



PRE-TEST. A PREVIEW **ADVANCE IOTA 2**

The Jungfrauoch in Switzerland, mid-November, beautiful sunshine and dynamic rising air... Philippe Lami went to Advance to do the first tests of the all new Advance Iota2 for Free.aero.



ADVANCE IOTA

A wonderful backdrop to discover the new Advance Iota 2. The Jungfraujoch, which we have already reviewed, is the equivalent of the Aiguille du Midi in France. Find our articles here :

Jungfraujoch



JUNGFRAUJOCH

Elève votre parapente à un autre niveau en profitant de la vue imprenable sur les sommets enneigés de la Jungfrau.

Aiguille du Midi



LA HAUTE MONTAGNE À VOS PIEDS
AIGUILLE DU MIDI

Il n'y a pas que le "montagne" aux sommets des altitudes nocturnes. Ce sera de l'Aiguille du Midi par exemple, avec ses 360° de vue sur les sommets enneigés de la chaîne des Alpes.



Advance are hoping to raise the bar even higher in the classification 'high EN B', by launching the Iota 2. The Swiss manufacturer's specifications anticipated, amongst other things, making it, at the same time, more accessible (fewer 'high B' demands), and much better performance. The Iota 2 unveiled its motto: 'I had a dream: 200 km, in tranquility!' To get there, the programme is simple: climb quickly and do fast, strong, easy transitions. 'Climb and push' is the motto. Thanks to its great stability, the Iota 2 should be a high performance wing which is comfortable to fly, especially when the air is turbulent.

As Advance really wanted us to test this wing as a preview near their base, at Grindelwald and the Jungfrauoch, we went to Switzerland last weekend.

WE WANTED TO SEE IT!

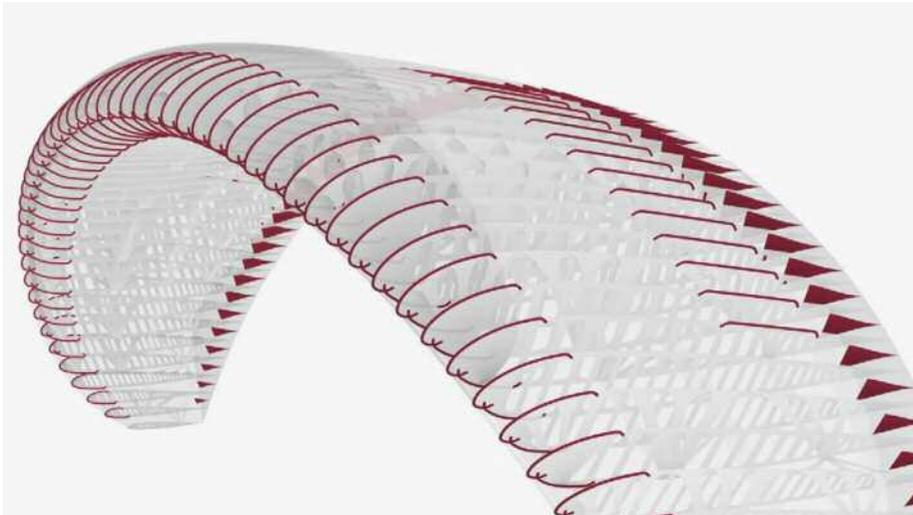
We flew with the Advance team, Valéry Chapuis and Kari Eisenhut, factory pilot and designer. The conditions were windy and without thermals. Of course, although it was favourable for soaring in front of the Jungfrauoch, this aerology didn't let us judge the behaviour in thermals, so we then took the Iota 2 for other flights at Saint André and other locations in the south of France. Whilst we are waiting to formulate our conclusions, here are our initial reactions...

text and photos
Philippe Lami

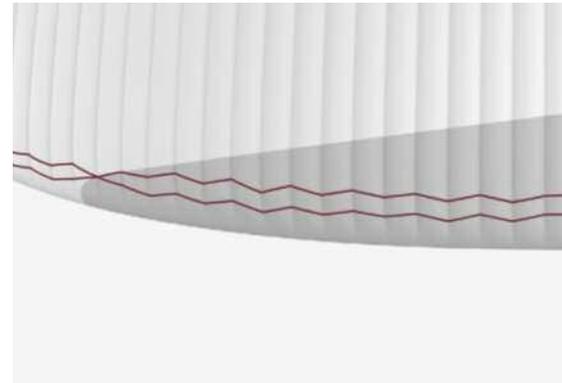
Simplified unsheathed lines: a further 5% less compared to the Iota 1.

In dynamic lift in front of the Jungfrauoch, before embarking on a long glide towards the valley where we noted its very good glide in the calm air. Also on test with us at the moment: the new Syride Evolution with its excellent monochrome touch screen, smooth style and excellent battery economy.





There are numerous elements which weren't present in the Iota 1 model: amongst others, C-Wires (rods above the Cs), mini-ribs, a SharkNose and 3D-Diamond shaping. The latter, in a zigzag, is supposed to give the leading edge even better shape.



With its flat aspect ratio comparable to that of the first version, the Iota 2 has a more open arc, thus increasing the projected aspect ratio a little. The profile and the tensions in the wing have been fully reviewed. Like the Omega X-Alps 2, the Iota 2 has benefitted from what was learnt from the development of the Sigma 10, especially from the profile. It has a clearly visible SharkNose, double 3D Diamond Shaping (in zigzag) and three and a half fully unsheathed lines, great for performance but not as good for the stony take-offs in the southern Alps.

Initial observations at take-off and during the flights in the autumnal air: the ease with which it gets going, even taking off with a back wind. Excellent cohesion with a monobloc wing, playful in roll, dynamic in pitch without being excessive, and it's comfortable. The wing is light to control, gives frank feedback, inclines immediately and has visibly very good output across the whole speed range. A big top to bottom of more than 2500m, allowed us to check the glide and the speed during long glides in this calm air. The first measurements of 50-52 km/h are to be confirmed. At maximum speed, it was undeniably solid, and above all this didn't disastrously degrade the sink rate. The brake travel is large and the low speeds seem good at first glance, no doubt as a result of the SharkNose.

If these first impressions are confirmed in all conditions (which would seem logical), this wing will have serious plus points and making it a great success. As soon as we have put this Iota 2 to the test in thermals which are still present at Saint André and Gourdon, we'll publish the full tests in free.aero. 



OUR TEST PILOT:
PHILIPPE LAMI

Philippe has worked with Aerogliss paragliding school for thirty years. He is also one of the most experienced test pilots and specialist paragliding journalists. Another string to his bow is his company Windsriders, who make down jackets optimised for our sport.

IOTA 2 TECHNICAL DATA					
MANUFACTURER	ADVANCE				
	Web: www.advance.ch/en/home/				
DATE	2018	2018	2018	2018	2018
SIZE	21	23	25	27	29
CELLS	59	59	59	59	59
FLAT SURFACE AREA [m²]	21.8	23.7	25.7	27.7	29.7
FLAT WINGSPAN [m²]	nc	nc	nc	nc	nc
FLAT ASPECT RATIO	5.6	5.6	5.6	5.6	5.6
ALL UP WEIGHT [KG]	65-75	75-85	85-97	97-110	110-125
WEIGHT OF THE WING [KG]	4.40	4.65	4.85	5.15	5.40
HOMOLOGATION EN/LTF	(B)	B	B	B	B
CERTIFICATION	Air Turquoise				
MATERIALS	Bord d'Attaque Skytex 38, 9017 E25 Extradors Skytex 32 Universal 70032 E3W Intrados Skytex 32 Universal 70032 E3W Suspentes Edelrid / Liros Suspentes principales A-8000U-230 / 190 / 130 / 090: non gainée				