

# PARAMOTOR **MAGAZINE**

[www.paramotormag.com](http://www.paramotormag.com)

## **GUIDELINES FOR CONTRIBUTIONS TO PARAMOTOR MAGAZINE**

Many thanks for your interest in contributing to Paramotor Magazine. We try to read all submissions, however, as we often have far more material than we can ever run, we only publish the crème de la crème; so to save you time and direct your creative juices in the right direction here's some information to give you an idea of the kind of stuff we are looking for.

Paramotor Magazine is an international magazine that is read in over 50 countries. It aims to have a very wide and international appeal and we hope that the material we print reflects that. Consequently some of the stuff you see printed in individual national magazines won't find a place in Paramotor Magazine.

In a nutshell Paramotor Magazine aims to bring interesting and topical stories and reports to the international paramotoring and powered hang gliding community. We seek diverse and unusual stories that reflect the emotion, ethos and adventure of what we do. We try to blend that with advice and opinion from the world's most experienced and qualified pilots; in a world that is overrun with unqualified on-line experts Paramotor Magazine works hard to be the a place where readers know that the writer has the knowledge and experience to trusted.

Paramotor Magazine material generally falls in to these main categories:

- Educational / technique articles
- Technology articles
- Travel and adventure stories
- Real life experience stories
- Topical news
- Competition / event reports
- Interviews
- Eye candy

### **Educational / technique articles**

This subject is one of the fundamental reasons people buy magazines like Paramotor Magazine: to learn from the experts. So to write an article like this you have to be someone who the readership would trust as an expert in the given field, or someone that we as a magazine can put our names behind and tell the readers that you're some one to trust.

The subject matter can be very varied. Meteo and flying techniques are old favourites, but by no account do the subjects dry up there. There are also plenty of possibilities when it comes to motor maintenance and choosing equipment.

### **Technology articles**

The latest breakthroughs, what's coming up in the future and understanding our past. These don't necessarily require an expert to write, but they do require lots of facts backed up by comments and quotes from those in the know. If you have a particular passion for a subject, and you're interested in researching and writing about it, please get in touch. Paramotor Magazine has contacts throughout the industry and could help add credibility to your research and help you produce a great and informative piece.

### **Travel and adventure stories**

I don't mean day by day travelogues telling us that you went from A to B to C, met nice people, had a nice time and took cable car for 5 bucks to get to a launch in the woods. We get inundated with this kind of stuff and it's all over the Internet too. Instead we'd rather read a short account of a strong experience, flying or non flying, that gives a flavour of the places you visited and then we can pin the boring stuff like the logistics of the place around the article in additional info boxes.

Most Paramotor articles are around 1000 to 2000 words. Occasionally they might go to 3000 to 4000, but that would be a large spread with a lot of strong pictures, or an outrageous story.

### **Real life experience stories**

Real life stories of real people's lives work very well. From there I was hanging from a cliff by three lines to how some one recovered from a life threatening accident to get back in the air. It works on TV and it works in the magazines too. If you come across anything that you feel fits in to this category we are very interested in reading it.

### **Topical News**

Everything from a 200 word report on an event you've been to, to the latest gossip on the hill. If you have an idea please throw it at us and we'll let you know if we'd be interested. If you have small news items that you feel would interest the paramotoring community you can add these to our website via the online form

### **Competition / event reports**

Normally we would not include events unless it's the Worlds, Euros or the PWC tour it won't get more than a page or so. We are just not that interested in another Task 1 we flew 50 km, Task 2 day we flew.... it just gets bland publishing this stuff issue after issue to a readership that wasn't even there. However we will normally publish results in the news in brief or run a surveillance piece on a selection of events around the world. If a comp has a very unusual format or if something really unusual happened we would consider giving it more space.

### **Interviews**

Well written interviews with stars, past or present, or with someone straight after a news breaking event are all considered. However, with email opening up direct access to so many we generally conduct interviews ourselves to keep the formats and styles similar. If you think you have a Future Hero on your hands please get in touch with the details explaining why and we'll discuss.

### **Pure eye candy**

If you have the shot, we want it. However, we don't often publish portfolios nowadays as we seem to have so much great editorial content. However if you have an amazing set of shots please sent them in as we can often find a way of using them.

### **Other diverse stuff**

Please don't think that by outlining what we like means we wouldn't consider even the most diverse of articles. I am really just trying to save you time by telling you more what we are not after. We like to keep Paramotor Magazine diverse and vibrant so we will consider most creatively and well written articles.

### **Notes on photography**

Hopefully you read Paramotor Magazine and can see that the photographic expectations of the readership are very high. The best way for us to use a strong set of images is with an article that relates to the subject in the images. If you can provide us with a good story to run alongside it you have more chance of publication. Occasionally we receive a set of pictures and then write an article ourselves to run alongside them, for this to happen the images have to be very good. For covers, parting and opening shots etc we are only interested in the very strongest and most evocative images. If you feel you have an image like that send it straight to us, we want to see it.

If you have a set of decent images that you think we might like to see, select a few and send them on. Even if we don't use them straight away we keep them on file and then, if you've sent them in a high enough resolution, they might get pulled out and used at the last minute when we are hunting around looking for a particular picture.

Please don't send us a CD with 500 snaps you took on your last flying holiday. Sorry, but after the first thirty or forty we might not even look at the rest as we are very busy, it's better just to send us your best ten.

Unless an article is absolutely mind blowing it often won't get to print without strong photographs to back it up. We can often find images to compliment your words, but if you are supplying the words it often works better if you can source appropriate images to run with your story. If you can't we can start looking but, as I said earlier, unless the story is amazing it might limit its chances of publication. Exceptions to this might be a philosophy piece or something similar where a nicely designed page or a drawing will carry it well enough.

We accept most digital image files nowadays: either by CD, email or FTP. If you are emailing please send Jpegs compressed no further than level 7 and keep the total message size below 5Mb.

### **UNIQUE CONTRIBUTIONS**

OK, I hope that helps. Finally we won't touch anything that has been published in any other English language flying magazine. Sorry, but we work hard to keep Paramotor Magazine fresh and vibrant, not re-running already published stories.

## **PAYMENT**

Being a subscription only magazine we are not the biggest payers in the world, however we are the biggest payers in the world of free flight. We pay 45 pounds (approx 60 Euros) per page printed, be it pictures or text – again a great advantage of taking good photos to accompany your piece - otherwise the page fee is split with the photographer. An average feature is 6 pages long but could go to 8 or 10.

Send me any ideas you have, articles you have written and we'll keep in touch.

Regards

Marcus and Bob

Paramotor Magazine Editorial Team