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A WING TO SUIT THE PILOT The Miura RS is positioned at the border between the EN-A and EN-B class. It's designed to be

Buying a paraglider in the EN-B class is not an easy task. Almost all manufacturers have more than

include the Apus RS and Apus Hike RS mini-wings. Before we have a closer look at the new Nyos 2

one EN-B in their product range, and most have more than two. Swing has four - or six, if you

RS, we asked Lars Pongs, sales manager at Swing, to guide us through their product range.

Erwin Voogt investigates how Swing's updated high-EN B stands out from the crowd.

your first wing after getting your licence and it is the obvious choice for many recreational pilots. The Serac RS is a lightweight wing for hike-and-fly. Although it is a mid-level EN-B according to Lars, it has a lower cell count than the Miura RS, with 42 cells versus 48 cells.

The other two Swing EN-Bs are the Arcus 2 RS and the Nyos 2 RS. Lars tells us that both wings are

derived from the Nyos RS from 2018. The Arcus 2 RS has a slightly lower cell count and aspect

The main difference, Lars explains, is the target group. The Arcus 2 RS is designed for ambitious pilots that are still practising a lot such as groundhandling and SIV. It has sheathed lines and a more

ratio, but according to Lars, the difference in performance and handling is not very big.

robust construction. The Nyos 2 RS is optimised for the demands of mature pilots say Swing. We took the wing to southern France for a month to find out what that means.

Common for Swing gliders, the Nyos 2 RS doesn't have a sharknose. The strings at the cell openings reduce

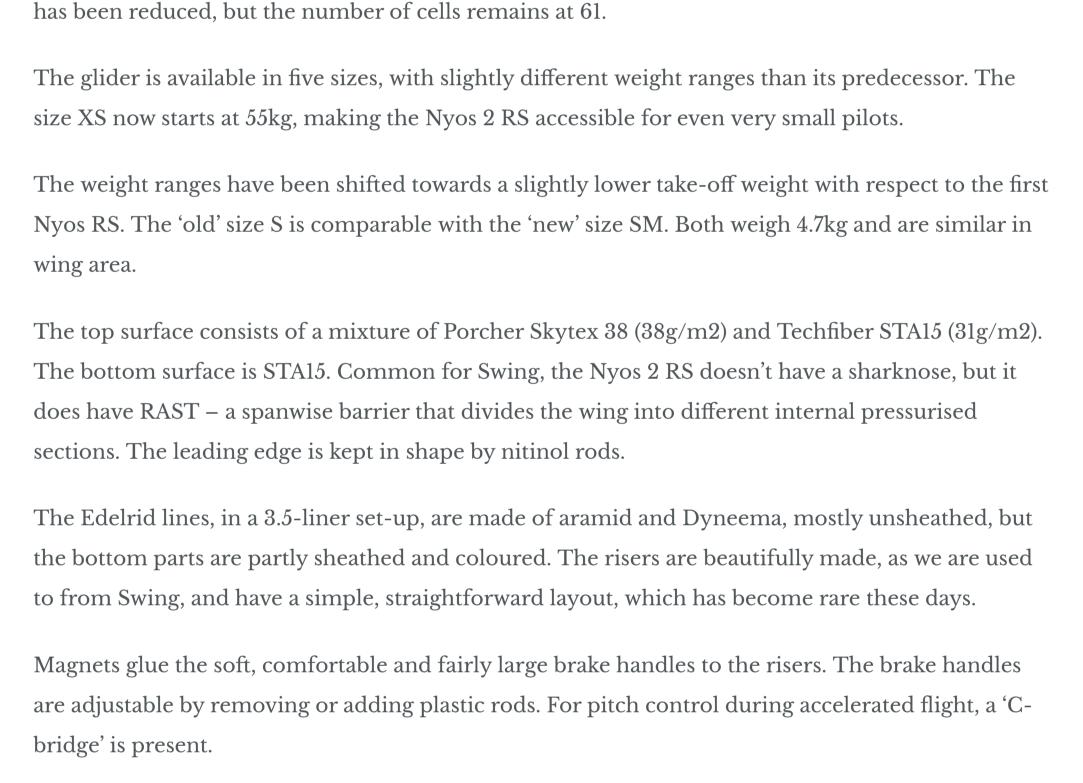
ballooning of the leading edge

If you spread out the Nyos 2 RS next to its predecessor the Nyos RS, it's hard to spot the

differences. The strings at the cell openings catch the eye. They reduce ballooning of the leading

edge, explains Lars. Furthermore, the aspect ratio has been increased from 5.7 to 5.8 and line drag

DESIGN AND CONSTRUCTION

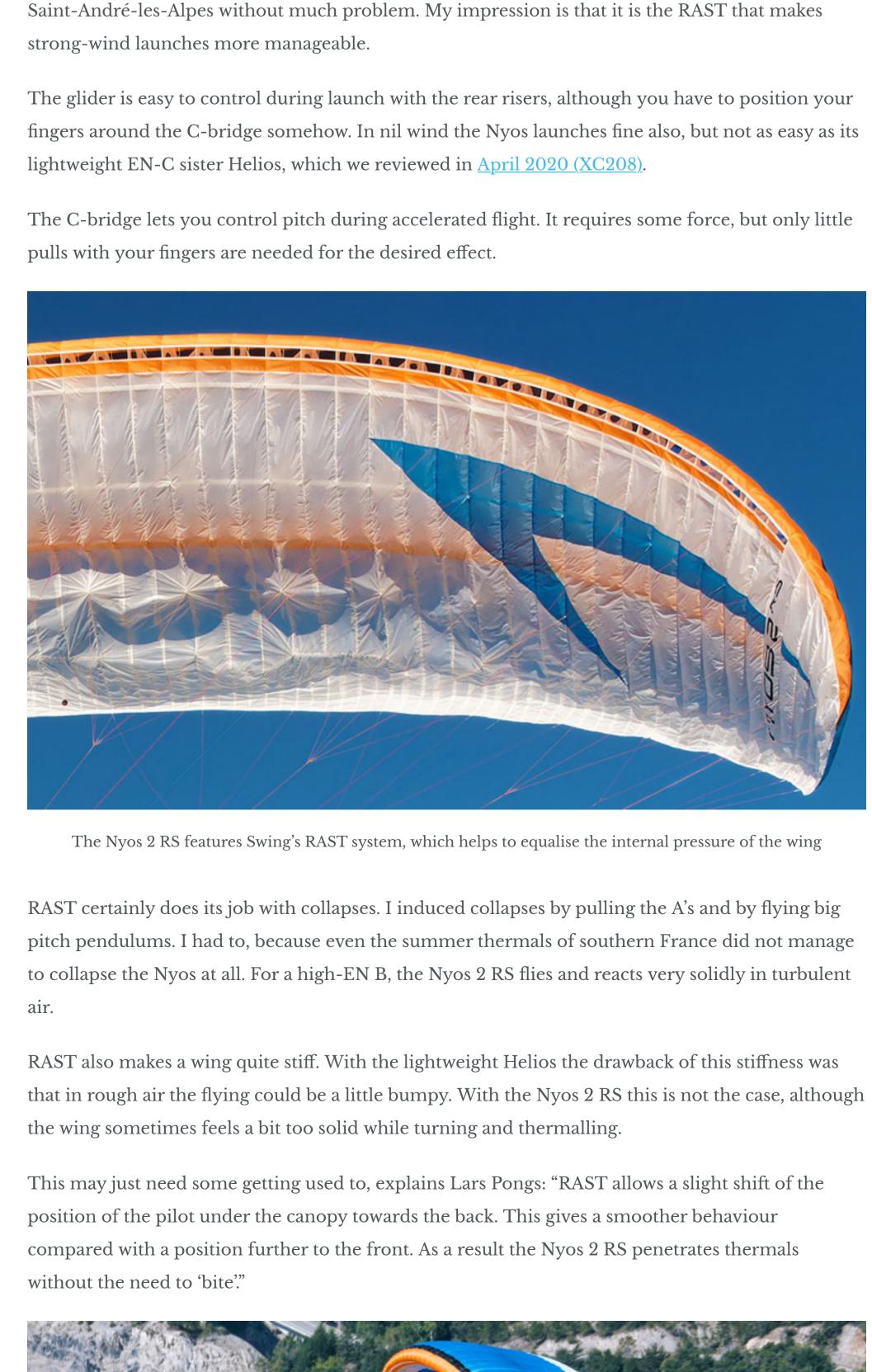


All in all, the Nyos exudes quality and thoughtful simplicity.

Risers are well made, with a straightforward layout

The glider launches without trouble in any conditions. I launched in a howling 30km/h wind in

IN THE AIR



Brake handles are adjustable using plastic rods

Swing are well known for their high quality manufacturing and their focus on safety. The Nyos 2

RS continues in that tradition. It is a handsome, sporty, high-performance wing that flies as you

The Nyos 2 RS won't exhaust you on long XC flights, and, moreover, if conditions at some point

Does it stand out from the EN-B crowd? It can keep up with other recent high-EN B gliders when it

comes to performance. But paragliding is more than the best glide in a straight line. It is also about

flying and landing safely in demanding conditions. And safety and well-behaved flying

Because of the RAST system the pilot position is slightly set back compared to other wings. This is designed to give

smoother performance. Photo: Erwin Voogt

Flying the Nyos 2 RS tip-to-tip with other recent gliders shows that the speed and glide are as

expected for its class. A few high-end EN-Bs squeeze out a little bit more performance on full bar

than the Nyos, but do that in exchange for some quirks leaving a feeling that these are pushed into

The Nyos is well within the class when it comes to pilot demand. According to Lars Pongs this is

exactly as intended. "An EN-B pilot should be able to fly a Swing EN-B without difficulties."

I can second that. The Nyos 2 RS is sporty and easy to fly without reservations. There are no

unexpected surprises. For the EN-B class, however, this is of great value, I think, as many EN-B

pilots want an EN-B not only because the glider passes the EN-B certification, but also because it

HIGH-B PERFORMANCE

the B class on the very edge.

THE VERDICT

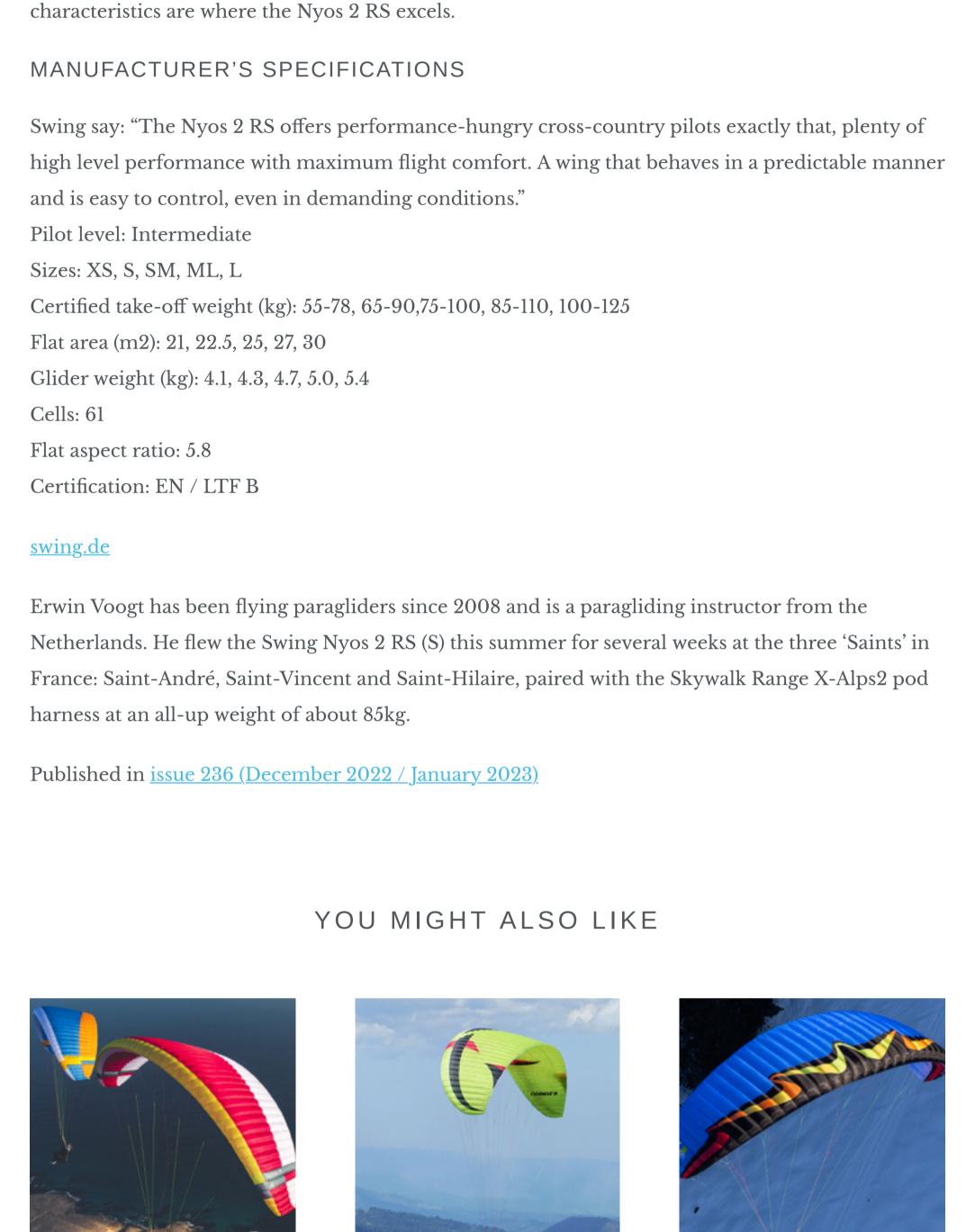
expect a high-end EN-B to fly.

suprise you, the wing won't – it will ressure you instead.

offers a lot of passive safety in real life conditions.

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FLOW COSMOS 2: EN B

Flow say their new low EN-B

performance to fly 200km in

the flatlands of Australia or big

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Cosmos 2 is fun, "with the

triangles in the Alps"

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three lightweight gliders: the

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NOVA ION 7 / ION 7

Nova say the seventh iteration

of their low EN-B Ion is a true

all-rounder for site-flying or

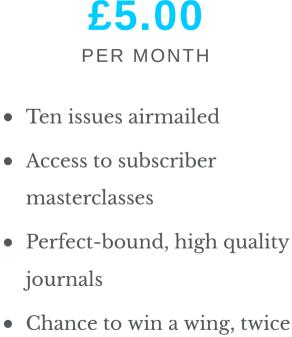
XC, and it is "bomb-proof" in

LIGHT: EN B

turbulence

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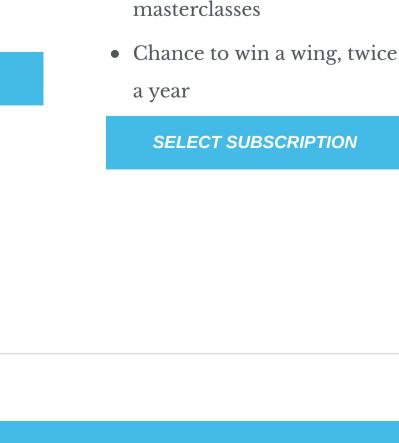
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