Geneva follow the A41 to Grenoble (from Lyons the A 43,

A48) bypass Grenoble on a stretch of A51 towards Sisteron and continue straight onto N75 Laragne. In Laragne cross the square towards Sisteron and turn left at the next roundabout (signs for Montéglin/ Gap/Camping). Cross the railway and after 100m the Camping & Flying Centre is on your right! From the south: from Marseille via Aix-en-Provence follow the A81 towards Gap, exit Sisteron N and continue on N85/N75 towards Grenoble until Laragne. From Nice follow the N85 Digne–Sisteron, after Sisteron it splits towards Grenoble (N75), continue to Laragne.

**Weather:** There is a daily weather report hanging up at the Montéglin campsite. Chabre weather beacon transmits on 143.9875MHz (French)  
**Meeting pilots:** Camping Montéglin has everything you and your company need, with many pilots in summer. Or check out [www.flylaragne.com](http://www.flylaragne.com)  
**Flying school:** The nearest is Provence Parapente in Mévouillon, [www.provence-parapente.com](http://www.provence-parapente.com), see site page for Montagne du Buc - Bergiès.

### Staying there

- Camping Montéglin, Tel. +33 (0)6 8411 4213, +33 (0) 4 9248 5691, with B&B, mobile homes, internet, BBQ etc. [www.camping-monteglin.com](http://www.camping-monteglin.com)
- Les Glycines, [www.les-glycines.com](http://www.les-glycines.com), nice B&B at Mison outside Laragne, Tel. +33 (0) 4 9236 6952
- Villa Rebinelle, B&B, [www.allez-up.com](http://www.allez-up.com), Tel. +33 (0) 4 9262 2053
- Camping Barret de Méouge, +33 (0) 49265 084

**Map:** Éditions Didier Richard, #28 Montagne de Lure (1: 50,000)

### Alternative sites

- Montagne de Buc / Montagne de Bérgeries, Aspres, Le Traînon (see site page).
- Montagne d'Aujourd (SE-SW) road from Sisteron + 1hr walk
- Come de Lure (NW-NE) road from St.Vincent-sur-Jabron
- Many options to hike & fly

### Other activities

- Swimming in the Méouge canyon
- Plenty of climbing around Orpierre, Sigottier, Ventavon, Sisteron, Ceüse, Ribiers
- Old Provence towns and villages to discover at Serres, Sisteron and everywhere in the mountains!
- MTB and hike: GR91, 93 and 94 pass through here





# Dormillouse



HEIGHT  
500m – 1110m



ST. VINCENT-LES-FORTS 1270 m PLATEAU DE LA CHAU 1900 m

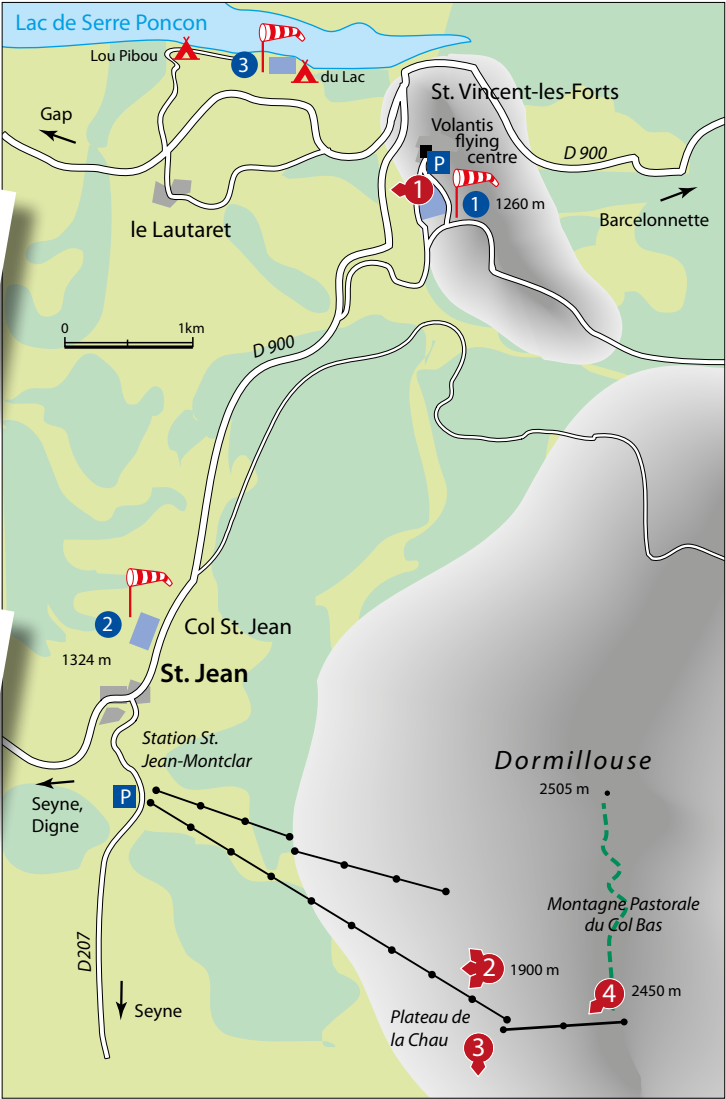
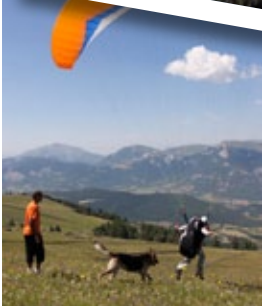
A real free-flying arena, combining all the aspects of flying in Provence: from crowded soaring at St. Vincent to training flights and XC possible around Dormillouse and the Serre Ponçon lake. It's fortunately not a site for early birds (except if you are planning to launch from Dormillouse itself which takes some time to access). It offers a great atmosphere for all levels of pilots and is best between June and September.

## Launch

- 1. St.Vincent-les-Forts (W)** 1260m, medium, GPS: 44°26'35.48"N, 6°22'17.48"E
- 2. La Combe / Plateau de la Chau (W)** 1860m, easy, GPS: 44°24'11.56"N, 6°22'11.33"E and just above (SW/NW) 1900m (^560m) easy-medium, GPS: 44°24'10.87"N, 6°22'21.90"E. This is the main launch (toplandable) and is 5-10 min from the La Combe section of the chairlift. The upper SW direction has a flat grass field, good for groundhandling, but you have to cross the flat crest and the chairlift cables before reaching the edge of the mountain. With crosswind, it's better go down to the W launch. The NW launch above the forest is pretty steep and requires at least 10 km/h wind! There is a steep rough road to La Combe during the rest of the year. Contact the flying school about a shuttle service.
- 3. La Cabane / Plateau de la Chau (S)** 1840m, medium-difficult, GPS: 44°23'43.63"N, 6°22'18.98"E. Flat grassed area above the forest, only for experienced pilots, in wind! Below the La Cabane section of the chairlift, on the S side of the plateau.
- 4. La Brèche (SW)** medium, 2450m, alpine launch, rarely in use, GPS: 44°24'16.57"N, 6°23'9.48"E. 1hr by chairlift + 15 min walk down from the last chairlift section. There are some other possibilities around the summit but you need to walk 30 min and it's a rugged and windy environment.

## Landing

- 1. Toplanding at St. Vincent** (1260m) approach 200m S of takeoff, from just above the hill. Beware of turbulence from the trees and follow the fields; easier by using big-ears!



Hautes Alpes | Gapençais | St. Vincent-les-Forts and St. Jean Montclar

- 2. Col St. Jean** (1340m) GPS: 44°25'2.57"N, 6°21'5.36"E, landing field with parking, right of the road to St. Jean, 200m before the entrance of the village.
- 3. Lac de Serre-Ponçon** (780m). Only in the off-season, with lower water levels, is there a broad strip of shore to land on, opposite Camping du Lac (there is no safe landing around the campsite!) From St. Vincent follow the road towards Espinasse / Gap and after about 1 km turn right and head down to the end of the road. Parking space is on your right before the campsite entrance.
- 4. Emergency landing** at St. Vincent (1160m) field below takeoff, just above the road to Col St. Jean.

## Flying

**St. Vincent** is a west facing ridge with soaring and thermal conditions from the early afternoon (spring and summer). The exception is days with mistral when the stronger prevailing NW can cause soaring conditions in the morning. The house thermals are right of the launch, towards the cliff with the castle. You should also clear the launch corridor – don't play in front of the crowds! With 100m above takeoff, you can try to topland from the top of the elevated field, S of launch. If you can thermal up at St. Vincent you can try the N faces of Dormillouse which have good lift late in the afternoon!

**La Combe / La Cabane** is a good beginners launch in the morning with a light W breeze (or N valley breeze). Don't fly with *mistral*, it can be very strong and pushy! Rather go to St. Vincent. Regular pilots usually wait until the thermals are present on the mountain slopes, between 12h00–13h00 in summer. If the wind is light S you have to change to La Cabane and thermal up on the S edge of Plateau de la Chau with a pretty turbulent scree field on the left. **La Brèche** is an alpine launch for experts! If you want a sightseeing flight along the ridges of Dormillouse – La Blanche or a longer XC, you can usually find the necessary thermals earlier from here and you'll have more height as well. Good launch window 12h00-14h00.

## Caution!

St. Vincent is one of the few places which are still flyable with mistral (strong cold NNW), but beware of turbulence once thermals lift you up! Be very careful with toplanding and crowds at the takeoff, avoid risks by landing lower. Dormillouse is a high alpine area at the entrance of the Ubaye valley with some of the strongest conditions of the entire Alps. Avoid getting blown into the Ubaye valley in the afternoon. Check forecasts carefully when intending thermic flights. Winds and lift can be rough.







Launch 4 at La Brèche, high on Dormillouse



### Cross Country

This is a major flying site, with powerful winds in summer. The usual XC route heads south, following the Dormillouse ridge then connecting the chain of rocky domes towards St. André and back. It's a classic for gliders – 54 km one way – but study the map carefully! The best wind is a light W/NW.

Another option on days with a light SW/W wind is flying around the Serre-Ponçon lake. You need height, which you can gain at Dormillouse, and enough lift when crossing the flat fields W towards Espinasse and Mont Colombis (watch out for the high voltage lines and the valley-wind). Return on the S faces and cross to Sauze-du-Lac at a minimum of 1700m! Then continue to Pic de Morgon, the highlight of the route, before the finish-line at St. Vincent or Dormillouse.

### Useful info

**Getting there:** The closest airports are Marseille, Lyons and Geneva. Take a train to Gap / Digne ([www.beyond.fr/map/ter\\_paca.html](http://www.beyond.fr/map/ter_paca.html) or [www.beyond.fr/travel/railplans.html](http://www.beyond.fr/travel/railplans.html)). From Gap there are bus connections ([www.autocars-jacob-tourisme.fr](http://www.autocars-jacob-tourisme.fr)) to Taillard, then local bus/taxi to St. Vincent or St.Jean-Montclar. From Digne railway station there's a bus to St.Jean Montclar twice daily. The same bus departs Marseille and Aix (Digne – Vallee de la Blanche). By car from the north (Geneva) follow the A41 to Grenoble (from Lyons use A 43, A48) bypass the centre of Grenoble towards Gap / Digne and go straight onto N85. In Gap cross the city towards Sisteron/Barcelonnette, then follow D900a towards Barcelonnette.

**Getting up:** Chairlift from St. Jean Montclar via La Combe – La Cabanne – La Brèche (Dormillouse) only in July/August. Tel. +33 (0)4 9230 9201

**Weather:** Dormillouse weather recorder (automatic voice) +33 (0)8 9268 0204. Or look up Gap / Hautes Alpes at [www.tameteo.com](http://www.tameteo.com)

**Meeting pilots:** Volantis Restaurant, St. Vincent launch or the landing field at Col St. Jean.

**Flying school:** From May–September the Dutch paragliding school Inferno, [www.paraglidingschool.nl](http://www.paraglidingschool.nl), is based here and people can join a course, get guided flights or share their shuttle service. Contact Roland Ter Harkel, Tel. +31 (0)6 2040 5019

**Staying there**

- Hotel & Restaurant Volantis, at the St. Vincent launch, Tel. +33 (0)4 9261 6982; Cindy & Bart speak English, German and French, email for reservations: [info@volantis.fr](mailto:info@volantis.fr)
- Camping Lou Pibou, Tel. +33 (0) 4 9285 5158, below St.Vincent follow the signs to the lake, it's the upper of the two lake campsites!
- Camping Campéole du Lac, Tel. +33 (0) 9285 5157, [www.camping-montagne.com](http://www.camping-montagne.com)
- Free camping at the St.Vincent parking area!

**Map:** IGN #3438 ET (Embrun) 1:25,000

**Alternative sites**

- Col Bas (S/W-NW) at Seyne-les-Alpes
- Mont Colombis (E/SE/W), road from Remollon
- La Barrière du Bétoul (E/SE) Pra Loup



- Le Soleil Boeuf (W) at Barcelonnette, contact: [ubaye-parapente.com](http://ubaye-parapente.com)
- La Bâtie neuve (E/SE) Belvédère Serre Ponçon
- Mont Guillaume (SE) Embrun
- Costias (S/SE) at Les Orres near Embrun
- Col de la Gardette (S) at Chorges, several takeoffs
- Ceillac (N/SW/W) protected during Mistral
- [www.alpes-envol.fr/recherche-par-sites.html](http://www.alpes-envol.fr/recherche-par-sites.html)

**Other activities:** Info: [www.valleedelablanche.com](http://www.valleedelablanche.com)

- Around the lake: [www.smadesep.com](http://www.smadesep.com)
- Hiking/mountaineering in the Queyras National Park (<http://queyras.aparcourir.com/index.php>)
- Old towns of Embrun and Seyne les Alpes
- Visit Gap and do some shopping
- Earth pyramids *Démoiselles coiffées* at Theüs
- Warm pools at La Bréole
- Climbing area La Rochette at Savines-le-Lac





# St. Geniez



HEIGHT  
210m – 504m



LES RAYES 1350 m LE TRÂINON 1654 m

The romantic and isolated setting of little St. Geniez attracts only those few visitors who venture away from the mainstream – and pilots are nowhere to be found in the bunch. It is more a place for someone who appreciates a truly Provencal landscape and the peace and silence of nature. Enjoy uncrowded flying here with a comfortable stay at Les Rayes!

## Launch

- 1. Les Rayes (S/SW)** 1350m, easy, 400m W of Domaine Les Rayes, a superb B&B. GPS: 44°14'56.94"N, 6° 4'0.00"E. From St. Geniez follow the small road E until a rough road signed Les Rayes. Turn upwards and pass Les Rayes on your right, until you reach a parking space, just before the takeoff.
- 2. Le Traînon (S/SW)** 1654m, easy, from Les Rayes it's a 45 min walk to the summit. GPS: 44°15'11.62"N, 6° 4'11.95"E.

## Landing

The landing depends on the state of the field: if the field has not yet been harvested, don't go and find yourself a cut field! HG: there is no field is suitable, pilots usually leave the mountain and go XC.

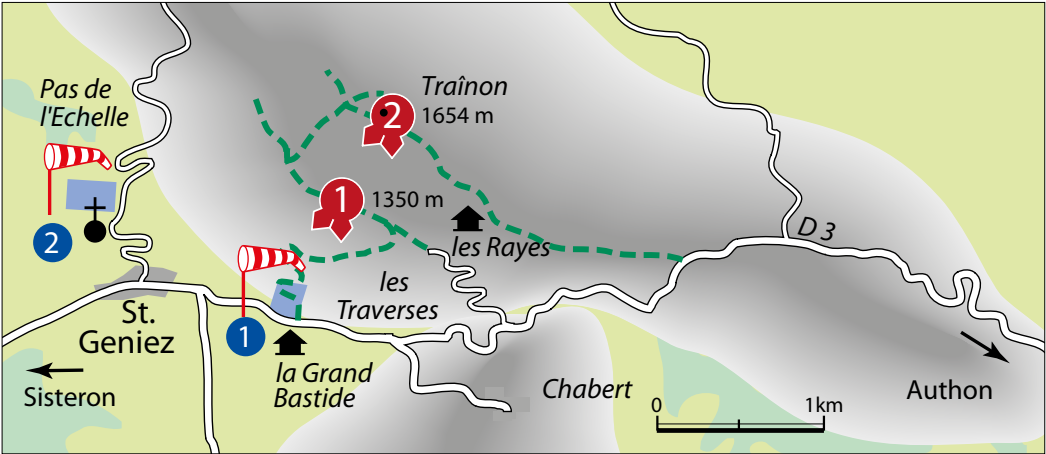
- 1. Bastide** (1140m) on the mountainside 300m before reaching the road to Les Rayes, just before a small saddle with a farm called 'La Grande Bastide' on your right. GPS: 44°14'36.64"N, 6° 3'50.01"E
- 2. Church** (1150m) just above the church of St. Geniez on the left of the way to Pas de l'Echelle. GPS: 44°14'46.42"N, 6° 3'10.84"E

## Flying

Southerlies allow for early ridge soaring from Les Rayes. On calm days with a good thermal development and no influence of winds at altitude you can get height above the summit.

## Cross Country

Go towards Gap via Montagne de Jouère and Grande Gautière (N) or Seyne and Dormillouse (NE).



Hautes Alpes | Sisteron | St. Geniez

## Caution!

Not a good place to be on windy days, especially W/N. Exposed to *mistral* and thunderstorms. Expect strong thermals during summer and the possibility of dust-devils.

## Useful info

**Getting there:** The nearest airports: Lyons, Marseille, Avignon, Geneva. The Grenoble–Nice bus connection (7 hours) with Payan Autocar stops twice a day at Sisteron (see [www.payan-voyages.com/transport/ler\\_h04.htm](http://www.payan-voyages.com/transport/ler_h04.htm)). Trains run from Marseille via Aix-en-Provence towards Gap and stop six times a day in Sisteron (for Provence train connections, see [www.beyond.fr/map/ter\\_paca.html](http://www.beyond.fr/map/ter_paca.html) or [www.beyond.fr/travel/railplans.html](http://www.beyond.fr/travel/railplans.html)). By car from Geneva follow A41 to Grenoble (from Lyons use A43, A48) bypass the centre of Grenoble



on a stretch of A51 towards Sisteron and head straight onto N75 down to Sisteron. Go towards the entrance of Sisteron and cross the Buech bridge and continue on the D3 towards St. Geniez. From the south (Marseille/Aix) follow A51 to Sisteron and continue as above.

**Weather :** [www.ta-meteo.fr/sisteron.htm](http://www.ta-meteo.fr/sisteron.htm)

**Meeting pilots:** Altitude Vol Libre Sisteron, Tel. +33 (0)6 8034 1071. You rarely meet other pilots at St. Geniez, except on long weekends

### Staying there

- Info: Office du Tourisme Sisteron, Tel. +33 (0)4 9261 3650 ([www.sisteron.com](http://www.sisteron.com))
- Domaine les Rayes, a beautiful country house B&B with pool, contact Bruno Masure, Tel. +33 (0) 4 9261 2276 ([www.lesrayes.fr](http://www.lesrayes.fr))
- Camping Municipal, Sisteron, Tel. +33 (0)4 9261 1969, open March–September.

**Map:** IGN #3340 E (1:25,000)

### Alternative sites

- Chabre (see site page)
- La Coste (SW) and Sumiou (NE) at Valbelle
- Le Cousson (SW) Digne
- Gache (NW) road from Mezien, on the road to St. Geniez
- Piegut (W) at the village Piegut near Taillard
- Contras (W) at Hospitalet
- Blanchon (E/S/W) at Malijai near Château-Arnoux

### Other activities

- Visit Sisteron old town and fortress
- Horse-riding at St. Geniez ([www.provence-randonnee-equestre.com](http://www.provence-randonnee-equestre.com))
- Hiking on GR6 (not far from St. Geniez)
- Provencal market of Forcalquier
- Monasteries of Salagon and Gangobie
- Rafting in the Ubaye river ([www.u-by-rafting.com](http://www.u-by-rafting.com) or [www.ouedsrios.com](http://www.ouedsrios.com))
- Climbing area of Sisteron (<http://roc.et.falaise.free.fr>)
- Geological formations at Méas

Support this project on [www.bestflyingites.com](http://www.bestflyingites.com)





# Mévouillon



HEIGHT  
120m – 781m



*'Provence Parapente' flying centre has it all: surrounded by mostly easy launches facing every direction for nearly all conditions during the typical thermic summer's day. If the guarantee of getting airborne in a lovely paradise is enough for you, come and see for yourself. Anyone from beginner to expert will enjoy this site, away from the mainstream!*

## Launch

### MONTAGNE DE BERGIÈS

**1. (SW/N)** 1367m, easy, and **(S)** 1340m, medium, steep slope and HG ramp below the summit (antenna). GPS: 44°12'09"N, 5°30'39"E. Take the asphalt road from Séderon towards Sault/Montbrun. Shortly before reaching the Col de Macuègne there is a sign for *Site de Vol Libre de Bergiès*. A small road leads to the summit.

### MONTAGNE DU BUC

**2. Le Goulet (W)** easy, 1070m. Walk up from the landing in 15 min.

GPS: 44°13'26.77"N, 5°28'27.20"E

**3. Girouette (W/E)** 1170m, easy-medium. Opposite the wind indicator on the ridge. Walk up from the landing (30 min) or use the shuttle service (flying school). GPS: 44°12'55.69"N, 5°28'38.09"E

**4. Summit (W-NW)** 1446m, easy. Access via shuttle service or hike (1 hr). GPS: 44°12'25.11"N, 5°28'39.32"E

### LE FORT

**5. (E)** 1086m, easy, GPS: 44°14'14.65"N, 5°28'55.23"E. At the entrance of Mévouillon take a small road N that leads you up to the Le Fort ridge. Park at the end of the houses and go up the field road to its end. Take the following footpath to the launch at the S end of the rocks (20 min).

### LA TRAPPE

**6. (S)** 1120m, easy, GPS: 44°15'10.25"N, 5°30'23.23"E. From the flying centre turn N at the next junction and continue up into the small village of Pelleret. Pass the church. A road branches right into which you have to turn sharply by using the space ahead. Go up, past the landing field to a parking space. From there either continue carefully on to the ridge or walk for 30 min. Sometimes the PG schools offer space in their shuttle.



Drôme | Haut Diois | Mévouillon

**3. Buc (W):** (950m) big even surface at the bottom of the W-facing ridge. GPS: 44°13'35.21"N, 5°28'0.31"E. Continue 1 km W from the flying centre towards Mévouillon; a rough road turns off on your left (signed: *Site de Vol Libre*) leading past the landing towards a saddle.

**4. Buc (flying centre)** (665m) behind the PG school and parking area on the hill, or the field beside it. GPS: 44°13'48.57"N, 5°29'25.67"E

**5. Le Fort:** At the flying centre or on an open (harvested) field below.

**6. La Trappe** (970m) field left of the access road, GPS: 44°14'56.58"N, 5°29'47.79"E



## Useful info

**Getting there:** By train or bus is definitely complicated, but not impossible. Your nearest train stations are Orange or Carpentras (connections from Marseille/Avignon or Lyons) with both offering a bus to Nyons. From there Transdrôme has a bus service to Séderon via Mévouillon twice a week, on Thursday and Friday. Make a reservation on Tel. +33(0)4 7526 9966 (Office du Tourisme Nyons). The other bus connection is Laragne–Mévouillon (Tuesday and Thursday). Check details on the Chabre (Laragne) site page. Reservation Tel. +33(0)4 7528 5490. Check [www.ladrome.fr](http://www.ladrome.fr) as well. By car from Geneva, follow A41 to Grenoble (from Lyons A43, A48) bypass the centre of Grenoble on a stretch of A51 towards Sisteron and go straight onto N75 down to Laragne. In Laragne follow the signs to Séderon and continue on D542. Where the road turns to Séderon, to reach the launches you must turn towards Mévouillon/Buis-les-Baronnies on the D546. From the west (Rhône valley) follow A7 (Lyons–Avignon) and exit towards Nyons. From there continue towards Serre/Gap and turn onto D64 across St. Jalle/St. Auban and on to Mévouillon.

### Weather

- Weather station (automatic announcements in French) on top of Bergiès, Tel. +33 (0)6 5033 376 and [www.ta-meteo.fr/sederon.htm](http://www.ta-meteo.fr/sederon.htm)
- Weather forecast at the flying school.

**Meeting pilots:** The central meeting place is the flying centre. It also offers dorms and self catering! Les Loups Volants, [www.loupsvolants.net](http://www.loupsvolants.net)

**Flying school:** [www.provence-parapente.com](http://www.provence-parapente.com), Tel. +33 (0)4 7528 5080, - 4 7528 5139

### Staying there

- Gîte (self-catering & dorms) at the Flying school
- Camping Les Routelles, Séderon, Tel. +33 (0)4 75 28 54 54
- Les Damias, camping, rooms, B & B, Fourres, Tel. +33 (0)4 9265 2050, [www.lesdamias.com](http://www.lesdamias.com)
- Auberge le Chaudron danseur, Séderon, Tel. +33(0)4 7527 0958, [www.chaoudrondanseur.free.fr](http://www.chaoudrondanseur.free.fr)
- More ideas on <http://sederon.free.fr/>

**Map:** IGN Top 25 #3240 OT + #3239 OT (get both!)

## Flying

**Bergiès:** on calm days, fly in the mornings and around midday. If the S is not too strong yet, you can launch in the morning. Beware of dust-devils! **Buc:** for smooth W conditions or in the morning (Girouette) with high pressure, or excellent evening flights with anabatic winds above the entire west slope. **Fort:** good in the morning or with stronger E. **Trappe:** excellent with S and evening restitution.

## Caution!

Very simple flying area where you can choose your options. In hot summers take the usual precautions: dust-devils and strong wind occur from midday onwards. Beware of N and strong W (*mistral*)! Contact the flying school for suggestions.

## Cross Country

It's a good start point for XC flights and an excellent choice for XC beginners. You can tour around the flying centre linking the mountains and land near your car. From Bergiès towards Buc towards le Fort and La Trappe and back! Good XC directions are Laragne and Sisteron by using the E-W orientation of the ridges.

### Alternative sites

- Beauvoisin (Milmandre), S, near Buis-les-Baronnies
- St. Jalle / Col d'Ey (N)
- Le Clamontard (N) at Luc-en-Diois
- Mont Rachas (S) at La Roche-sans-Secret near Valence
- Rustrel-Banon (see site page)

### Other activities

- See [www.la-drome-provence.com](http://www.la-drome-provence.com)
- Climbing: Buis-les-Baronnies, Orpierre, Sigottier
- Mont Ventoux and Montagne de Lure, the highest summits of Provence with nice long hikes
- Canyoning, Horse-riding and MTB
- Beautiful villages of Montbrun-les-Bains, La Garde Adhémar (and more)
- Parc de Loisirs Aquatiques Nyonsoleiàdo at Nyons (swimming pools)

## Landing

**1. Bergiès (N):** Villefranche-Le Château (800m) GPS: 44°13'12.54"N, 5°31'19.29"E. On the way from Laragne to Mévouillon, just after the road branches towards Séderon you continue through Villefranche until a small road goes left to the cemetery. Park there and walk past the playing field to the landing area. Sometimes strong W in the afternoon!

**2. Bergies (S):** Séderon (750m) at the S end of the village, next to the Renault garage, above the road. Watch out for the powerline! GPS: 44°11'47.74"N, 5°32'12.44"E. Take the D542 from Séderon to Montbrun.





# Rustrel & Banon



HEIGHT  
390m – 620m



BEAUSSÈS 950 m GROU DE BANE 1040 m

Two easy spots for everybody, situated in the middle of western Provence at the intersection of the Plateau de Vaucluse with the highest point of the region, Mont Ventoux. Here you have practically left the Alps and are travelling through their foothills towards the Rhone valley amidst gentle wine-country with flattened hills, big forests and deep canyons, formed by bizarre dominating rock plateaus. It's worthwhile taking a further look around, for the area has more to offer than just flying.

## Launch

- 1. RUSTREL: Beaussès (S-W)** 940m, easy. The S launch is a few metres beyond the W launch. From Rustrel head W towards St. Saturnin-les-Apt on D179. At the junction with the D34 Apt–Lagarde turn right towards Lagarde. At the entrance of Lagarde follow the first road to the right (Paragliding sign) and go up for 5 km to a parking area (signed). From there follow the path through the forest for 5 min to the takeoffs. GPS: 43°56'30.88"N, 5°28'34.37"E.
- 2. BANON: Grou de Bane (E-S)** 1040m, easy, two launches side by side, GPS: 44° 2'58.34"N, 5°38'6.62"E. From the centre of Banon at the cemetery turn right and head up for 2 km until you reach the launches (signed).

## Landing

- 1. Rustrel: St. Maurin** (320m) field just N of D179, 4 km W of Rustrel. GPS: 43°55'26.00"N, 5°27'33.00"E.
- 2. Banon: L'Orge** (750m) field at midpoint between D950 (to the N) and Chemin de l'Orge which connects to D12 from the village centre. GPS: 44° 2'29.00"N, 5°38'5.00"E. Follow Chemin de l'Orge and park in line with the landing field. A small path reaches to the field (windsock).

## Flying

With gentle W, summer breeze or for restitution Rustrel is the ideal site from 10h00 onward, and from 13h00 for XC conditions in summer. Banon is excellent with E and for morning flights!



## Caution!

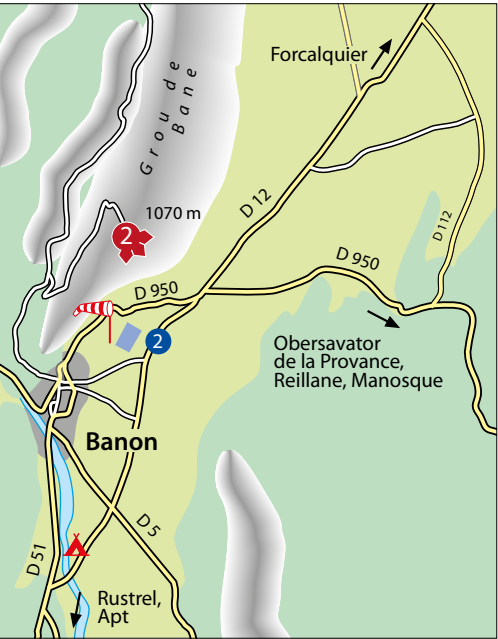
Flight limitation zones AR86A/B for military activities: when active you may not fly! Contact the club for further information. The flying sites are exposed to mistral (Rhone valley) and then unflyable. Pay attention to the strong valley-wind in summer!

## Cross Country

Rustrel–Banon (18 km) NE-SW. Rustrel–Die–Vercors 70 km (NW). Banon–Embrun (NE) 95 km.

## Useful info

**Getting there:** Nearest airport: Marseille. The hub for the main Vaucluse railway is Avignon (two different railway stations for local trains and TGV!) which connects with all the main routes. From there Bus Transvaucluse 15.1 connects to Apt and



Vaucluse | Montagne de Lure and Monts d'Albion | Rustrel and Banon

Bus 16.1 from Apt to Rustrel and Bus 16.2 from Apt to Banon. More info (French only): [www.vaucluse.fr/177-deplacements.htm](http://www.vaucluse.fr/177-deplacements.htm). **By car: from the north** (Grenoble) take A51 and D1075 towards Sisteron; at the entrance of Sisteron Nord take A51 again and exit at Sisteron Sud, towards Vallée du Jabron. Continue across two junctions, onto D951 through Château d'Arnoux to St.Étienne-les-Orgues. Turn onto D950 and continue on D12 to Banon. For Rustrel (from Grenoble) you can also take A49/N7 towards Valence and enter highway A7 at Valence Sud (entrance 15). Continue towards Marseille and exit Avignon Sud (24) and follow the D907/D900 to Apt. From there continue on D22/D30 to Rustrel. Rustrel and Banon are 22 km from each other (continue on D22/D51 passing Simiane la Rotonde). **From the south** (Nice/Marseille): from Nice take A8 and A51 until the Aix-en Provence junction, continue on N296 across Aix and head through Cadenet and Apt to Rustrel. From Marseille, stay on A51 until Aix and continue as described above.

**Shuttle Service:** None, but you can always contact the club! There is a taxi service at St. Saturnin-les-Apt: [www.taxi-luberon.com](http://www.taxi-luberon.com), Tel. +33(0)6 8674 5274  
**Weather :** [www.balisemeteo.com/balise.php?idBalise=112](http://www.balisemeteo.com/balise.php?idBalise=112) (Rustrel weather station)  
**Meeting pilots:** Club Voler au Pays, Banon, +33 (0)4 9075 5981. [www.voler-au-pays.com](http://www.voler-au-pays.com), [deslee.marc@sfr.fr](mailto:deslee.marc@sfr.fr)  
**Flying school:** A new PG school is planned for 2011  
**Staying there:** [www.village-banon.fr](http://www.village-banon.fr), [www.rustrel.net](http://www.rustrel.net)

- Gîte du RV, Banon, Tel. + 33 (0)6 8626 4147, [www.sud-gite.com/giteavivre.htm](http://www.sud-gite.com/giteavivre.htm)
- Camping du Colorado, Rustrel, Tel. +33 (0)4 9004 9037, [www.camping-le-colorado.com](http://www.camping-le-colorado.com)

**Alternative sites**

- Saim Buguet (SW/W) at Hospitalet; road
- Dauban (W) near Banon; road (not yet official)
- Gamby (SW/W) opposite Grou de Bane, small site; may become official in 2011
- Montagne du Buc - Bergiès (see site page)

**Maps :** Rustrel: IGN Top 25 #3242 OT Apt (1:25,000) Banon: IGN Top 25 #3240 OT Banon/Sault (1:25,000)

## Other activities

- Take a stroll and check out the architecture of these old Provence villages!
- Le Bleuet (Banon), the biggest countryside bookstore in France
- The Colorado rock formations at Rustrel (erosive forms of chalkstone cliffs and quarries)
- Gorge d'Oppedette, canyon and goat's cheese – try both, you will not be disappointed!
- See also: [www.netrando.com/us/direct/REI-OPPE001.htm](http://www.netrando.com/us/direct/REI-OPPE001.htm)
- Climbing area of Buoux
- Hikes to the summits of Provence: Sommet de Lure and Luberon
- Sample the local produce (cheese, wine, herbs and honey) at the farmstores (degustations)



Photo © Marc Deslée

A competition at Rustrel

Launching from Banon



# Signes



HEIGHT  
378m – 435m



SIGNES 723 m LA CROIX 750 m

Charming little Signes attracts from the first glance, and begins to feel even more homely as you discover its byways and narrow streets. The local paragliding school is very helpful and the flying is easy and relaxing. Don't expect miracles here! There's a small community that gathers on weekends and during the season to enjoy life and flying as a part of it. If you appreciate the deeper side of French culture and have time for everything that makes life pleasant, you must come here. Pilots of any level will be rewarded at some time; even the long flights to distant goals are within reach on certain days.

## Launch

- 1. Agnis (E-W)** 723m, small plateau with two launch directions (SE/SW) both easy and topland-able. GPS: 43°18'8.03"N, 5°52'22.17"E. Access is via the piste, take the club shuttle up (see below). Private cars are not allowed. You can walk using the GR (1 hr): the route is sketched on the club's website (or ask any local).
- 2. La Croix (N/NE)** 750m, easy, a launch for the winter or mornings or with smooth N winds. Much less crowded than Agnis! GPS: 43°16'7.48"N, 5°53'36.26"E. Access is via shuttle bus as well, depending on the weather (usually mornings). Private car access is possible, but takes a long time. Ask at the flying school for details of the itinerary.

## Landing

- 1. Traversa or 'Delta'**, main landing, 345m, big field for HG & PG, just S of the D2 towards Méoune, 300m E of the village entrance. GPS: 43°17'18.10"N, 5°52'16.18"E.
- 2. Les Launes**, 315m, alternative landing field and for flights from La Croix, GPS: 43°17'0.37"N, 5°53'25.42"E. It is E of the water channel crossing the valley, towards the base of La Croix, just S of the D2.

## Flying

All year round easy flying from the southern takeoffs. You can launch early here. It's probably the best winter flying site in Provence, with soaring and thermalling along the slopes. In spring and

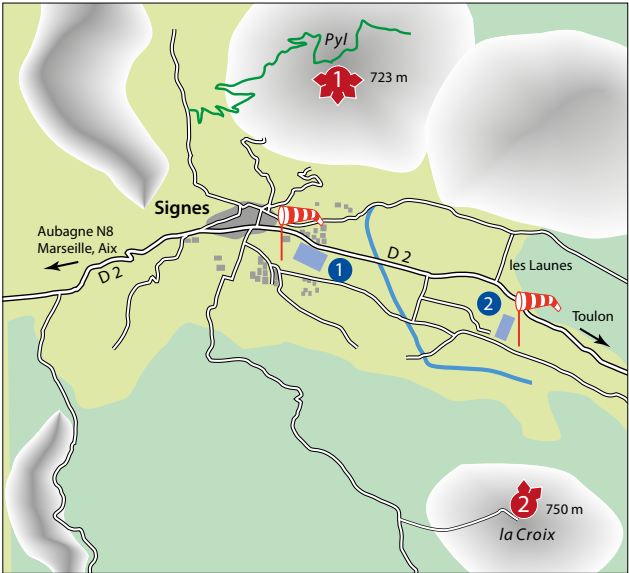
summer the seabreeze starts around midday and gives the flying a stronger, punchier character. The wind can sometimes become strong, so pilots with less experience should fly only until noon and then from 17h00 onwards.

## Caution!

Unflyable in *mistral* (from the Rhone valley) and strong N! Always check the weather with the local experts!

## Cross Country

Signes is at the border of TMA Provence 6 Class D where the flying altitude limit is a 1400m ASL. 10 km further E, the control zones of Cuers and le Luc begin (both military airports). No flying is allowed during the week at St. Anastasie. No crossing of these limits except with prior permission from the airbases! You can check the airspace map at the club's website. The principal direction dictated by the prevailing winds in the XC season and by the flight restrictions is north towards the high Alps. You can only escape the TMA 6D to the north! Interesting flights have been done from April to August, best in June and July, with a steady summer breeze from the south! The main direction is across the St. Baume towards the Verdon and St. André. Over 115 km have been done. Usually straight flights are attempted, not triangles.



Var | St. Baume | Signes

## Useful info

**Getting there:** The nearest airports are Toulon and Marseille. Signes lies 45 km NE of Marseille and 35 km N of Toulon and 60 km SE from Aix-en-Provence and is easily accessible from all three. The nearest railway stations on the main Marseille–Toulon–Nice hub are La Ciotat, Bandols and Ollioules–Sanary-sur-Mer. All three have bus connections to Signes (Bus 8808 and 8809 depart from Toulon railway station). For train connections check: [www.sncf-voyages.com](http://www.sncf-voyages.com). By car from the north come down on A7 Lyon–Marseille or the A51 Grenoble–Aix. You have

a few choices: from A50 Toulon–Marseille take La Cadière exit and follow the N8 to Camop de Castellet and turn onto D2 towards Signes. From A57 Nice–Toulon take Solliès-Pont exit and continue N on D554 towards St. Maximin until the junction with the D2 towards Signes.

**Getting up:** Club shuttle (Navette) on the week-ends from 09h30 (summer) and 10h30 (winter), all day long! During the week a minimum of 4 pilots is required. The shuttle starts from the main landing. Contact: Tel. +33 (0) 6 3482 8610 and +33 (0)6 0906 1794; email: [jc.landreau@free.fr](mailto:jc.landreau@free.fr)

### Weather

- [www.balisemeteo.com/balise.php?idBalise=106](http://www.balisemeteo.com/balise.php?idBalise=106) (weather station)
- [www.windguru.cz/de/index.php?sc=52638](http://www.windguru.cz/de/index.php?sc=52638) (Signes)
- [www.meteociel.fr/tendances/30993/signes.htm](http://www.meteociel.fr/tendances/30993/signes.htm)

### Meeting pilots

Les Ailes de Signes, [www.ailesdesignes.com](http://www.ailesdesignes.com)



### Flying school

[www.envol-parapente.com](http://www.envol-parapente.com), Tel. +33 (0)4 9490 8613

**Staying there:** info: [www.signes.com](http://www.signes.com)

- Gîte de Mr. Lorent; Tel.+33 (0)4 9490 8213, and a few other private B&Bs
- Demeure de Cancerilles, B&B, [www.demeure-de-cancerilles.com](http://www.demeure-de-cancerilles.com), rooms and apartments to rent; Tel. +33 (0)4 9490 8349
- Camping Domaine Le Camp du Castellet, at Castellet 10 km W of Signes, Tel. +33 (0)4 9490 7051

**Map:** IGN Top 25 #3345 OT Signes (1:25,000)

### Alternative sites

- Barre de St. Quinis (SE-SW) at St.Anastasie-sur-Issole; restricted flight; only go flying with club members after permission by the airbase EAALAT
- Cap Sicié (E/SE) only toplanding, impressive flight; experts only!
- St. Victoire (SE/S/SW/W) very detailed contacts and info at: <http://parasainteivictoire.free.fr> (club) and [www.grandsitesainteivictoire.com](http://www.grandsitesainteivictoire.com) (info).
- St. Baume (NW/N) winter site; 1.5 hr hike from Nazareth / St. Aubagne
- Garlaban (E/SE-S) 40 min hike from Lascours/Les Solans, not easy to find!
- Many small flying sites nearby, all with certain limitations; only explore them with the local pilots!

### Other activities

- Visit Toulon, Aix and other towns nearby
- A trip to the Calanques (climbing and precious small beaches)
- Hiking and biking across St. Baume
- Visit Massif des Maures and the Hyères islands
- Medieval Provence towns: Ollioules, Barjols, Brignoles
- St. Tropez, a famous town with some beaches
- More on [www.visitvar.fr/provence-cote-azur](http://www.visitvar.fr/provence-cote-azur)





# Moustiers-Verdon



HEIGHT  
390m – 691m



MONTDENIER 1625m COURCHON 940m COL D'ILLOIRE 1040m

*This is one of the places you never forget in a lifetime! Imagine this ... an early evening flight from Montdenier or Aiguines above the Provence landscape, inhaling the smell of the lavender fields with all your senses, only the eternal sky above your glider, the horizon as big as it can be, smooth lift everywhere and the silence of nature surrounding you. The last sunlight illuminates the vertical limestone walls of the Verdon and you glide away smiling, into the dusk, with all the happiness a pilot can find in one moment. It could be you!*

## Launch

### MONTDENIER

**1. le Pavillon (SW-NW)** 1625m, easy, splendid panoramic flight, less used than the other launches. Long approach and high altitude, so often exposed to wind! GPS: 43°50'39.36"N, 6°17'4.66"E. From Moustiers take D952 towards Puimoisson, then turn off right to Venasclé, pass a landing field and the Gîte de Venasclé. After about 300m you reach a junction (windsock) with a track to the left and right. Head up towards Montdenier and stay with that track until you reach a saddle on the summit ridge of Montdenier. The piste crosses it and continues to its end. Park and walk up W for 10 min to the highest point.

**2. Clos de la Charité (W/NW)** 1400m, easy, top-landable, main takeoff. GPS: 43°51'13.69"N, 6°16'0.15"E. Access is as described above, but after 6 km on the piste to Montdenier, a piste splits away on your right. Follow it into a little valley with meadows, 12 km from Moustiers. Park at the level meadows and hike up on the slope to your right across scree for 10 min

### COURCHON

**3. (S)** 940m, easy, top-landable at Venasclé. GPS: 43°50'35.16"N, 6°13'48.90"E. Access: Two possibilities: either park at the Moustiers graveyard and follow the path Chemin de Courchon on the upper end for about 1 hr. Or drive up to Venasclé, pass the landing field and Gîte until you reach the junction with the piste to Montdenier at the windsock. Turn right instead towards the limit of the plateau, and the launch site.

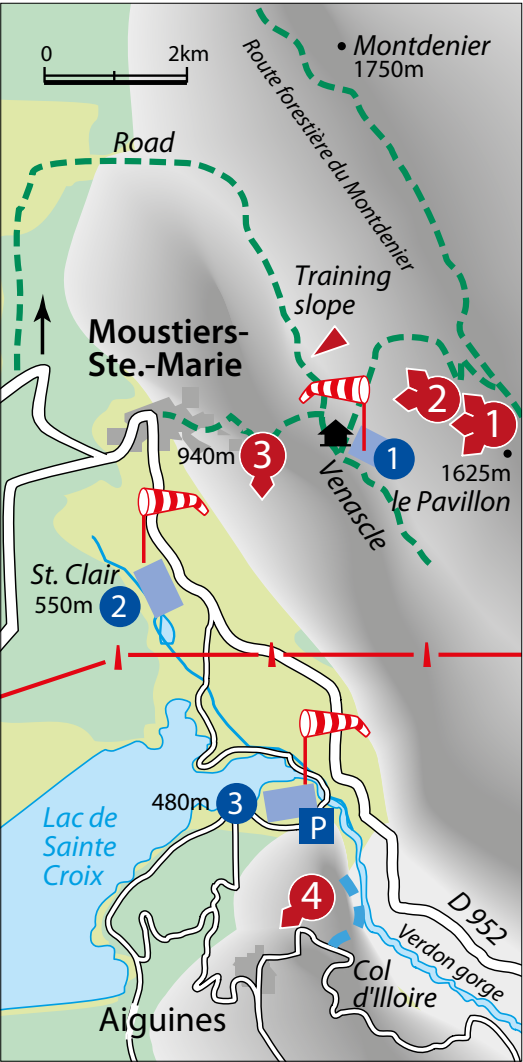
### COL D'ILLOIRE

**4. (SW)** 1040m, medium, GPS: 43°46'47.58"N, 6°15'25.26"E. A takeoff for experienced pilots only, on the razorblade ridge, above the canyon (behind you when you launch)!

From Moustiers take D957 towards Les Salles-sur-Verdon on the lake until the D19 turns off left to Aiguines. Go up through the Village towards Comps and after 3 km (shortly before a turn with parking space and several hundred metres before the saddle, there is a parking space with info table on your left. Park there and follow a ridge contour path W, pass the old HG launch and reach the take off after about 500m. It's about 16 km from Moustiers.

## Landing

- 1. Venasclé** (934m) the field on the mountainside in front of the Gîte de Venasclé. GPS: 43°50'44.00"N, 6°15'6.00"E. Follow the D952 from Moustiers towards Riez/Puimoisson and after 3 km turn right to Venasclé, passing the campsite. After 200m turn left to the parking and landing.
- 2. St. Clair** (550m) a small strip between the road and a cultivated field (which you can use after harvest). GPS: 43°49'55.13"N, 6°13'23.56"E. South of the D957 to St. Croix lake, just below Moustiers; about 1 km after the village and 400m before the junction with D952 towards La Palud/Castellane.
- 3. Plage de Galetas** (480m) GPS: 43°47'56.40"N, 6°14'33.90"E, on the beach of the Verdon lake near the confluence of the Verdon river, below the D957 from Moustiers and a campsite (windsock), 2 km before Les Salles sur Verdon.



Alpes de Hautes Provence | Verdon | Moustiers St. Marie

Photo © Olivier Laugero | OZONE

## Flying

**Montdenier** is an amazing training arena in the season with many possibilities. For a PG beginner, the lower takeoff is the main playground: you can land at Venasclé and groundhandle with your glider. Then launch again at Courchon and to-land or try to get higher. Montdenier is usually calm in the morning, before the influence of the increasing SW breeze and stronger thermals.

**Courchon** is better at midday and offers thermalling for regular pilots over the rocks above Moustiers. There are many options for to-landing. Around Venasclé is one of the best places to learn it. The highest takeoff is used early on calm days with no wind at altitude and also late when the winds have calmed down (or by hiking pilots who like to take off high and enjoy the panoramic view). A late takeoff in early summer from Montdeniers top launch is rewarded with an amazing restitution which can keep you in the air for many kilometres over this landscape.

The same magic awaits you at **Col d'Illuire** above Aiguines, but the launch is more difficult and also lower. It offers you a sheer vertical view of the Verdon Canyon winding deeply between the cliffs.

## Caution!

The area is sensitive to bad weather with an immediate risk during *mistral* (strong and gusty N/NW). Do not fly with strong wind conditions (of any directions) forecast! In high summer there is also a risk of thunderstorms due to low pressure or simply overdevelopment caused by hot summer days. From May through August the midday conditions are too strong for most pilots!



## Cross Country

If you are good and have picked the right day you can start at Montdenier top early (11h00) and go NE via Mourre de Chanier and Sommet de Pré Chauvin towards St. André and continue to Dormillouse / Lac de Serre Ponçon. The cloudbase should be at least at 2200-2400m to allow for some serious crossings. Another traditional route heads across the Plateau de Valensole with its corn and lavender fields, and back, a worthy flatland loop!



Check with the local pros for ideas. In the past, XC pilots have reached here from near Marseille/St.Victoire (S) and from around Sisteron (NW). You might make it in reverse, towards Digne and Sisteron at least. Otherwise, with the help of restitution lift you can always practice smaller XC flights, like across to Aiguines/Col d'Illoire and back and somehow make your way around the area above the Verdon canyon. But beware of strong turbulence around the rocks, stay far from them!

Useful info

**Getting there:** Nearest airports: Nice, Marseille. The nearest train station is Manosque connected by the Marseille–Gap–Briançon train line (check [www.regionpaca.fr/uploads/media/Marseille-Manosque-Gap-Briancon.pdf](http://www.regionpaca.fr/uploads/media/Marseille-Manosque-Gap-Briancon.pdf)). Or use the Nice–Digne train ([www.trainprovence.com](http://www.trainprovence.com)). The bus company Autocars Sumian, Tel. +33 (0)4 4254 7282 connects from Manosque and Digne via Riez (change) to



Photo © Martin Scheel ([www.](http://www.))

Moustiers. Or directly from Marseille and Castellane. Check the timetable on <http://sumian.evasion.pag-esperso-orange.fr/> (click below on *horaires lignes*). By car from the north (Grenoble) follow A51/D1075 towards Sisteron/Gap. At the connection point Sisteron Nord (23) re-enter the A51 towards Aix/Digne/Marseille and exit at Oraison/Forqualquier (19). Continue on D907 until La Bégude. Take D953 across Puimoisson to Moustiers.

From the south (Nice) follow the A8 towards Toulon/Marseille/Lyon until Muy exit (36) and continue on D1555 towards Draguignan. Then turn onto D557 (via Flayosc and Villecroze) towards Aups and continue on D957/D952 towards Moustiers St. Marie.

**Getting up:** From Venasclé, there is a flying school shuttle service in the season at 11h00 and 17h00 from the Gîte and a club shuttle from the training slope at 12h00 and 16h00. If you arrive off-season or there is no space in the shuttle and you need transport, you can still contact: Taxi de l'Etoile at Moustiers, Tel. +33 (0)4 92 74 66 87 or Cell. +33 (0)6 0737 3378. Or walk and learn how to topland well!

**Weather:** [www.para2000.org/weather/mto-pro-c.html](http://www.para2000.org/weather/mto-pro-c.html) for details on the weather for the region including a glider forecast given at St. Auban. The weather link can be found on the flying school's page as well. Montdenier le Pavillon weather station is on 143.9875 MHz, with updates every 20 min.

**Meeting pilots:** Thermodynamic Club at Moustiers, Tel. +33 (0)6 8814 4826. Or meet pilots at the Gîte de Venasclé, as many pilots stay there and the flying school shuttle goes from there to launch every morning. There is a training slope nearby.

**Flying school:** Verdon Passion, Tel. +33 (0) 6 0863 9716, [www.verdon-passion.com](http://www.verdon-passion.com), if you ask for shuttle service, they usually take you to Venasclé and the Montdenier takeoff, when there is space. The flying school also offers climbing, rafting and canyoning in the Verdon canyon!



- Staying there:** Info: [www.moustiers.eu](http://www.moustiers.eu)
- Camping du Montdenier, [www.campingverdon-moustiers.com](http://www.campingverdon-moustiers.com), Tel. +33 (0) 492 74 6739
  - Camping Manaysse, [www.camping-manaysse.com](http://www.camping-manaysse.com), at the Verdon lake, Tel. +33 (0)4 92 74 6671
  - Camping St. Clair, [www.camping-st-clair.com](http://www.camping-st-clair.com), Tel. +33 (0) 492 74 6715, near the landing field.
  - Gîte du Petit Ségrîès, [www.gite-segries.fr](http://www.gite-segries.fr), Tel. +33(0) 492 74 6883. On Moustiers–Venasclé road.
  - Gîte de Venasclé, at the Venasclé landing field, Tel. +33 (0) 492 74 6218, [www.gite-moustiers.com](http://www.gite-moustiers.com)
  - L'Escalo, private guesthouse in Moustiers, [www.lescalo.com](http://www.lescalo.com), Tel. +33 (0) 492 74 6993

**Map:** IGN #3442 E (1:25,000), Moustiers (1:50,000)

- Alternative sites**
- St. Croix de Verdon (E) medium, a low takeoff at 722m with landing on a lake beach (depending on the water level). Take RD111 from Moustiers to St. Croix village.
  - Le Chalvet / St. André (see site page)
  - Le Traînon / St. Geniez (see site page)
  - Rustrel/Banon (see site page)
  - Le Cousson (SW) at Digne; shuttle by the local club Bleon'ailes
  - L'Andran (NE/SW) morning flight at Digne and XC flights SW in the afternoon; by car from Digne towards Courbon take the road to the antenna.
  - Villevieille (W) at Digne; low, but a nice place when the mistral diminishes to catch up with thermals; shuttle service by Bleon'Ailes ([bleonails@free.fr](mailto:bleonails@free.fr))
  - Courbons (SW) easy flying near Digne, excellent for XC and evening soaring! Road from Digne to Courbons and 20/40 min hike (2 takeoffs)



- Other activities**
- Check with the flying school and on the Moustiers website.
  - Moustiers and the Verdon Canyon are spectacular sites, worth a weeklong stay for hikes, climbing, rafting, canoeing, swimming, sightseeing, flying, good dining, shopping à la Provençale (herbs, vines from the farm, all kinds of local specialties and handicrafts) and much more!



Photos © Olivier Laugero | OZONE



# St. André-les-Alpes



HEIGHT  
614m – 669m



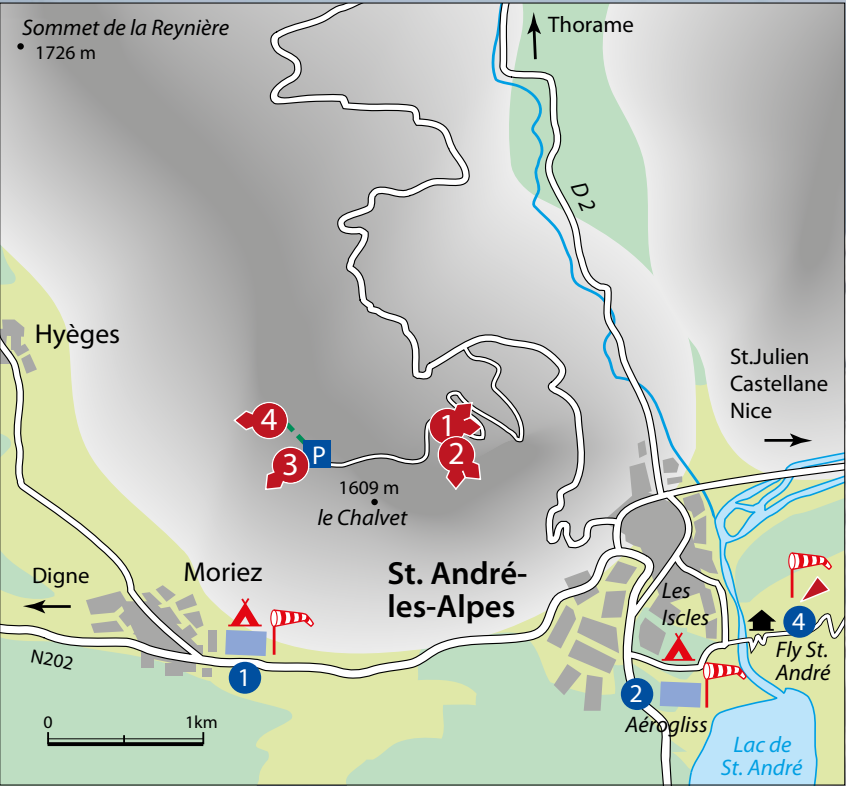
LE CHALVET 1616 m

*St. André is a classic Vol Libre site and a must see! Situated amidst the Provence Mountains with an ideal climate for flying, this site has held many competitions and a world championship. You can fly all year round – as long as the great road to the four launch sites on Chalvet remains open! The summer here is perfect for learning to fly. Early morning flights make amazing top-to-bottoms while the evening offers incredible smooth glass-offs. During the day, sensible pilots enjoy the lakes and rivers, spending quality time with their family and friends. Almost all pilots that visit St. Andre, launch too early, especially HG pilots. In the height of summer the day reaches its best from 15h00–18h00 with incredible distances possible!*

## Launch

- 1. (NE/E)** 1546m, easy, flat dome, windsock, GPS: 43°58'38.88"N, 6°29'28.20"E
- 2. (S/SE)** 1538m, easy, just a little lower before (1), grass slope with windsock. GPS: 43°58'35.99"N, 6°29'28.89"E. Both (1) and (2) are top-landable!
- 3. (SW)** 1552m, medium, steep slope, better for HG than PG, windsock on the edge above the summit road. GPS: 43°58'34.17"N, 6°28'54.07"E.
- 4. (W)** 1554m, easy, excellent for PG, top-landable, windsocks, just N of the parking at the end of summit road. GPS: 43°58'42.01"N, 6°28'47.84"E.

From the roundabout in St. André centre go N on D955 towards La Mure / Col d'Allos and after 100m (the next roundabout) turn off left, follow the brown sign Site de Chalvet and D2 Thorame Basse. Where the road splits at the church take the left lane, go under the railway line and a sharp left turn (again signed for Site de Chalvet), then level for about 200m and turn (steeply) right. Follow the asphalt road until you reach a saddle with a parking area on your left. Walk up to the E launches (1 and 2) or continue another 700m to the W edge of Chalvet with (3) above the road and (4) above the parking at the end of the road.



Alpes de Hautes Provence | St. André-les-Alpes

## Landing

- 1. St. André, zone de Loisir ‘Les Iscles’** (885m). Access: Very big field at the southern exit of St. André, after the Spar Supermarket follow the signs for Les Iscles. Pass the industrial plants and Camping Les Iscles on your left. Continue straight to the parking and the flying school Aerogliss (windsock). GPS: 43°57'31.12"N, 6°30'38.61"E
- 2. Moriez** (940m) landing field for PG, just above the N202 Barrême–St. André at the southern exit of Moriez right above the entrance of Camping Le Pastaire. GPS: 43°57'40.00"N, 6°28'37.08"E.
- 3. The field at La Mure**, left of the road, is not an official landing. Ask for further info at Aerogliss.
- 4. Training hill** E of the river for strong winds and training, open to all pilots except when the school is teaching. Behind Camping Les Iscles, go across the bridge and head up. GPS: 43°57'24.03"N, 6°30'57.50"E.

## Flying

From the south launch the regular thermal is just in front and above the gully to your right. The west side doesn't require a specific search for lift. It comes from all sides! A good thermal awaits on the southern edge of the mountain, sometimes very strong. Be careful when coming from the S/E takeoff towards the edge of Chalvet around midday! The flying is powerful around midday and anabatic in the afternoons. Especially between 11h00 and 17h00 from May until August the wind can increase beyond 40km/h on some days. For the best XC conditions, either start early from the S takeoff and thermal up the gully or the S face above Moriez (it can get a bit rock-and-roll there!) or if you prefer smoother, more secure and more anabatic conditions, launch from 15h00–16h00 when you can still easily do a roundtrip of the lake and the nearby ridges or fly north. St. André is a place that rewards the patient pilot.

## Caution!

Strong winds of any direction at altitude make flying here immediately hazardous. The site is better protected from strong winds and bad weather (and for longer) than the sites nearby but its limits are the combination of thermal and anabatic activity in summer which causes too much wind and turbulence! Beware of dense air traffic (gliders, hang-gliders and paragliders) during the summer season.



# Cross Country

A classic roundtrip goes S from Chalvet–Maurel–Crête de Serre and back or to the landing field! You can make it longer by going NE towards Grand Cordeil and back via Crête de Serre (possible with E, SE, S and a light SW). The classic XC route goes N to Dormillouse (50 km) and sometimes back via Grand Cordeil – Cheval Blanc – Montage de Carton towards Trois Evêques and along the ridge to Dormillouse (given a light SW wind). Other directions are possible: check at Aerogliss where there is a big wall-map and Philipp or Francois to give you support!

## Useful info

**Getting there:** Nearest airports: Nice, Lyon. There is a train station in St. André connecting with Digne and Nice. Digne can be reached by train from Grenoble and other big cities. There are bus connections from Sisteron and Gap to Digne. By car from the north: Grenoble–Gap–Sisteron–Digne (N85 and A51), then at Barrême change to N202 to St. André. From the south: Nice–Grasse–Castellane–St.Julien–St.André on N202.

**Weather:** A daily forecast is posted at Aerogliss. You also have free Wifi when you get a drink!

**Meeting pilots:** Aerogliss, at the takeoffs, or in town at the French Bar.

**Flying school:** Aerogliss, [www.aerogliss.com](http://www.aerogliss.com), Tel. +33 (0)4 92 89 1130. Radio Frequency FFVL 143.9875, emergency frequency 146.250

### Staying there

- Camping Les Iscles, beside the landing field, Tel. +33 (0)4 9289 0229
- Camping Parapente, Moriez, at the landing field, Tel. +33 (0)4 92 89 1648
- **My recommendation:** Fly St. André, rooms & apartments, [www.flystandre.com](http://www.flystandre.com); Tel. +33 (0)6 7657 5608. Mark Taggart’s sympathetic meeting place for pilots with their families and groups. Mark is a very qualified HG, PG & UL pilot and can advise on all the important issues.
- Restaurant & Gîte Clair Logis, Tel. +33 (0)4 9289 0405, [www.giteclairlogis.fr](http://www.giteclairlogis.fr), excellent in relation to price: quality rooms!

- Gîte du Cougnas, on the road to Nice (N202) 300m from the landing field (visible opposite it), Tel. +33 (0)4 92 89 1878, with Wifi.
- Hotel Lac et Forêts, just after the above Gîte, also in view from the landing field. Tel. +33 (0)4 92 89 0738

**Map:** IGN #3441 Est and #3541 Ouest (1:25,000)

### Alternative sites

- Montagne de Maurel (SE) rough road from St. André
- Crête de Serre (SW/W); 1½ hr hike from St. André
- Le Petit Cordeil (N) rough road from Thorame Haute
- Moustiers-Verdon (see site page)
- Tête de Ruch (W) at Méailles, rough road + 20 min hike
- Montagne de Lachens (SW-N); quite popular site at La Roque Esclapon ([www.lachens.com](http://www.lachens.com))
- Col de Bleyne (S); excellent XC site in spring (only with thermal breeze!) More info at [www.augredelair.fr/data/sites.pdf](http://www.augredelair.fr/data/sites.pdf)

### Other activities

- Lake Castellane
- Visit Verdon canyon + Mercantour national park
- Geologic formations in the Provence Alps ([www.resgeol04.org](http://www.resgeol04.org))



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

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# Gourdon & Gréolieres



HEIGHT  
180m – 985m



Not far from the coast at Cannes and protected from most of the bad weather that sweeps across the Alps, this area provides 300 flyable days per year from a superb vantage between the sea and the Provence mountains. Launching from the higher plateau, you can gaze over it all. Charming Gourdon, with its perfume shops, is like an eagle’s nest on a cliff high above the Loup river canyon. In the background the ridge of Cheiron dominates the landscape above Gréolieres as a starting point for soaring and exploratory flights. And just below Gourdon, Kennedy is an old hang gliding takeoff on the cliff above Bar-sur-Loup, now also used by experienced paragliders.

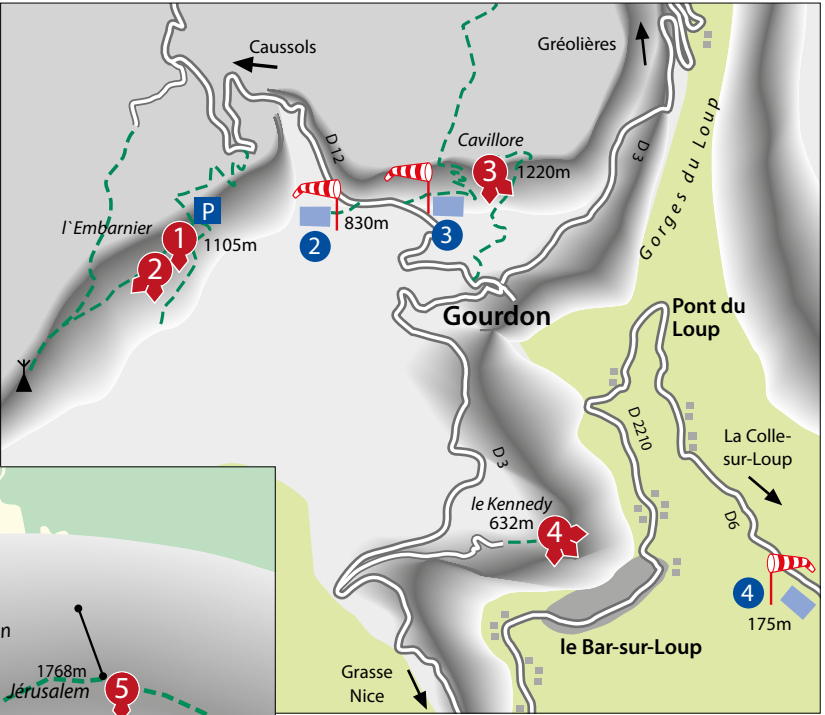
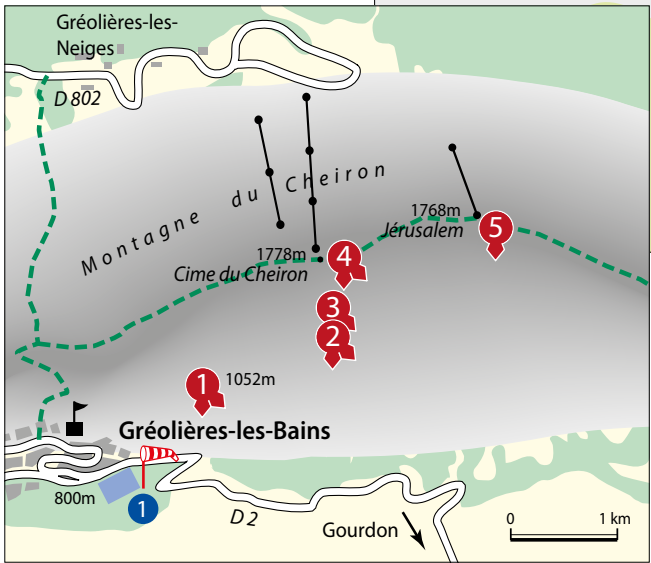
## Launch

### MONTAGNE DE CHEIRON

- 1. Le Dahut or ‘300’ (S/SE)**  
1052m, easy, the main takeoff. Reachable by 4x4 piste from the landing (turn off just after the castle ruins above Gréolieres) or by hiking (35 min) GPS: 43°48’0.99”N, 6°57’20.00”E
- 2. Le ‘600’ (S/SE)** 1440m, easy, GPS: 43°48’32.85”N, 6°57’39.01”E, same slope and position as ‘700’, just below it.
- 3. Le ‘700’ (S/SE)** 1540m, medium, GPS: 43°48’37.27”N, 6°57’26.68”E. Signed hike from Gréolieres-les-Neiges (2 hours) or go from Gréolieres-les-Neiges on a rough road towards Cheiron upon the ridge. Where the piste reaches the ridge and turns left, head S (down) for about 20 min.
- 4. Cheiron summit (S/SE)**  
1750m, medium. Access via the summit piste from Gréolieres-les-Neiges or a 2.5 hour hike. GPS: 43°48’56.81”N, 6°58’12.48”E
- 5. Le Jerusalem (S)** 1729m, easy-medium, just opposite the ski-lift Jérusalem, upon a gully in the south slope. GPS: 43°49’0.58”N, 6°58’42.47”E

### GOURDON

**1. l’Embarnier (S)** 1105m, medium, main takeoff for HG & PG, but risk of rotor from the promontory rocks when the wind is stronger! GPS: 43°43’32.01”N, 6°56’49.65”E. From the main junction at Gourdon follow D12 towards Caussols. After about 4 km before the road reaches the plateau, turn left on a rough road signed Lei Courpatas Parapente, park there and walk up for about



20 min passing the toplanding plateau (windsock). Or drive carefully up – the road is really rough and better for 4x4!  
**2. l’Embarnier (S/SW)** 1160m, easy, big even slope, better than (1) for inexperienced pilots. 15 min walk from (1) via a hiking path following the ridge. GPS: 43°43’26.52”N, 6°56’38.23”E  
**3. Col de Cavillore (S/SE)** 1030m, easy-medium, GPS: 43°43’49.35”N, 6°58’20.30”E. From the main



junction at Gourdon follow the directions above, but stop at the big parking space after 1.8 km. Walk up on the signed hiking path, past the training takeoff, until the edge of the plateau (40 min)

**4. Le Kennedy (E-S)** 632m, two ramps (E/S) and some space for experienced pilots on the cliff just above Bar-sur-Loup. GPS: 43°42'14.82"N, 6°58'52.08"E. From Gourdon go down D3 towards Pre du Lac / Châteauneuf. After about 3 km a rough road turns off into the forest on your left, signed Piste du Garagai. Follow it for 600m (first a rough then partly-cemented road) to a parking space with an info table. Walk down 50m to launch. (100m along the road there's an interesting cave on your right!)

Landing

- 1. Gréolières** (800m) big field for HG & PG at the entrance of the village; just take the left road at the split and park near the hut (windsock). GPS: 43°47'45.76"N, 6°56'52.93"E
- 2. Domaine de St. Ambroise** (830m) big field in the valley below the plateau. GPS: 43°43'33.54"N, 6°57'34.44"E. From Gourdon follow D12 towards Caussols. After 1.6 km you pass the parking with the access to the training slope landing, training takeoff and the Cavillore takeoff on your right. Continue 350m past the access to St. Ambroise on your left and park shortly afterwards on your right. From there it is 10 min walk to the landing field – no cars allowed! The turnoff for the access way is a bit further at GPS: 43°43'38.28"N, 6°57'53.34"E at 864m.
- 3. Landing Cavillore** (851m) very small field, on the right above the D12 behind the parking for Cavillore, mentioned above. GPS: 43°43'37.74"N, 6°58'8.64"E.
- 4. Rives du Loup** (175m) big field below the road, landing for all Gourdon takeoffs. HG & PG. GPS: 43°42'0.57"N, 7° 0'20.45"E. From Gourdon stay on D6 towards Pont du Loup/Tourrette/ Vence until shortly after the junction with D2210 in La Rive-sur-Loup, where you head down on D6 (La Colle-sur-Loup) and find the access to the landing field on your right at some rubbish



containers, about 50m before the descent to Camping Rives du Loup on your right. Bus 12 goes to Gourdon (or check [www.envibus.fr](http://www.envibus.fr))

Flying

Respect the airspace limit over this region: FL65 (or about 1950m ASL). Don't head out towards the flatlands: you'll enter the Nice TMA! At **Gréolières**, in spring and summer once the thermals and the valley-wind (seabreeze!) are active, you just need to launch from the 300 and soar up to ridge level. From there you can catch a thermal to cloudbase and head off. The higher takeoffs are mostly used by pilots who like to hike or in the calm time of the year when the lower takeoffs don't work anymore. The summit and the Jerusalem takeoff are more technical. Beware of E/W crosswinds (rotor).Valley-winds at the landing field are usually E. If there is a W blowing, the site gets very turbulent and it is not advisable to fly! At **Gourdon** one usually launches (and toplands) at Lembarnier and, with some thermals from the valley below, advances towards Gourdon and the cliffs between Cavillore and Kennedy. Kennedy is a spring and summer takeoff and hardly works in autumn and winter except for a 'panoramic' glide down. You need thermals and valley-wind to keep soaring there. Thermal up towards Gourdon and beyond.

Caution!

These sites are dangerous with strong winds from any direction. They are very thermic and have strong conditions in spring and summer. On weekends it can get very crowded especially when other flying sites have unfavourable conditions and everybody meets up around Gourdon!



Cross Country

For long XC flights, launch from Col de Bleine. But on some spring days you have a chance. The site record at **Gourdon** was set by Eric Bordon in April 1996, with a flight of 170 km to La Mure between Grenoble and Gap. Classic winter routes include flying SE out towards the Var plain, or E along the



ridge from Courmettes to St Jeannet. In spring and summer, with a light SE wind, local pilots regularly fly to St André, and from here the possibilities are great for very good distances. **Gréolières** is not the easiest site to get away from, but there is a straight-forward 15 km out-and-return ridge-run to Coursegoules. It is quite difficult to gain the height necessary to make it onto the Montagne de Thorenc behind (a large area to cross with no landings and often N wind). If conditions are right and this crossing is possible, all sorts of XC opportunities open up on reaching Col de Bleyne. Pilots have also 'escaped' from the ridge by flying W towards the ruins of Castelleras, although this involves some committed flying over un-landable terrain above the main Andon road before landings become available again. You can fly S to the Gros Pouch, above the village of Cipières on the other side of the valley, and head back to Gourdon via the Plateau de Calern and the 'observatory ridge'.

Useful info

**Getting there:** Nice airport is the closest. Trains run to Nice, Cannes, Grasse and Cagnes-sur-Mer and from there buses connect to Gourdon, Bar-sur-Loup, Rives-sur-Loup and Gréolières. By car from the coastal highway Autoroute A8 Nice–Ventimiglia, exit 47 (Villeneuve-Loubet) and follow D2 towards Roquefort-Le Plan/Grasse and cross the village of Roquefort. Turn onto D2085 towards Grasse/ Chateauneuf. At the junction at Pre du Lac turn off towards Gourdon and Gréolières on D3 and continue up.

**Shuttle Service:** Gourdon taxi service: Christine Segur. Tel +33 (0)6 2426 4112 or +33 (0)4 9342 9349 Otherwise ask at the flying school if a shuttle service is available. At Gréolières there is a shuttle service from the landing field offered by the Cumulus flying school.

- Weather**
- Gourdon weather info on 143.9875 MHz and Tel. 04 5638 6080 (€0.15/minute) with the code 63 for the Gourdon weather station (French)
  - [www.balisemeteo.com/balise.php?idBalise=63](http://www.balisemeteo.com/balise.php?idBalise=63)
  - Weather station at the Plateau de Calern (the observatory above Lembarnier at 1300m) with forecast several times daily (<http://www-g.oca.eu/general/services/meteo/client.htm>)

**Meeting pilots:** [www.leicourpatas.fr](http://www.leicourpatas.fr)

Flying schools

- Ascendances; [www.ascendances06.com](http://www.ascendances06.com), Tel. +33 (0)4 9309 4409; meeting point at the bar-restaurant Auberge de Gourdon; at the junction with the parking below Gourdon village.
- Cumulus, [www.ecole-cumulus.com](http://www.ecole-cumulus.com), Tel. +33 (0)4 9338 2592, at the Gréolières landing field!

Staying there

Check before you go, as in low tourist season many places close down and the best option is a hotel at Pre du Lac / Châteauneuf!

- GRÉOLIÈRES
- Gîte du Cheiron; [www.giteinthesun.com](http://www.giteinthesun.com), Tel. +33 (0)4 9359 9384
  - Gîte du Village, Tel. +33 (0)6 0788 1622
  - Villa Regain, Tel. +33 (0)4 9359 9112; double rooms
  - Le Foulon, [www.le-foulon.com](http://www.le-foulon.com); luxury rooms with swimming pool below Gréolières Tel. +33 (0)4 93244138

GOURDON:

- Info: [www.gourdon-france.com](http://www.gourdon-france.com); Tel. +33(0)4 9309 6825
- Gîte Mr. Bartot, Gourdon centre, Tel. +33 (0)46 27760105, a nice apartment for two, email: [remy480@hotmail.fr](mailto:remy480@hotmail.fr)
- Hotel Provençale, Pre du Lac (5 km from Gourdon), [www.laubergeprovencale.fr](http://www.laubergeprovencale.fr), mireillemanuel@hotmail.fr, at the junction with Gourdon and Bar-sur-Loup.
- Camping Rives du Loup (at the landing field), Tel. +33 (0)4 9324 1565



**Map:** IGN #3642 ET Vallée de l'Estéron (Gréolières) + IGN #3643 ET Cannes/Grasse (Gourdon) 1:25,000

Alternative sites

- Mont Gros (see site page)
- Mont Agaisen (SW) at Sospel
- Col de Bleyne (S); excellent XC site in spring (only with thermal breeze!). More info at [www.augrede-lair.fr/data/sites.pdf](http://www.augrede-lair.fr/data/sites.pdf)
- Montagne de Lachens (SW-N); quite popular site at La Roque Esclapon ([www.lachens.com](http://www.lachens.com))
- Thorenc (S), Andon

Other activities

- More about the Riviera, in English ([www.riviera.angloinfo.com](http://www.riviera.angloinfo.com))
- Horse-riding: La Bastide St. Louis, Caussols. Tel. +33(0)4 9309 2970
- The Loup canyon circuit
- Courmes waterfall
- Walking, MTB, tennis, fishing in the Loup river, climbing, canyoning
- Shop for perfume and local products in Gourdon



# La Colmiane - Valdeblore



HEIGHT  
420m – 830m



PETIT VEILLOS 2035 m LA BALME 2170 m  
PIC DE LA COLMIANE 2035 m

*In the high Mediterranean Alps there are a number of ski stations away from the mainstream. Some great flying sites are perched around Pic de la Colmiane and the valley community of Valdeblore at the junction of the Tinée and Vésubie valleys. The traveller who gets the most distinct glimpse of this peculiar landscape is the one who can hang at cloudbase or whisper past the peaks, soaring with the eagles of Mercantour.*

## Launch

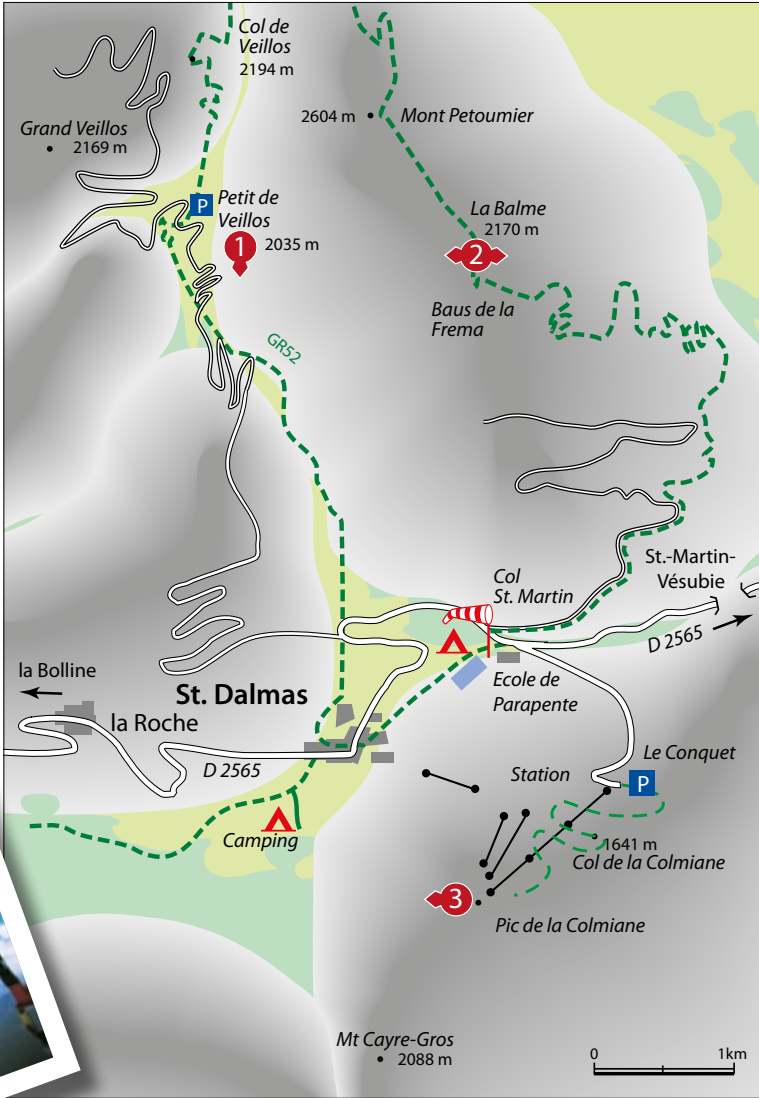
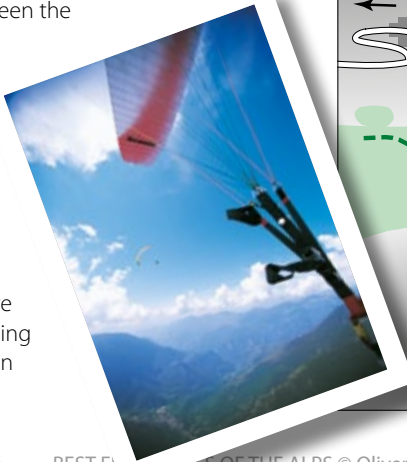
- 1. Petit Veillos (S)** 2035m, easy, grass slope on the W of Mont Pétoumier. From St. Dalmas take *Route des Millefonds* towards Col de Veillos. You pass the takeoff when the road crosses below the grassed slope. Park behind it at the gully and walk back to launch (5 min). GPS: 44° 5'42.62"N, 7°11'29.64"E.
- 2. La Balme (E/W)** 2170m, easy, GPS: 44°5'9.22"N, 7°13'8.66"E. Grass saddle north and above Col St. Martin, accessible only by 4x4 and with permission from the club/flying school.
- 3. Pic de la Colmiane (W)** 1760m, easy, just behind the summit station, on the W side (windsocks). GPS: 44° 3'29.37"N, 7°13'2.93"E. Access via the piste from the *Skistation La Colmiane* or by chairlift in winter and June–September.

## Landing

**Soum del Pra** (1340m) GPS: 44° 4'9.51"N, 7°12'31.63"E: Beside the D2565 St. Dalmas–La Colmiane, between the sportsfield and the municipal campsite, windsock, big enough for good HG pilots as well.

## Flying

Veillos is the best and most popular launch. At Veillos and Balme you launch above S facing gullies and get good thermals immediately. Be careful around Col St. Martin (the saddle between the launch slopes and Pic de la Colmiane) on summer afternoons. The Vésubie valley-wind (E) can reach over Col St. Martin, meeting the Tinée valley-wind (W) and creating turbulence, sometimes even spilling down on the landing field from the east! Pic de la Colmiane is an all-year-round takeoff, preferably with a W breeze reaching up from the Tinée valley. Cross with the first thermal to the S faces and try to stay up. The N faces, west of Colmiane, do not give much lift but help you when descending for landing (approach from the W!) Be careful around 17h00 in summer with sinking air at the landing field!



Alpes Maritimes | Mercantour | St. Dalmas Valdeblore and St. Martin Vésubie

## Caution!

Very constricted landscape! You have to be experienced when flying away. There is no other landing than Soum del Pra. Inexperienced guest pilots should check with the local pilots and also beware of the afternoons here in summer (very strong and turbulent valley-winds)! The best time is late summer / early autumn, when thermals are still plentiful and flying is not threatened by strong valley-winds anymore. Also keep in mind that days with low pressure and a thunderstorm risk are particularly dangerous here as you have no escape routes!



## Cross Country

To the NW: Valberg–Auron and back or further towards Lac de Serre Ponçon. Towards the SW: Gréolières / Col de Bleine, but it's very difficult as you fly against the wind! To the E: Col de Tende and beyond into Italy. The X-Alps adventure race has repeatedly passed this site on the way to Monaco!

## Useful info

- Getting there:** Nice is the nearest airport and train stop. Take Bus #730, 740 or 746 to Valdeblore. By car from the coastal highway Autoroute Estérel-Côte d'Azur A8 Nice–Menton–Gêne/Genova take exit 52 (Nice / St. Isidore). Follow D6202 towards St. Martin du Var / Digne, then 2205 towards Valberg/Valdeblore, and D2565 to Valdeblore – La Colmiane.
- Getting up:** Check with the tourist office about the cable car (see general information below)
- Weather:** [www.balisemeteo.com/balise.php?idBalise=98](http://www.balisemeteo.com/balise.php?idBalise=98) (weather station) or [www.colmiane.com](http://www.colmiane.com) (click on 'Meteo' for a detailed weather report!)
- Meeting pilots:** Club: Les Parpaïouns de Valdeblore, [www.parpaïouns.free.fr](http://www.parpaïouns.free.fr), [mdep@sfr.fr](mailto:mdep@sfr.fr), Tel. +33 (0)4 9302 8164 (Michel). It's best for visiting pilots to check at the landing. There is a small hut with an info table. Club members are always helpful with transport and site instruction. On weekends during the season you'll find enough pilots. Otherwise call the club/flying school (limited transport available).
- Flying school:**
- Imaginair, Tel. +33 (0)6 1922 1563, [www.imagin-air.com](http://www.imagin-air.com)
  - Les Ailes du Mercantour, [www.ailesdumercantour.fr](http://www.ailesdumercantour.fr)
- Staying there**
- Info: [www.colmiane.com](http://www.colmiane.com), Tel. +33(0)4 93 23 25 90
  - Le Grand Chalet, [www.grand-chalet.com](http://www.grand-chalet.com), Tel. +33 (0)4 9302 8350
  - Gîte d'Étape les Marmottes, Tel. +33 (0)4 9302 8904, [www.gite-marmottes.fr](http://www.gite-marmottes.fr)
  - Camping à la Ferme, St. Dalmas, [www.camping-ferme.com](http://www.camping-ferme.com), Tel. + 33 (0) 4 9302 8330
  - Résidence Adrechas, Tel. +33 (0)4 9303 1068, [www.residence-adrechas.com](http://www.residence-adrechas.com)
  - Hotel Valdeblore, Tel. +33 (0)4 9303 2853,

- [www.hotel-valdeblore.com](http://www.hotel-valdeblore.com)
- Camping La Merio, St. Martin Vésubie, Tel. +33 (0)4 9303 3038, [www.universnature.com/la-merio](http://www.universnature.com/la-merio)
- Map:** IGN Top 25 #3641 ET Moyenne Tinée (1.25,000)
- Alternative sites**
- Brec du Pétoumier (W/SW) for para-hikers, 1 hr from Veillos takeoff.
  - Las Donas (N/NE/E) at Auron / St. Étienne-de-Tinée, cable car
  - Cime de La Bercia (SE/S), cable car from St. Étienne-de-Tinée
  - Las Menas (S/SE) at Isola 2000, cable car
  - Cagnorina (S/SE) at Tende, by car from Tende village; only toplanding
  - Sospel (see site page)
- Other activities**
- Canoeing, kayaking, rafting ([www.aquavivaest.com](http://www.aquavivaest.com)) Tel. +33(0)4 9283 7574
  - Via ferrata (chained hiking route) Baus de la Frema
  - Mercantour national park ([www.mercantour.eu](http://www.mercantour.eu))
  - Wellness and massage at Eden Altitude / Résidence Adrechas, Tel. +33(0)4 9303 1068
  - Colmiane Forest (adventure rope access area) Tel. +33(0)4 9302 8354
  - Horse-riding at Centre Equestre du Mercantour, Tel. +33 (0)6 0899 0611





# Sospel



HEIGHT  
330m – 680m



MONT AGAISEN 735 m LA LAVINA 1100 m

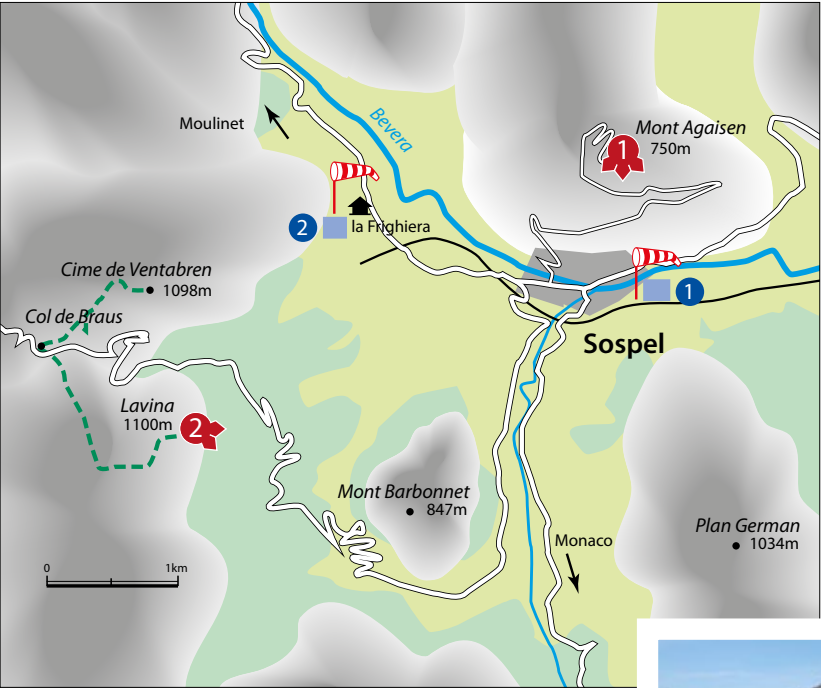
Only half an hour away from the sea by road, charming little Sospel in the Bevera valley is surrounded by the mountains of the Alpes Maritimes and lies close to the Mercantour national park. It offers two takeoffs for inexperienced and regular pilots in a perfect microclimate. Agaisen is the thermal site for autumn and winter, used when nowhere else can offer lift, while Lavina, good with an easterly wind, offers a beautiful panoramic flight.

## Launch

- 1. Mont Agaisen (SSE/S/SSW)** 750m, easy, de luxe launch with a green carpet and a natural slope (below right). Toplandable! GPS: 43°53'12.94"N, 7°27'16.32"E. Access by road from Sospel. Go into the centre of Sospel along the river (pass the medieval towerbridge) straight towards Bar du Marché. Turn right, cross the river and turn left, then continue on the road until it splits. Take the right branch to Group scolaire (small sign for *Décollage Mont Agaisen* below). Go up and when the road splits, stay on the middle road to Chemin Cantamerlon and go through the forest until another split. Turn right and follow the steep cemented road and the following piste to a parking just below the takeoff, opposite a fortification structure.
- 2. La Lavina (SE/E)** 1100m, medium, slope with a lip caused by the track which encircles the slope. GPS: 43°52'1.28"N, 7°24'48.72"E. From Sospel town centre follow D2204 Col de Braus / L'Escarène (straight between Bar du Marché and the pharmacy). After 11 km you reach the saddle of Col du Braus. Turn left onto a track (just before the ruins) and follow it for about 1.5 km to a saddle. Turn left and descend slightly to a clearing in the forest. Park there and walk 50m down to the launch (a streamer is lower down on the right).

## Landing

- 1. Pigeonnier** (335m) huge field just E of Sospel and the first junction below the railway line, where the road D2566 Menton-Sospel comes down into town and crosses with D2204. GPS: 43°52'41.92"N, 7°27'29.81"E. Use the E section of the field, opposite the small path connecting with the road. There can be horses in the first half of the field. There's a streamer on top of a rock in the middle of the field. To get there, from the first junction described above turn into the parking on its right side (signed *Cooperative Agricole*) and cross it, then follow a small road on the left side of the *Cooperative de la Bevera* building. Or rather leave your car here then follow the small road about 500m to a freestanding small building on the left, with parking for two cars only. A small path leads down to the landing field. You can reach the landing from La Lavina, but you have to cross Sospel (you need a glide ratio of 6 with no wind). Cross towards the S slopes of Agaisen before approach. Watch out for possible rotor (created with S wind) from the fortress hill Mont Barbonnet on your right.
- 2. La Frighiera** (420m) small field on private property, surrounded by trees. Follow D2566 towards Moulinet / Col de Turini and turn left after the railroad bridge. It's about 2 km from Sospel. Head up towards *Gîte d'Étape 'La Frighiera'*. The field is behind it. GPS: 43°52'54.97"N, 7°25'41.90"E.



Alpes Maritime | Mercantour | Sospel

## Flying

Sospel and surroundings are underneath Nice TMA 9 with an altitude limit of 1970m (FL65)! In autumn and winter there are good thermals to the right and left of the Agaisen launch. In summer (April–August), it can be very strong from midday until late afternoon. But the thermals are wide and easy to circle in. You can fly all year round here, especially in winter when there is smooth thermall-



ing at Agaisen and a quick return to takeoff if you have a car to bring you back up. Beware of stronger E wind, it can cause turbulence! Don't get blown over the town; check your landing approach in time! Lavina is a bit further away but dominates a number of hills, ridges and small rockfaces where the valley-wind (E) offers soaring and thermalling. Don't get too close to the N side of the fortress hill, Mont Barbonnet (on your left) as there can be a S wind across the Col de Castillon! With a light S wind you can launch from Lavina and cross to Sospel and try to find lift just above the village. There is good lift at Cime de Ventabron just N of Lavina. Be careful about the high voltage line crossing!

## Caution!

Strong winds and thermals in spring and summer, plus take the usual precautions with the weather. Although it's protected from the north, it does not mean it's always safe from the effects of N wind.

## Cross Country

North of Sospel are the borders of the Mercantour National Park where launching is not allowed except from Mont Gros described below. Since 2009 you can cross the area on non-motorized gliders. XC pilots are rare except in spring. The longest distance was made towards the standard XC highway Col de Bleine and northwards. The main difficulties you face here are the low working altitude plus the limited space for emergency landings if your traverse fails. So it's better to follow the ridges outwards, towards safer ground and more working altitude.

The logical direction is N along the ridge of the Mercantour, Mont Gros – Cima de la Gonella – L'Authion etc. passing E of Col de Turini. You can reach La Colmiane. Or via Mont Gros (Monte Grosso) – Col de Brouis – Col d'Agnon in the direction of Col de Tende (NE). Alternatively, you can try a circuit around Sospel by making height at Agaisen (watch your altitude limit but you need 1500m!) then jump to Mont Gros, then head W to Pointe Calviera – Cime de Penas, then S to Cime de Ventabron – La

Lavina – Mont Barbonnet and return to landing (or Agaisen). The SE part is very forested (Mont Razet above Col de Castillon and towards Olivetti): it makes the circuit much more complicated and has not yet been done as part of a circuit.

## Useful info

**Getting there:** Nice airport is the closest. Trains run from Nice, Menton or Ventimiglia, take the train to Cuneo which stops at Sospel (the station is above the landing field) or take Bus 15 at Menton railway station to Sospel. In Sospel you can try to organize a taxi to Agaisen launch or walk (1 h). By car from the A8/A10 Genova/Gênes–Nice exit at Menton/Sospel on the French side. Go down and turn left on to D2566 towards Sospel. Continue across the tunnel at Castillon and down into Sospel centre.

**Weather :** [www.ta-meteo.fr/sospel.htm](http://www.ta-meteo.fr/sospel.htm) or [www.previmeteo.com/fr/2974162-meteo-sospel.html](http://www.previmeteo.com/fr/2974162-meteo-sospel.html)

### Meeting pilots

- [www.sospelparapente.fr.st](http://www.sospelparapente.fr.st) Tel. +33 (0)6 0909 9078
- Pilots meet at Bar du Marché (town centre at the bridge, with the big parking area below) and for dining at La Cabraia; opposite it! Check for transport to launch with the local pilots or flying school.
- Otherwise check with local services; Taxi Colluccini, Tel. +33(0) 4 9304 0140 Taxi Johnny, Tel. +33(0) 6 5935 7830, [lojo@aliceadsl.fr](mailto:lojo@aliceadsl.fr) | Taxi Tomatis, Tel. +33 (0)6 8874 8572

**Flying school:** ABC d'Air, Tel. +33 (0)4 9321 1139, +33 (0)6 8109 8052, [www.abcdair.fr](http://www.abcdair.fr)

### Staying there

- Info: [sospel-tourisme.com](http://sospel-tourisme.com); Tel. +33 (0)4 9304 1580
- Camping Domaine St. Madeleine (open end of March until October), Tel. +33 (0) 4 9304 1048
- [www.camping-sainte-madeleine.com](http://www.camping-sainte-madeleine.com)
- Auberge du Vieux Pont, Tel. +33 (0)4 9387 9390, Sospel town centre
- Hotel de France, Tel. +33 (0)4 9404 0001, [www.hoteldefrance-sospel.com](http://www.hoteldefrance-sospel.com)
- Auberge Provencale, Tel. +33 (0)4 9304 0031, [www.aubergeprovencale.fr](http://www.aubergeprovencale.fr)
- Villa le Poucel (2 private rooms), Tel. +33 (0)4 9304 0472
- La Chapelle St. Gervais, (2 private rooms); Tel. +33 (0)4 9304 1649

**Map:** IGN #3741 ET, Vallées de la Bevera et des Paillons (1:25,000)

### Alternative sites

- Monte Grosso / Mont Gros (E-S), from Sospel on D2204 towards Col de Brouis, + 1 hr hike
- Mont Gros, Roquebrune (see site page)
- Monte Nero (SE), Ospedaletti; contact: Enzo Mamone (shuttle) Tel. +39 340 475 1905
- Colle di Tenda / Col de Tende (SE-SW) road
- Cime de la Bercia (S/SE) at St. Étienne de Tinée; cablecar

### Other activities

- Info: [www.randoxygene.org](http://www.randoxygene.org) (French)
- Mercantour National Park: Sospel is one of the departure points ([www.mercantour.eu](http://www.mercantour.eu))
- Canyoning at Vallon de Bassera, Guïou and La Reoune – Vallon du Braus, check with the tourist office at Sospel!
- Climb *Baous de la Nieya* (30 routes from 15-35m)
- MTB routes around Sospel, plan at tourist office
- Horse-riding Centre la Vastagada, Sospel, Tel. +33 (0)6 8928 8229
- Take a stroll across Sospel





# Monaco



HEIGHT  
660m – 695m



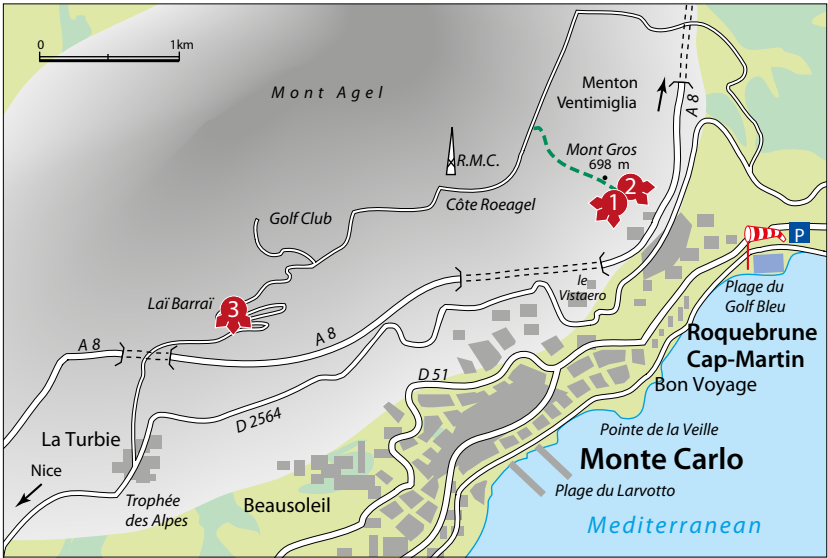
MONT GROS 677m LAÏ BARRAI 720m

Where the Alps reach the sea, below the last cliff (Mont Agel), there are several takeoffs just in sight of the skyscrapers of Monaco. Mont Gros was popular in the eighties and nineties when it was one of the principal sites for safety training, glider tests and short holidays in the sun, flyable when the northern Alps were under snow. Recently it has suffered from the fact that there are many other sites for winter flying; besides, the area is expensive and has nothing to offer if you like to spend time with your caravan or to sit outside in a nice pub next to the action, before and after your flight. Not even the famous Red Bull XAlps finish-line can redeem it. Nevertheless, it is still fascinating to soar here in freedom and watch life down in Monaco, where space is so scarce that everything seems squeezed together and stapled upon itself.

## Launch

- 1. Mont Gros (S-W)** 677m, easy-medium, dome with a perfectly arranged green carpet. Crosswind makes it tricky for pilots with little experience as the launch ends in steep scree slope! GPS: 43°45'55.69"N, 7°26'33.55"E
- 2. Mont Gros (E/SE)** 660m, medium, short flat slope, surrounded by bush, you need good headwind and launch skill! GPS: 43°45'58.31"N, 7°26'36.29"E
- 3. Laï Barraï (SE-SSW)** 695m, medium, grassy dome, expert launch, no teaching allowed! GPS: 43°45'21.38"N, 7°24'38.57"E. Far from the landing, make sure you can reach it. Never fly with W/N winds. Be very careful with E which reduces your speed and glide ratio when flying towards the landing. In nil wind, the minimum glide ratio to landing is 6. Besides you have to cross a high-voltage line halfway to landing which comes down along the slope. Never launch when there are whitecaps on the sea! Refer to the detailed infoboard at launch.

There is a shuttle service described below, but if you miss it, you can drive. From the highway Gênes/Genove–Nice (A10/A8) take exit 58 Monaco/Roquebrune–Cap-Martin and drive down to the junction with D2564 (opposite Hotel Vista Palace) then turn right onto D2564 and go up towards La Turbie. At the village entrance, turn right on to D153 towards Peille/Mont Agel (it's about 6.4 km to the parking near the launches). After 1 km turn right to Monte Carlo Golfclub. Follow the turns up, after about 2.5 km there's a parking space on your left with launch (3). Continue 500m to the saddle Pont de Demoiselles (768m). Turn right at the junction (left: *Col du Mont Gros*, right: *'sauf riverains'* - residents only). The road crosses the golf club. After 300m turn right at the junction to Roc Agel and descend on the narrow road about 1.3 km until a small, blue sign *Vol Libre* appears at a junction on your right. Steep descent, turn left (another *Vol Libre* sign) at a property entrance and after 100m the way ends at a barrier. There is very little parking space on the sides! If coming from the *SNCF Cabbé*, *Place de la Gare* (railway station for Roquebrune) head up towards Monaco and at the first roundabout follow the signs for highway A8/Nice and Beausoleil on D6007 then turn right into D51 (Beausoleil & the blue highway sign) until you reach the junction with D2564 in front of Hotel Vista Palace.



Alpes Maritimes | Roquebrune-Cap-Martin

## Landing

Plage du Golf Bleu (0m) beach. GPS: 43°45'32.97"N, 7°27'18.48"E. From the highway exit 58 (Roquebrune) descend on D51 towards Menton / Cap Martin and turn left into D6007 towards Cap Martin, descend until you reach the roundabout with the main coast road (Cap Martin–Menton–Montecarlo). At the roundabout go down to the left (signs for *Gare SNCF de Cabbé*). Turn right at the next junction and descend on Avenue de la Gare towards the railway line (small bridge). Parking spaces are near the railway station before or after the bridge. The shuttle pickup point is on the right before the railway bridge. Just behind, the footpath (signed *Plage du Golf Bleu*) descends to the left and crosses a tunnel which leads to the landing beach (10 min walk).

## Flying

The site is open as follows: 16 November–30 April (no limitation); 1 May–30 June, 1 September–30 September (before 08h00 and after 18h00); 10 October–15 November (after 11h15). The **altitude limit** is 1950m ASL as you are flying within the range of LR-R83, a flight prohibition zone above Mont Agel. No flying west of La Turbie or above Monaco! Check the detailed aerial chart at the Laï Barraï infoboard (see above).

## Caution!

Never risk a launch with strong wind conditions or mistral. It's a densely populated area with lots of obstacles and there is absolutely no other landing possibility. Make sure you reach the landing and respect the local flight regulations! Crowded on seasonal weekends. Don't leave anything in your car and rather use the shuttle service.



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# Cross Country

The window is short due to the site restrictions. There are days in February, March and April which might tempt some pilots. For XC flights you are much better off at Gréolières, St. Dalmas / La Colmiane and Sospel, in the vicinity! But you can always try the E faces around Mont Agel (don't overfly the summit, you're only allowed space to fly out). You can try towards Sospel and Tende via Cime de Biancon or above St.Agnès and Roc d'Ormea and north via Pic de Baudon–Mont Ours–Mont Méras–La Lavina, towards Sospel and further into the Vésubie and Tinée valleys towards St. Dalmas or Valberg (as described for Sospel). Flights of over 80 km have been done.

## Useful info

**Getting there:** The nearest airports are Nice, Marseille or Genova. Take a train from the main connection Ventemille (Ventimiglia)–Nice, stop at Roquebrune Cap Martin and walk over to the shuttle pickup! (Train info: [www.ter-sncf.com/paca](http://www.ter-sncf.com/paca))

**Getting up:** GPS: 43°45'37.43"N, 7°27'20.35"E is the pickup point near the railway station *Gare SNCF de Cabbé* at Roquebrune Cap Martin. Navette Vol Libre offers a shuttle transfer on every allowed flying day (see above) at 10h00, 11h15 and 14h00, 15h15 (except Tuesday and Wednesday). Info Tel. +33 (0)4 9395 9360 and + 33 (0)6 2174 4551. Or use a taxi service, available at Tel. +33 (0)4 9335 1500.

**Emergency:** Tel. 112 or +33 (0)4 9722 2222  
**Weather:** Detailed weather on the club's website ([www.roquebrunailes.com/meteo.htm](http://www.roquebrunailes.com/meteo.htm))  
**Meeting pilots**  
A good place to meet up is Bar Provencale on the big parking area in La Turbie (excellent sandwiches!) Clubs are Roquebrun'ailes, [www.roquebrunailes.com](http://www.roquebrunailes.com), and Monaco Voltige (responsible for Lai Barrai).

**Flying school:** The nearest is ABC d'Air, Tel. +33 (0)4 9321 1139, +33 (0)6 8109 8052 ([www.abcdair.fr](http://www.abcdair.fr))  
**Map:** IGN #3742 E (1:25,000)



Photo © Martin Scheel ([www.azboom.ch](http://www.azboom.ch))



### Staying there

- You can rent apartments at the landing area if staying for several days (see advert)!
- At Menton, Chambre d'Hôte "Le Baousset" (a local pilot, renting several charming rooms), Tel. +33 (0)4 9328 3601, [www.menton-chambredhote.com](http://www.menton-chambredhote.com)
- In La Turbie there are two options worth a look (both recently renovated and good quality):
  - Hotel Napoleon, Tel. +33 (0)4 9351 6266, [www.hotelrestaurant-napoleon.fr](http://www.hotelrestaurant-napoleon.fr)
  - Hostellerie Jérôme, Tel. +33 (0)4 9241 5151, 6 nice rooms, including the room where Napoleon stayed in 1815.
- Ca de Runde (25 min by car, in Ospedaletti / Italian Riviera) our base for thermal courses and flying activities in the entire area. You can rent nice apartments with Gianpiero d'Alonzo [d\\_alonzo@libero.it](mailto:d_alonzo@libero.it).

### Alternative sites

- Sospel (E-SW), see site page
- Monte Nero (SE) at Ospedaletti, shuttle service, contact Enzo Mamone; Tel. +39 340 475 1905
- Col de Tende (SE-SW) near the fort, big area for toplanding, the only good landing on the Italian side
- Cagnorina (S), road from Tende; difficult: only toplanding or XC to the Col de Tende!
- Mont Macaron (E/NE) at Cantaron; north of Nice; new site in experimental phase; contact Club Roquebrune'ailes.

### Other activities

- Take a stroll through Monaco and observe what happens when a small area is used up and concrete is layed on top of itself to create more space!
- La Turbie old town is a great contrast to Monaco!
- Visit the old Provençal mountain villages nearby (Peille, St. Agnès) and use a bike or walk
- Visit Ventimiglia
- MTB and rock climbing (near La Turbie is a site with a number of 20m routes)
- Discover the beauty of the Roya valley towards Tende!

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in the Alps?



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