

Ramon Morillas, 2 times world champion with paramotor, holder of 2 world records (cross country and altitude), tested the SIGMA 6 with a motor.

Here is what he thinks.



On the ground and inflation

The line check is simple and they don't get tangled. The wing rises very evenly, without any "hard point", as soon as I start to move forwards, pushing the risers gently, it's better than my EPSILON 4, even without wind and on a flat ground like it is the case for paramotor. It is very easy to correct if necessary, in addition it doesn't overshoot. As soon as there is a little wind, reverse (as I always do) or forward launch is a "game". It's impossible to miss an inflation !

Takeoff

Thanks to the high level of performance, the SIGMA 6 takes off with only a few steps, applying some brake will allow an even faster takeoff ; easy and very safe.

When flying

The light brake pressures, handling precision and the manoeuvrability of the SIGMA 6 make the flight very pleasant, especially for pilots like me turning in the thermals and flying the obstacle course or radical manoeuvres (competition) ; ideal to "put it where I want" (as example when touching sticks in competition). In rough conditions, the glider communicates well and without deformation, it stays nice and rigid ; the wing tips "tell" when the pressure is decreasing (that allows to one anticipate the closures). The level of performance and the high trim speed (43 km/h with the additional wing loading of the motor) are excellent when flying level, therefore requiring less power. I'll incidentally try soon to establish a new distance world record (that I already hold since 1997) and a new altitude record (that I also hold).

The foot speedsystem is really user friendly because it's light and above all efficient ; we can easily reach the standard (non motor) maximum speed of 55 km/h without being at 100 % yet. As a high level competition pilot I'll also fix trimmers "very long and impossible to certify" ! But it is not necessary for the leisure pilots (I even advise against).

Landing

When arriving with minimal brake and engine off (as always !), the energy of the SIGMA 6 allows to stop immediately when there is a little wind, if not in 1 or 2 steps maximum. Very safe.

My global opinion

In comparison to the numerous models I used until now, I think that this SIGMA 6 is the most accomplished intermediate glider usable for paramotor, thanks to its ease of use, light handling and performance (even if it was not developed at the begining for paramotor, ADVANCE considered my remarks and ideas). I'll use it for the next paramotor world championship, in August in France.

Ramon Morillas



**Ramon Morillas
with his SIGMA 6**



The Spanish pilot Ramon Morillas flies since 1989 ; he integrated the ADVANCE Team in 2000. He is 37 years old, he has 2 young children (Yaco and Felix) and his wife Emiko also flies.

He won numerous international competitions :

***2 times paramotor world champion (with a SIGMA 4 and an EPSILON 4)
7 times paramotor Spanish champion
Cross country world record with paramotor : 640 km
Altitude world record with paramotor : 5912 m***