# ARTIK 7 P

User *manual*

AIVIUK BEYOND THE GLIDE

# Sporting *performance*

CATEGORIES

HIKE & FLY

CROSS-COUNTRY

## WELCOME

We welcome you to our team and thank you for the trust you have placed in us by choosing a Niviuk paraglider. We would like you to share the enthusiasm with which we have created this paraglider and the importance and care with which we have developed the design and manufacture of this new model. All this, in order to be able to offer you the maximum pleasure in every flight under a Niviuk paraglider.

The ARTIK 7 P is a comfortable, ultra-light sports glider designed for long-distance flights that impresses with its high performance. It is a hybrid 2/3-liner with a moderate aspect ratio of 6.2. It's totally stable, with a passive safety that will amaze you.

Thanks to its versatility, you can take off or land anywhere on the mountain. It is the perfect fusion of performance and accessibility to satisfy your desire for cross-country and hike & fly.

From 3.07 kg.

We are confident you will enjoy flying this glider and will soon discover the meaning of our motto:
"The importance of small details to make great things happen".

This is the user manual and we recommend you read it carefully.

# USER MANUAL

This manual provides the necessary information on the main characteristics of your new paraglider.

Whilst it provides information, it cannot be viewed as an instructional handbook and does not offer the training required to fly this type of paraglider.

Training can only be undertaken at a certified paragliding school and each country has its own system of licensing.

Only the aeronautical authorities of respective countries can determine pilot competence.

The information in this manual is for information purposes only and is provided in order to warn you against adverse flying situations and potential dangers.

Equally, we would like to remind you that it is important to carefully read all the contents of your new ARTIK 7 P manual.

Misuse of this equipment could lead to severe or irreversible injuries to the pilot, even death. The manufacturers and dealers cannot be held responsible for misuse of the equipment. It is the responsibility of the pilot to ensure the equipment is used correctly.

# CONTENTS


## 01

**CHARACTERISTICS** 5

1.1 WHO IS IT DESIGNED FOR? 5
1.2 CERTIFICATION 5
1.3 IN-FLIGHT BEHAVIOR 6
1.4 TECHNOLOGIES, CONSTRUCTION, MATERIALS 6
1.5 ELEMENTS, COMPONENTS 7

## 02

**UNPACKING AND ASSEMBLY** 8

2.1 CHOOSING THE RIGHT LOCATION 8
2.2 PROCEDURE 8
2.3 CONNECTING THE HARNESS 8
2.4 HARNESS TYPE 8
2.5 SPEED-BAR 8
2.5.1 SPEED SYSTEM ASSEMBLY 9
2.5.2 CHANGING THE RISER CORDS 9
2.6 INSPECTION AND WING INFLATION ON THE GROUND 9
2.7 ADJUSTING THE BRAKES 9

## 03

**THE FIRST FLIGHT** 10

3.1 CHOOSING THE RIGHT LOCATION 10
3.2 PREPARATION 10
3.3 FLIGHT PLAN 10
3.4 PRE-FLIGHT CHECK 10
3.5 WING INFLATION, CONTROL AND TAKEOFF 10
3.6 LANDING 10
3.7 PACKING 10

## 04

**IN FLIGHT** 11

4.1 FLYING IN TURBULENCE 11
4.2 POSSIBLE CONFIGURATIONS 11
4.3 ACCELERATED FLIGHT 12
4.4 FLYING WITHOUT BRAKE LINES 12
4.5 LINE KNOT(S) IN FLIGHT 12

## 05

**LOSING ALTITUDE** 13

5.1 BIG EARS 13
5.2 SPIRAL DIVE 13
5.3 SLOW DESCENT TECHNIQUE 13

## 06

**SPECIAL METHODS** 14

6.1 TOWING 14
6.2 ACROBATIC FLIGHT 14

## 07

**CARE AND MAINTENANCE** 15

7.1 MAINTENANCE 15
7.2 STORAGE 15
7.3 CHECKS AND INSPECTIONS 15
7.4 REPAIRS 15

## 08

**SAFETY AND RESPONSABILITY** 16

## 09

**GUARANTEE** 16

## 10

**ANNEXES** 17

10.1 TECHNICAL SPECIFICATIONS 17
10.2 MATERIALS TECHNICAL DATA 18
10.3 LINE PLAN 19
10.4 RISER PLAN 20
10.5 LINE MEASUREMENTS 21
10.6 CERTIFICATIONS

# 1. CARACTERISTICS

## 1.1 WHO IS IT DESIGNED FOR?

The ARTIK 7 P is an ultra-lightweight, mountain cross-country glider, ideal for hike & fly, with an exceptional balance between performance and lightness. Thanks to its versatility, you can take off or land anywhere on the mountain. It is the perfect fusion of performance and accessibility to satisfy your desire to fly.

It is a comfortable, ultra-light sports wing, designed for long distance flights, that impresses with its high performance. It is a hybrid 2/3-liner with a moderate aspect ratio of 6.2. It's totally stable, with a passive safety that will amaze you.

A new generation 3-liner that combines the best of the 2 and 3-liners in a single model. The launch is super intuitive, the glider is stable and fast, with the typical Artik manoeuvrability. Once folded it is very compact, perfect to carry it with all your gear in the Expe Race 60 or Expe 80 backpack.

## 1.2 CERTIFICATION

The ARTIK 7 P has been submitted for the European EN and LTF certification.

All certification tests were performed at the Swiss testing house Air Turquoise.

All sizes passed the load, shock and flight tests.

The load test proved that the wing can withstand the stipulated 8G.

The shock test proved that the wing can resist 1000 daN of force.

The flight test resulted in the following certification of the ARTIK 7 P for all sizes (20, 22, 23, 24, 26 and 28):

EN C
LTF C

We recommend that only pilots who are familiar with gliders of this certification or above fly this paraglider.

Only the aeronautical authorities of respective countries can determine pilot competence.

We recommend pilots read the flight test report carefully, especially the comments of the test pilot. The report contains all the necessary information on how the paraglider reacts during each of the tested manoeuvres.

It is important to note that different size wings will react differently during manoeuvres. Even within the same size, at maximum or minimum load, the behaviour and reactions of the wing may vary.

- Description of EN C class wing characteristics:

Paragliders with moderate passive safety, potentially dynamic reactions to turbulence and pilot errors. The recovery to normal flight may require precise interventions by the pilot.

- Description of the pilot skills required for an EN C wing:

Designed for pilots familiar with recovery techniques, who fly actively and understand the implications of flying a glider with reduced passive safety.

For further information on the flight test and the corresponding certification, please see the final pages of this manual or see or visit the Downloads section.

## 1.3 IN-FLIGHT BEHAVIOUR

Niviuk developed this wing by adopting very specific goals: to offer the best possible features, excellent handling, and to make flying easier for the pilot.

Our other aims were to achieve optimal performance while maintaining the highest level of safety. To ensure that the wing transmits the maximum feedback in an understandable and comfortable way so that the pilot can focus on piloting and enjoying the flight. And, with active piloting, take advantage of all favourable conditions.

- **Improved aerofoil:** the profile of the ARTIK 7 P, based on the Klimber P competition wing, offers more stability and performance than the Artik 6. To date, it is the most optimal result of our research in computational fluid dynamics (CFD) simulation on our 2/3-liner EN C wings.

- **Stable and high performing:** the ARTIK 7 P features sports performance combined with excellent comfort and passive safety, thanks to high roll and pitch stability. Performance and safety are the two strong points of this new glider. It is very solid in all facets of flight. The glide is consistent, even when fully accelerated. The profile remains stable. The turn characteristics improves precision and less physical effort is required.

- **Take off in just a few steps:** the ARTIK 7 P is an incredibly easy to launch all-terrain glider. Progressive inflation is maintained in all wind conditions. The glider lifts and takes your weight rapidly - you will be in the air with very few steps, crucial for mountain take-offs. Its handling is very intuitive, nuanced with clear feedback on the state of the air mass, quick to respond and very comprehensible. It responds to pilot input effectively and even in strong thermals and heavy turbulence it remains compact and stable.

- **Optimised manoeuvrability:** handling is precise, direct and intuitive. It is a very easy to fly and instinctive glider, with the characteristic manoeuvrability of Niviuk wings. It reaches high speeds and climbs rapidly in thermals. The ARTIK 7 P reads the air mass effectively. It enters the thermal with speed, to centre the climb gradually. It has a progressive and efficient handling for even more flying pleasure with a meticulous design and extraordinary quality. It is ultra-light, light in flight and easy to fly, with exceptional behaviour in turbulence and a surprising speed range, resulting in an incredible glide.

## 1.4 TECHNOLOGIES, CONSTRUCTION, MATERIALS

The ARTIK 7 P benefits from all the construction and assembly techniques used in our factory. It has all the current technology and accessories available to improve pilot comfort whilst increasing safety and performance.

In the design of all Niviuk products the team aims to ensure development and continuous improvement. The technologies developed in recent years have allowed us to develop greater, better wings. It is in this context that we would like to introduce the technologies included in this new model:

**RAM Air Intake -** the system is characterised by the arrangement of the air inlets, to ensure optimal maintenance of internal pressure across the whole range of angles of attack.

The result? Having greater internal pressure means better tolerance of turbulence, greater consistency of the profile shape across the speed range; excellent handling at low speed is achieved by allowing the pilot to extend the braking limit, there is a lower risk of collapse and consequently, greater control and safety.

**TNT Titanium Technology -** a revolutionary technique using titanium. Using Nitinol in the internal construction provides a more uniform profile and reduces the weight to gain efficiency in flight. Nitinol provides the highest level of protection against deformation, heat or breaks. Nitinol now features in all our wings.

*Redistribution of the TNT:* the distribution of the Nitinol rods along the leading edge and top surface has been simplified. This ensures the lightness of the wing, while maintaining its durability and compactness when folded.

**SLE Structured Leading Edge -** SLE is the application of Nitinol rods in the leading edge. This technology provides increased strength and stability by maintaining the shape of the aerofoil throughout all phases of flight. This increases performance, efficiency and stability, absorbs turbulence better and makes the wing much more durable over time.

**3DP Pattern Cut Optimization -** this involves placing the fabric of each panel in one direction only, taking as a reference its location on the leading edge. It has been proved that, if the cloth pattern is correctly aligned to the direction of the load axes, the material deforms much less flight after flight, so the leading edge keeps its shape better and is much more durable over time. Over the years, the design of our paragliding and paramotoring wings has evolved a lot, with a positive and specific advancement of the leading edge.

**3DL 3D Leading Edge -** this means adjusting the material of the leading edge to avoid ballooning and the creases that form in this curved area of the wing. Specifically, the leading edge is divided into “sub-panels” sewn into each of the cells at the front of the glider. As a result, the tension of the leading edge cloth is perfectly uniform, increasing the performance and durability of the glider.

**SMC Structured Middle Chord -** Ninitol rods in the middle-rear part of the profile form the SMC. This technology gives much more solidity and stability to maintain its shape. The profile is taut at all times, without creases, and fully optimised for all flight phases. It increases performance and makes the wing much more durable over time.

**DRS Drag Reduction Structure -** the DRS aims to reduce the adverse pressure gradient and drag by optimising the aerodynamic shape of the wing. Its application makes the airflow direction much more progressive at the trailing edge. This increases performance without reducing safety and control of the wing.

The mini-ribs are integrated directly into the trailing edge, with special slots to incorporate them into the wing seam. This results in a cleaner profile, eliminating external seams and protecting them from wear and tear when rubbing against the ground.

**RSD Radical Sliced Diagonal -** this involves a redesign of the internal structure of the wing. It incorporates independent and efficiently oriented diagonals, i.e. following the direction of the cloth.

**C2B System -** manoeuvrability has been improved with the new C2B system that is integrated into the risers, and which allows a three-liner wing to be flown as if it were a two-liner. Steering with the C-risers automatically includes the B-risers.

Therefore, the angle of attack can be fully controlled over the entire speed range without deforming the aerofoil. As a result, the wing has a much more efficient, controlled and precise handling.

**IKS Interlock System -** the IKS is a connection system that allows the risers to be connected to different parts of the wing, such as the lines or the harness. The IKS technology is a step towards greater lightness in wings and equipment, without sacrificing effectiveness and providing the same degree of safety and strength.

Niviuk has developed two types, the IKS 1000 (to connect the risers to the lines) and the IKS 3000 (to connect the risers and/or the parachute with the harness).

The ARTIK 7 P comes with IKS 1000 as standard and is designed to connect risers and lines. It has a breaking load of 1055 kg, which greatly exceeds that of the classic 3 mm (550 kg) maillon, but with a much less weight. This system allows a reduction in the total weight of the equipment, while maintaining safety and durability.

The use of these technologies is a big technological leap forward in building wings and a big improvement in flight comfort.

For the construction process of the ARTIK 7 P we use the same criteria, quality controls and manufacturing processes as in the rest of our range. From Olivier Nef's computer to fabric cutting, the operation does not allow for even a millimetre of error. The cutting of each wing component is performed by a rigorous, extremely meticulous, automated computer laser-cutting robotic arm. This program also paints the guideline markers and numbers on each individual fabric piece, thus avoiding errors during this delicate process.

The jigsaw puzzle assembly is made easier using this method and optimises the operation while making the quality control more efficient. All Niviuk gliders go through an extremely thorough and detailed final inspection. The canopy is cut and assembled under strict quality control conditions facilitated by the automation of this process.

Every wing is individually checked with a final inspection.

At only 3.07 kg, the ARTIK 7 P is very compact, with a robust and ultra-light internal structure, based on the Klimber P. Different materials have been used, carefully selected for their lightweight properties, strength and durability without fading. The top surface is made of Dokdo 32 and 25 g, the undersurface of Dokdo 25 g, and the ribs combine Dokdo 32 g and Skytex 27 g.

Unsheathed Dyneema and Aramid are used for the lines.

The line diameter has been calculated depending on the workload and aims to achieve the required best performance with the least drag.

The lines are semi-automatically cut to length and all the sewing is completed under the supervision of our specialists. Hybrid 3/2-liner ratio: thanks to the implementation of the 3/2- liner hybrid system, we have achieved a 5% reduction in drag and significantly reduced the total number of lines used. This advancement not only improves aerodynamic efficiency, but also contributes to a more agile and precise handling of the wing. By reducing the number of lines, drag is minimised and overall performance is optimised.

Every line is checked and measured once the final assembly is concluded.

Each glider is packed following specific maintenance instructions as recommended by the fabric manufacturer.

Niviuk gliders are made of premium materials that meet the requirements of performance, durability and certification that the current market demands.

The precision manufacturing achieves an impeccable finish, much cleaner to avoid creases, and reduce the aerodynamic drag of the profile as much as possible.

Information about the various materials used to manufacture the wing can be viewed in the final pages of this manual.

## 1.5 ELEMENTS, COMPONENTS

The ARTIK 7 P is delivered with a series of accessories that will greatly assist you in the maintenance of your paraglider:

- **The ZipNkare P**, the Niviuk bag that allows you to quickly and ultra-compactly fold your light paraglider and store it in perfect condition. Its extremely light weight and ergonomic handle will make it easy to carry from one place to another, keeping the glider protected at all times.

- A repair kit with self-adhesive ripstop fabric.

- The Expe Race 60 backpack: this is not included in the scope of delivery, but it is recommended. It allows you to carry all the equipment comfortably and without space problems. It has been optimally and ergonomically designed for X-Alps athletes, for maximum comfort over long distances. It has enough space for the ARTIK 7 P and the Arrow P / Arrow P Race.

- The Expe 80 backpack: this is not included in the scope of delivery, but is also recommended if you need more space for your equipment. It is the largest lightweight mountain backpack in our range. It has been specially designed for hike & fly with our larger P Series gliders. It's adjustable, comfortable and ergonomic: very practical for vol bivs. Its volume capacity is variable, with +15 litres thanks to the roll-up top, which allows you to adapt the space according to the content. It is perfect for pilots and adventurers looking for a combination of comfort, functionality and capacity. It allows you to carry all the equipment comfortably and without space problems.

- The ARTIK 7 P comes standard with the IKS 1000, a very lightweight attachment system for attaching risers to lines.

# 2. UNPACKING AND ASSEMBLY

## 2.1 CHOOSING THE RIGHT LOCATION

We recommend unpacking and assembling the wing on a training hill or a flat clear area without too much wind and free of obstacles. It will help you to carry out all the recommended steps required to check and inflate the ARTIK 7 P.

We recommend the whole installation procedure is supervised by a qualified professional instructor or official dealer. Only they can address any doubts in a safe and professional way.

## 2.2 PROCEDURE

Take the paraglider out of the rucksack, open and unfold it on the ground with the lines positioned on the undersurface, oriented in the direction of inflation. Check the condition of the fabric and the lines for defects. Check the IKS connecting the lines to the risers. Identify, and if necessary, untangle, the A, B and C-lines, the brake lines and corresponding risers. Make sure that there are no knots.

## 2.3 CONNECTING THE HARNESS

The ARTIK 7 P risers are colour-coded.

- Right: green
- Left: red

This colour-coding makes it easier to connect the wing to the correct side and helps prevent pre-flight errors.

Correctly connect the risers to the attachment points so that the risers and lines are correctly ordered and free of twists. Check that the IKS and carabiners are properly fastened and securely locked.

(!) The ARTIK 7 P has different riser lengths depending on the size. The differentials of the size 20 risers are different from the others. In the rest of the sizes (22, 23, 24, 26 and 28) the risers are the same and interchangeable, which is NOT the case in size 20.

## 2.4 HARNESS TYPE

The ARTIK 7 P can be flown with all current harness types. However, a harness with a pod is recommended as the wing is designed for flying with this type of harness. If the harness features an adjustable chest strap, we recommend setting this to the distance specified in the certification report - this will vary depending on size. See the certification certificate.

Care should be taken with the chest strap setting, as the distance of the chest strap setting will affect the handling of the glider. If the chest strap is too wide, it allows greater feedback but this carries the risk of affecting the stability of the wing. If the chest strap is set too tightly, the wing feels more solid, but there is a loss of feedback and a risk of twisting in the case of a violent asymmetric collapse.

## 2.5 SPEED-BAR INSTALLATION

The speed-bar is a means of temporary acceleration by changing the flow over the profile. The speed system comes pre-installed on the risers and is not modifiable as it conforms to the measurements and limits stipulated in its certification.

The ARTIK 7 P includes a speed system with maximum travel depending on its size (see Full speed-bar). The speed system is engaged when the pilot pushes the speed-bar (not included as standard with this glider model) with their feet (see 2.5.1 Speed system assembly).

The speed system uses an action/reaction system. Released, the speed-bar is set to neutral. When the bar is pushed using the feet, the wing accelerates. The speed can be regulated by varying the pressure on the bar. Once the pressure on the bar is released, the speed system returns to the neutral setting.

The speed system is efficient, sensitive and precise. The pilot can use the system whenever they want during the flight. In the neutral position the glider will fly at the standard speed and glide. Using full speed-bar, the wing will fly at maximum speed, but the glide will be adversely affected.

- Released speed-bar: the A, B and C-risers are aligned.
- Full speed-bar: the difference between the A and C-risers is 140 mm (Size 20) and 160 mm for all other sizes (22, 23, 24, 26 and 28).

(!) The use of the speed system results in changes to the speed and reactions of the wing. For more information, please see the certification report.

## 2.5.1 SPEED SYSTEM ASSEMBLY

The speed-bar consists of the bar that the pilot pushes with their feet, as well as the two cords that connect it to the speed system components on the risers. Once you have chosen the type of speed- bar you prefer, you must install it. Some considerations:

- You should use the type of speed-bar you consider appropriate, depending on the type of harness, personal preferences, etc.
- The speed-bar is detachable to facilitate its connection and/or disconnection to the risers as well as subsequent adjustment.
- To connect it to the harness, please follow the instructions of the harness manufacturer. The majority of harnesses have a speed system pre-installed.
- The standard connection is made by means of the Brummel hook where the two grooves face each other to interlock, securing their use and connection/disconnection. However, any safe connection system can be used.

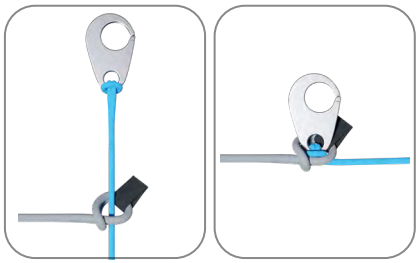
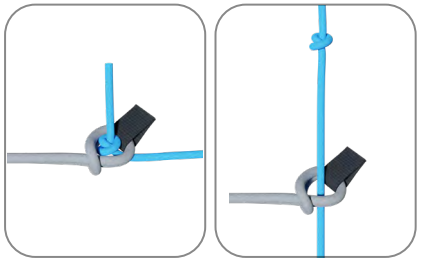


*Diagram 1.* Speed-bar connection by means of the Brummel hook.

*Diagram 2.* Speed-bar connection by means of kite loop (without Brummel hook).



1. A knot is tied in the speed-bar cord and passed through the connector of the webbing cord.

2. Tension is applied to both sides of the system until the knot tightens against the riser connector.

It should be noted that the connection procedure is exactly the same for the Brummel hooks as for the loops, and would in turn be applicable to other systems or connecting elements.

## 2.5.2 CHANGING THE RISER CORDS

In spite of the speed system having pulleys with bearings to reduce friction to a minimum, the frequency with which the speed-bar is used causes the cord to wear and you may need to replace them.

In all Niviuk gliders the speed system cords on the risers are completely removable and easily replaceable. You can use the Brummel hooks, not use them, remove them, use another type of connector, etc. It is even possible to fix the speed-bar cords directly to the speed system on the risers. This last option makes the connection / disconnection more laborious, but means the cord has maximum travel without obstructions or restrictions which is very useful for some models of harnesses.

## 2.6 INSPECTION AND WING INFLATION ON THE GROUND

After your gear has been thoroughly checked and the weather conditions deemed favourable for flying, inflate your ARTIK 7 P as many times as necessary to familiarise yourself with its behaviour. Inflating the ARTIK 7 P is easy and should not require a great deal of physical effort. Inflate the wing with a little pressure from the body using the harness. This may be assisted by using the A-lines. Do not pull on them; just accompany the natural rising movement of the wing. Once the wing is inflated to the overhead position, appropriate control with the brakes will be sufficient to hold it there.

## 2.7 ADJUSTING THE BRAKES

The length of the main brake lines is adjusted at the factory and conform to the length stipulated during certification. However, they can be changed to suit your flying style. It is advisable to fly with the original setting for a period of time to get used to the actual behaviour of the ARTIK 7 P. In case it is necessary to modify the brake length, loosen the knot, slide the line through the brake handle to the desired point and re-tighten the knot firmly. Only qualified personnel should carry out this adjustment. You must ensure that the modification does not affect the trailing edge and slow the glider down without pilot input. Both brake lines should be symmetrical and the same length. We recommend using a clove hitch or bowline knot.

When changing the brake length, it is necessary to check that they do not engage when the speed-bar is used. When we accelerate, the glider rotates over the C-riser and the trailing edge elevates. It is important to check that the brake is adjusted to take into consideration this extra distance during acceleration. With this profile deformation there is a risk of generating turbulence and causing a frontal or asymmetric collapse.

# 3. THE FIRST FLIGHT

## 3.1 CHOOSING THE RIGHT LOCATION

For the first flight we recommend going to your usual flying area and that a qualified instructor is present and supervising the entire procedure.

## 3.2 PREPARATION

Repeat the procedures detailed in section 2 UNPACKING AND ASSEMBLY to prepare your equipment.

## 3.3 FLIGHT PLAN

It is necessary to make a flight plan in advance, to avoid possible errors in decision making.

## 3.4 PRE-FLIGHT CHECK

Once ready, but before taking off, conduct another equipment inspection. Conduct a thorough visual check of your gear with the wing fully open, the lines untangled and properly laid out on the ground to ensure that all is in working order. Be certain the weather conditions are suited to your flying skill level.

## 3.5 WING INFLATION, CONTROL AND TAKEOFF

For launch, a smooth and progressive inflation is recommended. The ARTIK 7 P is easy to inflate and does not require a great deal of physical effort. It has no tendency to overshoot, which allows a smooth inflation phase, giving way to a control phase with enough time to make the decision to accelerate and take off when the pilot
wishes to do so.

If the wind permits, we recommend a reverse launch, as this allows a better visual inspection of the wing during inflation. In “strong” winds, the ARTIK 7 P is especially easy to control using this launch technique. Winds of 25 to 30 km/h are considered strong for paragliding.

Correctly setting up the wing on the ground before takeoff is especially important. Choose an appropriate location facing the wind. Position the paraglider in a crescent configuration to facilitate inflation. A clean wing layout will ensure a trouble-free take off.

## 3.6 LANDING

The ARTIK 7 P lands excellently, it converts the wing speed into lift at your demand, allowing an enormous margin of error. Wrapping the brake lines around your hand to get greater braking efficiency is not necessary.

## 3.7 PACKING

The ARTIK 7 P has a complex leading edge, manufactured using a variety of different materials and it must be packed carefully. A correct folding method is very important to extend the useful life of your paraglider.

It should be concertina-packed, with the leading edge reinforcements flat and the flexible rods stacked one on top of the other. This method will keep the profile in its original shape and protect the integrity of the wing over time. Make sure the reinforcements are not bent or folded. It should not be folded too tightly to avoid damage to the cloth and/ or lines.

At Niviuk, we have designed the NKare Bag and the ZipNkare P. Both are folding bags that assist you in quickly packing your paraglider while maintaining the profile and integrity of its internal structures in perfect condition.

The NKare Bag will guide you through the folding process by allowing you to place the rods one on top of the other on the longitudinal axis to “concertina” pack the glider. Then you can easily make the sectional folds that each model requires. This folding system ensures that both the cloth and the reinforcements of the internal structure remain in perfect condition. The ZipNkare P, on the other hand, performs exactly the same folding procedure and, through a zippered closure, transforms into a much easier-to-carry case. The ZipNkare P comes standard with your ARTIK 7 P.

# 4. IN FLIGHT

We recommend that you read the certification test report. The report contains all the necessary information on the ARTIK 7 P reacts during each of the tested manoeuvres.

It is important to point out that the appropriate response to each adverse manoeuvre can vary from size to size; even within the same size at maximum or minimum load the behaviour and reactions of the wing may vary. Having the knowledge that the testing house provides through the test report is fundamental to learning how to deal with possible situations.

To become familiar with the manoeuvres described below, we recommend practising within the auspices of a licensed training outfit.

## 4.1 FLYING IN TURBULENCE

The ARTIK 7 P has an excellent profile to deal with incidents; it is very stable in all conditions and has a high degree of passive safety, even in turbulent conditions.

All paragliders must be piloted for the prevailing conditions and the pilot is the ultimate safety factor.

We recommend active flying in turbulent conditions, always taking measures to maintain control of the wing, preventing it from collapsing and restoring the speed required by the wing after each correction.

Do not correct the glider (braking) for too long in case this provokes a stall. If you have to take corrective action, make the input then re-establish the correct flying speed.

## 4.2 POSSIBLE CONFIGURATIONS

To become familiar with the manoeuvres described below, we recommend practising within the environment of a licensed training outfit. You must adapt your use of the brakes depending on the wing-loading and avoid over-steering.

It is important to note that the type of reaction to a manoeuvre can vary from one size of wing to another, and even within the same size the behaviour and reactions may be different depending on the wing-loading.

In the test report, you will find all the necessary information on how to handle your new wing during each of the tested manoeuvres. Having this information is crucial to know how to react during these manoeuvres in real flight, so you can deal with these situations as safely as possible.

**Asymmetric collapse**

In spite of the ARTIK 7 P's profile stability, strong turbulent air may cause the wing to collapse asymmetrically in very strong turbulence, especially if you do not fly actively and prevent the collapse. In this case the glider conveys a loss of pressure through the brake lines and the harness. To prevent the collapse from happening, pull the brake handle on the affected side of the wing. It will increase the incidence of the wing (angle of attack). If the collapse does happen, the ARTIK 7 P will not react violently, the turning tendency is gradual and easily controlled. Weight-shift toward the open, flying side (the opposite side of the collapse) to keep the wing flying straight, while applying light brake pressure to that side if necessary. Normally, the collapsed side of the wing should then recover and reopen by itself. If it does not, try to weight-shift towards the collapsed side. If this does not resolve the issue, pull the brake handle on the collapsed side decisively and quickly all the way (100%) down and release it back up immediately. You may have to repeat this action to provoke the re-opening of the collapsed glider side. Do not over-brake or slow down the flying side of the wing (control the turn). Once the collapsed side is open make sure you return to normal flying speed.

**Frontal collapse**

Due to the ARTIK 7 P's design, in normal flying conditions frontal collapses are unlikely to take place. The wing's profile has great buffering abilities when dealing with extreme incidence changes. A frontal collapse may occur in strong turbulent conditions, entering or exiting powerful thermals. Frontal collapses usually re-inflate without the glider turning, but a symmetrically applied quick braking action with a quick deep pump of both brakes will accelerate the re-inflation if necessary. Release the brake lines immediately to return to default glider air speed.

**Negative spin**

A negative spin does not conform to the ARTIK 7 P's normal flight behaviour. Certain circumstances however, may provoke a negative spin (such as trying to turn when flying at very low air speed whilst applying a lot of brake). It is not easy to give any specific recommendation about this situation other than quickly restoring the wing's default air speed.

**Parachutal stall**

The possibility of entering or remaining in a parachutal stall have been eliminated from the ARTIK 7 P. A parachutal stall is virtually impossible with this wing. If it did enter into a parachutal stall, the wing loses forward motion, becomes unstable and there is a lack of pressure on the brake lines, although the canopy appears to be fully inflated. To regain normal air speed, release brake line tension symmetrically and manually push on the A-lines or weight- shift your body to any side WITHOUT PULLING ON THE BRAKE LINES.

**Deep Stall**

The possibility of the ARTIK 7 P stalling during normal flight is very unlikely. It could only happen if you are flying at a very low air speed, whilst over-steering or performing dangerous manoeuvres in turbulent air.

To provoke a deep stall, the wing has to be slowed down to its minimum air speed by symmetrically pulling the brake lines all the way (100%) 10 down until the stall point is reached and held there. The glider will first pitch rearward and then reposition itself overhead, rocking slightly, depending on how the manoeuvre is done.

When entering a stall, remain clear-headed and ease off the brake lines until reaching the half-way point of the total brake travel. The wing will then surge violently forward and could reach a point below you. It is most important to maintain brake pressure until the glider has returned to its default overhead flying position.

To resume normal flight conditions, progressively and symmetrically release the brake line tension to regain air speed. When the wing reaches the overhead position, the brakes must be fully released.

The wing will then surge forward to regain full air speed. Do not brake excessively at this moment as the wing needs to accelerate to pull away from the stall configuration. If you have to control a possible frontal collapse, briefly pull both brake handles down to bring the wing back up and release them immediately while the glider is still in transition to reposition itself overhead.

**Cravat**

A cravat may happen after an asymmetric collapse, when the end of the wing is trapped between the lines. Depending on the nature of the tangle, this situation could rapidly cause the wing to spin. The corrective manoeuvres to use are the same as those applied in case of an asymmetric collapse: control the turn/spin by applying tension on the opposite brake and weight shift opposite to the turn. Then locate the stabilo line (attached to the wing tip) trapped between the other lines. This line has a different colour and is located on the outside position of the B-riser.

Pull this line until it is taut. This action will help to release the cravat. If ineffective, fly down to the nearest possible landing spot, controlling the direction with both weight-shift and the use of the brake opposite to the tangled side. Be cautious when attempting to undo a tangle while flying near terrain or other paragliders; it may not be possible to continue on the intended flight path.

**Over-controlling**

Most flying problems are caused by wrong pilot input, which then escalates into a cascade of unwanted and unpredicted incidents. We should note that the wrong inputs can lead to loss of control of the glider. The ARTIK 7 P was designed to recover by itself in most cases. Do not try to over-correct it!

Generally speaking, the reactions of the wing, which are caused by too much input, are due to the length of time the pilot continues to over–control the wing. You have to allow the glider to re-establish normal flying speed and attitude after any type of incident.

## 4.3 ACCELERATED FLIGHT

The ARTIK 7 P's profile was designed for stable flight throughout its entire speed range. The speed-bar can be used in strong winds or significant sink.

When accelerating the wing, the profile becomes more sensitive to turbulence and closer to a possible frontal collapse. If a loss in internal wing pressure is felt, tension on the speed-bar should be reduced to a minimum and a slight pull on the brake lines is recommended to increase the wing's incidence angle. Remember to re-establish the air speed after correcting the angle of attack.

It is NOT recommended to accelerate near obstacles or in very turbulent conditions. If necessary, constantly adjust the movements and pressure on the speed-bar whilst doing the same to the brake lines. This balance is considered to be 'active piloting'.

## 4.4 FLYING WITHOUT BRAKE LINES

If, for any reason at all, the ARTIK 7 P's brake lines become disabled in flight, it will become necessary to pilot the wing gently using the C-risers and weight shifting until landing. These risers steer easily because are not under significant tension. You will have to be careful and not handle them too heavily in case this causes a stall or negative spin. The wing must be flown at full speed (not accelerated) during the landing approach, and the C-risers should be pulled symmetrically shortly before contact with the ground. This braking method is not as effective as using the brake lines, and hence the wing will land with a higher ground speed.

## 4.5 LINE KNOT(S) IN FLIGHT

The best way to avoid knots and tangles is to thoroughly inspect the lines as part of a systematic pre-flight check. If a knot is spotted during the take off phase, immediately abort the launch sequence and stop.

If inadvertently taking off with a knotted line, the glider drift will need to be compensated by weight-shifting to the opposite side and applying a slight brake pull to that side. Gently pull the brake line to see if the knot can be undone or try to locate the problem line. Try pulling it to see if the knot can be undone. Beware of trying to clear a knotted line or untangle a line in flight when close to the terrain. If the knot is too tight and cannot be undone, carefully and safely fly to the nearest landing zone. Be careful: do not pull too hard on the brake handles because there will be an increased risk of stalling the wing or entering a negative spin. Before attempting to clear a knot, make sure there are no other pilots flying in the vicinity. 11 Knowledge of different descent techniques could become vital in certain situations. The most suitable descent method will depend on the particular situation. To become familiar with the manoeuvres described below, we recommend practising within the environment of a licensed training outfit.

# 5. LOSING ALTITUDE

Knowledge of different descent techniques could become vital in certain situations. The most suitable descent method will depend on the particular situation.

To become familiar with the manoeuvres described below, we recommend practising within the environment of a licensed training outfit.

## 5.1 BIG EARS

“Big Ears” is a moderate descent technique, able to increase the sink rate to –3 or –4 m/s and reduces the ground speed by 3 to 5 km/h. The angle of attack and effective wing-loading will also increase due to the smaller surface area of the wing.

To perform the Big Ears manoeuvre, take the 3A3 line on both A-risers and simultaneously, smoothly pull them outward and downward. The wingtips will fold in.

To re-establish forward speed and the correct angle of attack, accelerate once the ears are pulled.

Keep the ears pulled in until you have lost the desired altitude.

Let go of the lines to re-inflate the tips automatically. If they do not, try progressively pulling one brake then the other. Asymmetric reopening is recommended in order to avoid compromising the angle of attack, particularly flying near the ground or in turbulent conditions.

## 5.2 SPIRAL DIVE

This is a more effective way to rapidly lose altitude. Beware that the wing will experience and be subjected to a tremendous amount of descending and rotating speed (g-force), which can cause a loss of orientation and consciousness (blackout). This manoeuvre must therefore be done gradually to increase one’s capacity to resist the g-force exerted on the body. With practise, you will fully appreciate and understand it. Only practise this manoeuvre at high altitude and with enough ground clearance.

To start the manoeuvre, first weight shift and pull the brake handle located on the inner side of the turn. The intensity of the turn can be controlled by braking slightly using the outer brake handle.

A paraglider flying at its maximum rotating speed can reach –20 m/s, or the equivalent of a 70 km/h vertical descent, and will stabilise in a spiral dive from 15m/s onwards. Good enough reasons to familiarise yourself with the manoeuvre and understand how to exit it.

To exit this manoeuvre, the inner brake handle (down side of the turn) must progressively be relaxed while momentarily applying tension to the outer brake handle opposite to the turn.

The pilot must also weight shift and lean towards the opposite side of the turn at the same time. The exit should be performed gradually and smoothly so that the changes in pressure and speed can be noted.

When exiting the spiral, the glider will briefly experience an asymmetrical acceleration and dive, depending on how the manoeuvre was carried out.

Practise these manoeuvres at sufficient altitude and carefully.

## 5.3 SLOW DESCENT TECHNIQUE

This technique allows descent without straining the wing or taxing the pilot. Glide normally while searching for descending air and begin to turn as if climbing in a thermal, but with the intention to sink.

Common sense has to be used to avoid dangerous areas of rotor when looking for descending air. Safety first!

# 6. SPECIAL METHODS

## 6.1 TOWING

The ARTIK 7 P does not experience any problem whilst being towed. Only qualified winch personnel should handle the certified equipment to carry out this operation. The wing must be inflated similarly as during a normal take off.

It is important to use the brakes to correct the flight path alignment, especially in the first phase of the tow. Since the wing is subject to a slow airspeed and with a high positive angle of attack, we must make any corrections with a high degree of feel and delicacy, in order to avoid a stall.

## 6.2 ACROBATIC FLIGHT

Although the ARTIK 7 P was tested by expert acrobatic pilots in extreme situations, it was not designed for it. We do not recommend using this glider for acrobatic flying!!!

We consider acrobatic flights to be any form of piloting different than standard flights. Learning acrobatic manoeuvres should be conducted under the supervision of qualified instructors within a school environment and over water with all safety/rescue elements in place. Centrifugal forces as high as 4 to 5 g can be exerted on the body and wing during extreme manoeuvres.

# 7. CARE AND MAINTENANCE

## 7.1 MAINTENANCE

Careful maintenance of your equipment will ensure continued top performance. Apart from the general checks, we recommend actively maintaining your equipment.

A pre-flight check is obligatory before each flight. If there is any damage to the equipment or you suspect any areas of the wing are susceptible to wear, you should inspect these and act accordingly.

Niviuk we are firmly committed to make technology accessible to all pilots. Therefore, our wings are equipped with the latest technological advances gained from the experience of our R&D team. Thanks to these new technologies, paragliders are gaining more safety and performance, which requires greater care of the materials.

(!) IMPORTANT: it is critical to avoid any kind of impact or dragging the leading edge on the ground. This part is reinforced with very durable and strong Nitinol rods that can be easily replaced. Dragging and/or hitting the leading edge can cause serious damage to the fabric, which is much more complicated and costly to repair.

The ARTIK 7 P is part of our P Series (feather light) range. In all the lightweight and ultra-light materials we use, there is a good compromise between performance and durability. The weight of the materials is minimised by reducing the amount and type of yarn and by modifying the surface induction, i.e. their strength. Therefore, care must be taken in the use of the product, and care must be taken to avoid increasing the natural wear and tear of the material itself.

The fabric and the lines do not need to be washed. If they become dirty, clean them with a soft damp cloth, using only water. Do not use detergents or other chemicals.
If your wing is wet from contact with water, place it in a dry area, air it and keep it away from direct sunlight.

Direct sunlight may damage the wing's materials and cause premature aging. After landing, do not leave the wing exposed to the sun. Pack it properly and stow it away in its backpack.

If you fly in sandy areas, avoid getting sand in the cells or down into the trailing edge. At the end of the flight, empty any sand that is in your wing. The openings at the end of the wingtips make this much easier.

If your wing is wet from contact with salt water, immerse it in fresh water and dry it away from direct sunlight.

## 7.2 STORAGE

It is important for the wing to be correctly folded when stored. Keep it in the in a cool, dry place away from solvents, fuels, oils.

Do not leave your gear inside a car boot, as cars left in the sun can become very hot. A rucksack can reach temperatures up to 60ºC.

Weight should not be laid on top of the equipment. It is very important to pack the wing correctly before storage.

In case of long-term storage, it is advisable, if possible, that the wing is not compressed and it should be stored loosely without direct contact with the ground. Humidity and heating can have an adverse effect on the equipment.

## 7.3 CHECKS AND INSPECTIONS

The ARTIK 7 P must be periodically serviced. An inspection must be scheduled every 100 flying hours or every two years whichever comes first (EN/LTF norm).

We strongly recommend that any repairs should be done in a specialist repair shop by qualified personnel. This will guarantee the airworthiness and continued certification of your ARTIK 7 P.

A thorough pre-flight check must be performed before every flight. The ARTIK 7 P is fitted with unsheathed lines. Their durability conforms to unsheathed line standards. Their strength is guaranteed and their resistance to UV is one of the highest in this type of lines.

The lines are made of a new waterproof coated material (Magix Pro Dry), which makes it easier to untangle knots and simplifies line sorting before flying.

However, to maintain the wing's standard performance, it is necessary to keep the trim constantly adjusted. Generally speaking, line lengths change as the glider is used. For this reason we recommend a trim check after approximately the first 30 hours of flight. The hours or actions to be taken to repair the lines may vary for each glider, depending on the conditions of each flying area, climatic conditions, temperature, humidity, type of terrain, wing loading, etc.

Thanks to the experience acquired and the thorough inspections that our R+D team carry out on our gliders, we have the necessary information to be able to know the real behaviour of the lines. With this knowledge we can keep our gliders in the optimum condition for more flights without any loss of performance due to use.

The most important detail to check and/or repair on the lines are the so called "loops" (knots). In some models, such as the ARTIK 7 P, the wings are delivered as standard with loops already installed. These loops must be released or readjusted according to the current line length. Never adjust a paraglider according to the parameters of another paraglider.

Each adjustment must be performed individually for each wing concerned, as a result of an analysis carried out by specialised and authorised personnel. The line length adjustments may never exceed 1% of the length allowed by the type certification.

## 7.4 REPAIRS

In the case of small tears, you can temporarily repair these by using the Ripstop tape included in the repair kit, as long as no stitching is required to mend the fabric.

Any other tears or repairs should be done in a specialist repair shop by qualified personnel.

Damaged lines must be repaired or exchanged immediately.

Please refer to the line plan at the end of this manual. We recommend any inspection or repair is performed by a Niviuk professional in our official workshop.

Any modification of the glider made in an external workshop will invalidate the guarantee of the product. Niviuk cannot be held responsible for any issues or damage resulting from modifications or repairs carried out by unqualified professionals or who are not approved by the manufacturer.

## 8. SAFETY AND RESPONSIBILITY

It is well known that free-flying with a paraglider is considered a high-risk sport, where safety depends on the person who is practicing it.

Incorrect use of this equipment may cause severe, life-changing injuries to the pilot, or even death. Manufacturers and dealers cannot be held responsible for your decisions, actions or accidents that may result from participating in this sport.

You must not use this equipment if you have not been properly trained to use it. Do not take advice or accept any informal training from anyone who is not properly qualified as a flight instructor.

## 9. GUARANTEE

The equipment and components are covered by a 2-year warranty against any manufacturing defect.

The warranty does not cover misuse of the equipment.

Any modification of the paraglider or its components invalidates the guarantee and its certification.

If you notice any defects in your harness, please contact Niviuk immediately for a more thorough inspection.

# 10. ANNEXES

## 10.1 TECHNICAL SPECIFICATIONS

| | | | 20 | 22 | 23 | 24 | 26 | 28 |
|---|---|---|---|---|---|---|---|---|
| **Cells** | Number | | 66 | 66 | 66 | 66 | 66 | 66 |
| **Aspect Ratio** | Flat | | 6,2 | 6,2 | 6,2 | 6,2 | 6,2 | 6,2 |
| | Projected | | 4,78 | 4,78 | 4,78 | 4,78 | 4,78 | 4,78 |
| **Area** | Flat | m2 | 20,3 | 21,8 | 23 | 24,5 | 26 | 27,5 |
| | Projected | m2 | 17,31 | 18,59 | 19,61 | 20,89 | 22,17 | 23,45 |
| **Span** | Flat | m | 11,22 | 11,63 | 11,94 | 12,33 | 12,70 | 13,10 |
| **Chord** | Max | m | 2,23 | 2,30 | 2,37 | 2,45 | 2,52 | 2,59 |
| **Lines** | Total | m | 232 | 240 | 247 | 255 | 263 | 271 |
| | Main | | 2-1/4/2 | 2-1/4/2 | 2-1/4/2 | 2-1/4/2 | 2-1/4/2 | 2-1/4/2 |
| **Risers** | Number | 3+1 | A+A'/B/C | A+A'/B/C | A+A'/B/C | A+A'/B/C | A+A'/B/C | A+A'/B/C |
| | Speed-bar | mm | 140 | 160 | 160 | 160 | 160 | 160 |
| **Glider weight** | | kg | 3,07 | 3,22 | 3,33 | 3,45* | 3,58* | 3,71* |
| **Total weight in flight** | Min-Max | kg | 55-75 | 65-85 | 75-95 | 85-105 | 95-115 | 105-125 |
| **Opt. weight in flight** | Min-Max | kg | 70 | 80 | 90 | 100 | 110 | 120 |
| **Certification** | | | EN/LTF C | EN/LTF C | EN/LTF C | EN/LTF C | EN/LTF C | EN/LTF C |

* To be confirmed.
The total weight of the wing may differ ±2% due to variations in the weight of the fabric supplied by the manufacturers.

## COLORS

Earth

Mint

Neon

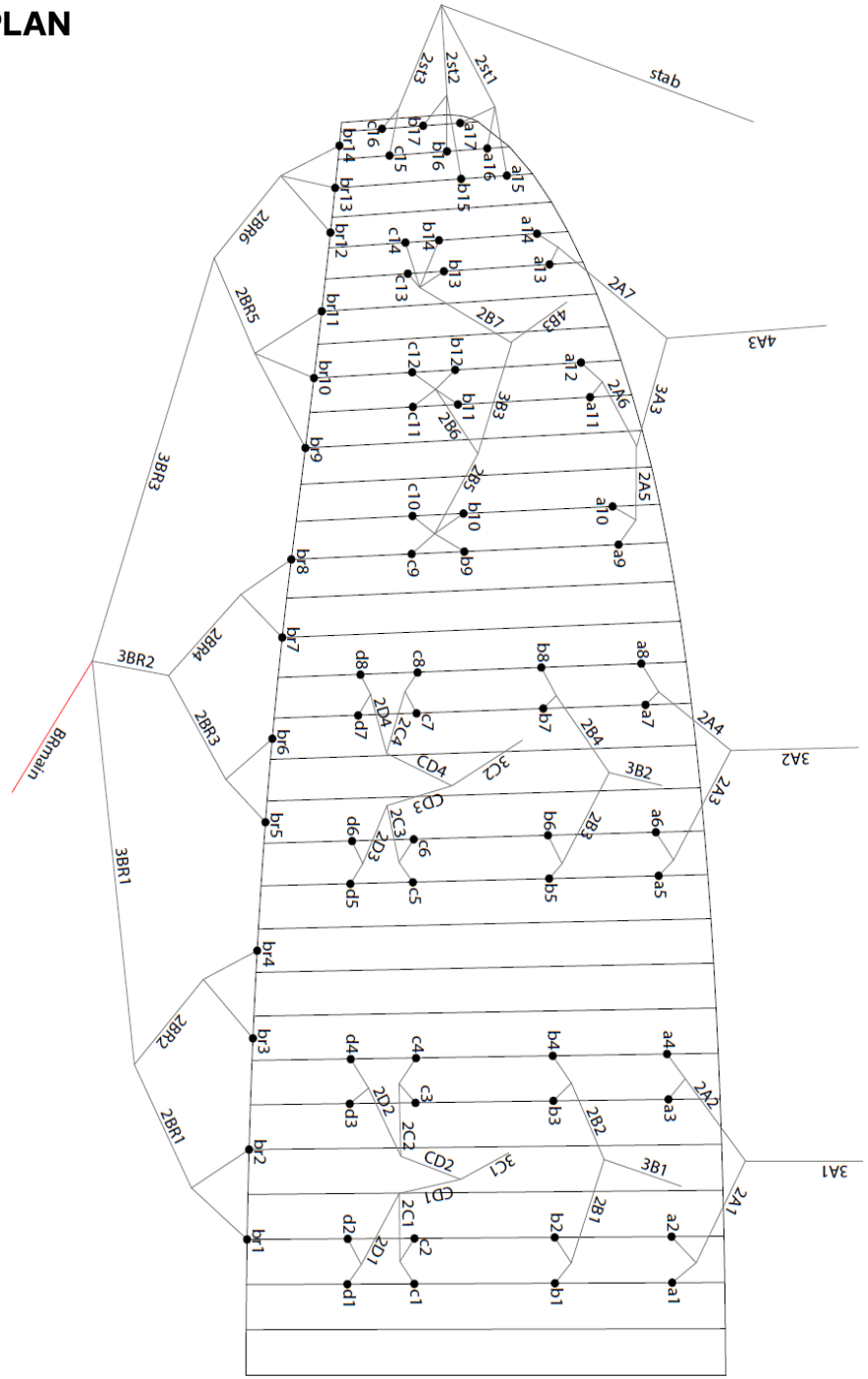
# 10.2 MATERIALS

| CANOPY | FABRIC CODE | SUPPLIER |
|---|---|---|
| UPPER SURFACE | 2044 32 FM / D10 | DOMINICO TEX CO (KOREA) |
| BOTTOM SURFACE | D10 | DOMINICO TEX CO (KOREA) |
| PROFILES | 2044 32 FM / 7000 E91 | DOMINICO TEX CO (KOREA) / PORCHER SPORT (FRANCE) |
| DIAGONALS | 2044 32 FM / 7000 E91 | DOMINICO TEX CO (KOREA) / PORCHER SPORT (FRANCE) |
| TENSION BANDS | 2044 32 FM | DOMINICO TEX CO (KOREA) |
| LOOPS | LKI - 12 | KOLON IND. (KOREA) |
| REIFORCEMENT LOOPS | RIPSTOP FABRIC | DOMINICO TEX CO (KOREA) |
| TRAILING EDGE REIFORCEMENT | MYLAR | D-P (GERMANY) |
| RIBS REIFORCEMNET | LTN-0.8 STICK | SPORTWARE CO.CHINA |
| THREAD | SERAFIL 60 | AMAN (GERMANY) |

| SUSPENSION LINES | FABRIC CODE | SUPPLIER |
|---|---|---|
| UPPER CASCADES | DC - 40 | LIROS GMHB (GERMANY) |
| UPPER CASCADES | DC - 60 | LIROS GMHB (GERMANY) |
| MIDDLE CASCADES | DC - 40 | LIROS GMHB (GERMANY) |
| MIDDLE CASCADES | DC - 60 | LIROS GMHB (GERMANY) |
| MIDDLE CASCADES | A-8001/U 70 | EDELRID (GERMANY) |
| MIDDLE CASCADES | A-8001/U 90 | EDELRID (GERMANY) |
| MIDDLE CASCADES | A-8001/U 130 | EDELRID (GERMANY) |
| MAIN | A-8001/U 90 | EDELRID (GERMANY) |
| MAIN | A-8001/U 130 | EDELRID (GERMANY) |
| MAIN | A-8001/U 190 | EDELRID (GERMANY) |
| MAIN | A-8001/U 230 | EDELRID (GERMANY) |
| MAIN BREAK | TARAX-200 | EDELRID (GERMANY) |
| THREAD | SERAFIL 60 | AMAN (GERMANY) |

| RISERS | FABRIC CODE | SUPPLIER |
|---|---|---|
| MATERIAL | 3455 | COUSIN (FRANCE) |
| COLOR INDICATOR | 210D | TECNI SANGLES (FRANCE) |
| THREAD | V138 | COATS (ENGLAND) |
| PULLEYS | RF25109 | RONSTAN (AUSTRALIA) |

# 10.3 LINE PLAN




## LINE REPLACEMENT

The use of new high performance materials in modern wings is now common. The advantages of using these materials in terms of performance are widely acknowledged as part of our sport's evolution. However, along with those technological advances come additional responsibilities which cannot be avoided. As a result, line inspection and replacement must be carried out more frequently. That increased frequency appears to be encouraging some pilots to try to perform line replacement themselves.

**WE STRONGLY RECOMMEND ANY LINE REPLACEMENT IS PERFORMED BY AN AUTHORISED SPECIALIST ONLY.**

Ultimately, if the pilot decides to perform any line replacement without professional oversight they therefore assume all responsibility. In this case, these guidelines will have to be followed.

BEFORE REMOVING ANY LINES, CHECK:

- That the line plan is correct according to the glider model and size.
- That the line kit is complete and correct. Never assume but always check each individual line for the correct specification.

AFTER CONFIRMING THAT ALL LINES ARE CORRECT:

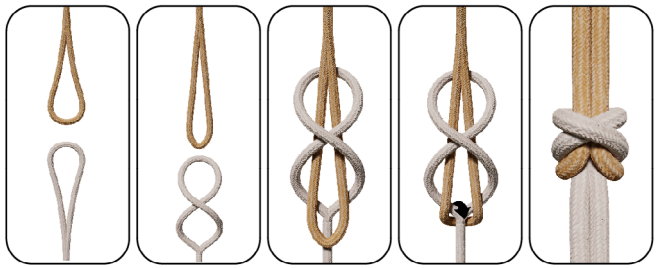
- Fit the new line(s) WITHOUT removing the label.
- Once replaced, measure each line length to confirm the correct measurement.
- Inflate the wing to check for any irregularities.
- The line labels may then be removed but NOT BEFORE completion of the line replacement.

*Niviuk strongly recommends for any line replacement to be carried out by an authorised professional only, and will not accept responsibility for any damage or injury caused as a result of incorrect re-assembly.*

**SPECIAL CONFIGURATION ON LINES 4B3 - 3C1 - 3C2 - stab**

The 4B3 - 3C1 - 3C2 - stab lines are connected to the IKS1000 by means of a loop. See diagram.

The loop is used to adjust the trim to the preset range. The loop will allow readjustment of the trim due to use, stretching or shrinking. Failure to make this loop compromises the trim of the wing and the safety of the pilot.



## 10.4 RISER PLAN

| A | A' | B | C |
|---|---|---|---|
| 3A1 | 4A3 | 3B1 | 3C1 |
| 3A2 | | 3B2 | 3C2 |
| | | 4B3 | |
| | | stab | |

# 10.5 LINE MEASUREMENTS

## ARTIK 7 P – 20

LINES HEIGHT + RISER MM

| | A | B | C | D | br |
|---|---|---|---|---|---|
| **1** | 6973 | 6898 | 6956 | 7059 | 7173 |
| **2** | 6938 | 6863 | 6919 | 7025 | 6923 |
| **3** | 6898 | 6822 | 6884 | 6987 | 6781 |
| **4** | 6905 | 6830 | 6897 | 6997 | 6774 |
| **5** | 6828 | 6758 | 6827 | 6925 | 6645 |
| **6** | 6793 | 6724 | 6790 | 6888 | 6515 |
| **7** | 6732 | 6670 | 6740 | 6835 | 6436 |
| **8** | 6742 | 6682 | 6755 | 6832 | 6457 |
| **9** | 6648 | 6619 | 6713 | | 6389 |
| **10** | 6589 | 6564 | 6663 | | 6289 |
| **11** | 6483 | 6468 | 6549 | | 6308 |
| **12** | 6473 | 6460 | 6539 | | 6289 |
| **13** | 6400 | 6399 | 6461 | | 6315 |
| **14** | 6406 | 6401 | 6463 | | 6406 |
| **15** | 6220 | 6214 | 6246 | | |
| **16** | 6172 | 6177 | 6238 | | |
| **17** | 6171 | 6189 | | | |

RISERS LENGHT MM

| A | A' | B | C | |
|---|---|---|---|---|
| 530 | 530 | 530 | 530 | STANDARD |
| 390 | 390 | 435 | 530 | ACCELERATED |

## ARTIK 7 P – 22

LINES HEIGHT + RISER MM

| | A | B | C | D | br |
|---|---|---|---|---|---|
| **1** | 7225 | 7148 | 7207 | 7313 | 7447 |
| **2** | 7189 | 7112 | 7169 | 7278 | 7188 |
| **3** | 7148 | 7071 | 7131 | 7239 | 7041 |
| **4** | 7156 | 7079 | 7146 | 7249 | 7035 |
| **5** | 7079 | 7006 | 7075 | 7176 | 6901 |
| **6** | 7042 | 6972 | 7038 | 7138 | 6767 |
| **7** | 6980 | 6917 | 6985 | 7084 | 6686 |
| **8** | 6990 | 6929 | 7001 | 7081 | 6708 |
| **9** | 6893 | 6864 | 6962 | | 6639 |
| **10** | 6832 | 6807 | 6910 | | 6536 |
| **11** | 6722 | 6708 | 6792 | | 6556 |
| **12** | 6712 | 6699 | 6781 | | 6536 |
| **13** | 6636 | 6636 | 6700 | | 6563 |
| **14** | 6642 | 6637 | 6701 | | 6658 |
| **15** | 6451 | 6444 | 6477 | | |
| **16** | 6402 | 6406 | 6468 | | |
| **17** | 6400 | 6418 | | | |

RISERS LENGHT MM

| A | A' | B | C | |
|---|---|---|---|---|
| 530 | 530 | 530 | 530 | STANDARD |
| 370 | 370 | 425 | 530 | ACCELERATED |

## ARTIK 7 P – 23

LINES HEIGHT + RISER MM

| | A | B | C | D | br |
|---|---|---|---|---|---|
| **1** | 7417 | 7340 | 7400 | 7510 | 7667 |
| **2** | 7381 | 7304 | 7361 | 7474 | 7402 |
| **3** | 7339 | 7263 | 7324 | 7435 | 7251 |
| **4** | 7348 | 7271 | 7339 | 7446 | 7245 |
| **5** | 7267 | 7198 | 7268 | 7370 | 7101 |
| **6** | 7230 | 7162 | 7229 | 7331 | 6963 |
| **7** | 7167 | 7105 | 7175 | 7277 | 6881 |
| **8** | 7178 | 7118 | 7192 | 7275 | 6904 |
| **9** | 7077 | 7051 | 7152 | | 6837 |
| **10** | 7015 | 6992 | 7098 | | 6732 |
| **11** | 6902 | 6891 | 6977 | | 6752 |
| **12** | 6892 | 6882 | 6966 | | 6733 |
| **13** | 6814 | 6817 | 6883 | | 6761 |
| **14** | 6820 | 6818 | 6884 | | 6858 |
| **15** | 6627 | 6621 | 6655 | | |
| **16** | 6576 | 6581 | 6646 | | |
| **17** | 6574 | 6594 | | | |

RISERS LENGHT MM

| A | A' | B | C | |
|---|---|---|---|---|
| 530 | 530 | 530 | 530 | STANDARD |
| 370 | 370 | 425 | 530 | ACCELERATED |

# ARTIK 7 P – 24

LINES HEIGHT + RISER MM

| | A | B | C | D | br |
|---|---|---|---|---|---|
| **1** | 7664 | 7583 | 7637 | 7750 | 7925 |
| **2** | 7627 | 7546 | 7597 | 7714 | 7651 |
| **3** | 7586 | 7505 | 7561 | 7675 | 7496 |
| **4** | 7595 | 7514 | 7577 | 7687 | 7491 |
| **5** | 7515 | 7437 | 7501 | 7608 | 7341 |
| **6** | 7476 | 7401 | 7462 | 7568 | 7200 |
| **7** | 7408 | 7340 | 7408 | 7512 | 7115 |
| **8** | 7419 | 7353 | 7425 | 7510 | 7140 |
| **9** | 7313 | 7282 | 7386 | | 7066 |
| **10** | 7248 | 7221 | 7330 | | 6958 |
| **11** | 7132 | 7116 | 7205 | | 6980 |
| **12** | 7121 | 7107 | 7194 | | 6960 |
| **13** | 7042 | 7039 | 7107 | | 6990 |
| **14** | 7049 | 7040 | 7108 | | 7090 |
| **15** | 6851 | 6844 | 6879 | | |
| **16** | 6799 | 6803 | 6870 | | |
| **17** | 6796 | 6816 | | | |

RISERS LENGHT MM

| A | A' | B | C | |
|---|---|---|---|---|
| 530 | 530 | 530 | 530 | STANDARD |
| 370 | 370 | 425 | 530 | ACCELERATED |

# ARTIK 7 P – 26

LINES HEIGHT + RISER MM

| | A | B | C | D | br |
|---|---|---|---|---|---|
| **1** | 7886 | 7808 | 7865 | 7981 | 8175 |
| **2** | 7849 | 7771 | 7824 | 7944 | 7893 |
| **3** | 7807 | 7728 | 7787 | 7904 | 7734 |
| **4** | 7817 | 7738 | 7804 | 7916 | 7729 |
| **5** | 7735 | 7663 | 7728 | 7838 | 7574 |
| **6** | 7696 | 7626 | 7687 | 7796 | 7429 |
| **7** | 7629 | 7567 | 7632 | 7740 | 7343 |
| **8** | 7641 | 7580 | 7650 | 7737 | 7369 |
| **9** | 7534 | 7511 | 7618 | | 7294 |
| **10** | 7468 | 7448 | 7561 | | 7183 |
| **11** | 7348 | 7341 | 7432 | | 7206 |
| **12** | 7337 | 7331 | 7421 | | 7187 |
| **13** | 7255 | 7262 | 7332 | | 7217 |
| **14** | 7262 | 7264 | 7334 | | 7321 |
| **15** | 7062 | 7054 | 7091 | | |
| **16** | 7008 | 7012 | 7082 | | |
| **17** | 7006 | 7026 | | | |

RISERS LENGHT MM

| A | A' | B | C | |
|---|---|---|---|---|
| 530 | 530 | 530 | 530 | STANDARD |
| 370 | 370 | 425 | 530 | ACCELERATED |

# ARTIK 7 P – 28

LINES HEIGHT + RISER MM

| | A | B | C | D | br |
|---|---|---|---|---|---|
| **1** | 8108 | 8021 | 8087 | 8207 | 8417 |
| **2** | 8070 | 7983 | 8045 | 8169 | 8128 |
| **3** | 8027 | 7940 | 8008 | 8128 | 7965 |
| **4** | 8038 | 7951 | 8026 | 8141 | 7960 |
| **5** | 7955 | 7874 | 7948 | 8061 | 7801 |
| **6** | 7915 | 7836 | 7906 | 8019 | 7652 |
| **7** | 7847 | 7776 | 7849 | 7961 | 7564 |
| **8** | 7859 | 7790 | 7868 | 7958 | 7591 |
| **9** | 7752 | 7721 | 7830 | | 7516 |
| **10** | 7684 | 7656 | 7772 | | 7402 |
| **11** | 7561 | 7546 | 7640 | | 7426 |
| **12** | 7550 | 7536 | 7628 | | 7407 |
| **13** | 7464 | 7465 | 7538 | | 7438 |
| **14** | 7471 | 7467 | 7539 | | 7545 |
| **15** | 7257 | 7250 | 7288 | | |
| **16** | 7202 | 7207 | 7278 | | |
| **17** | 7200 | 7221 | | | |

RISERS LENGHT MM

| A | A' | B | C | |
|---|---|---|---|---|
| 530 | 530 | 530 | 530 | STANDARD |
| 370 | 370 | 425 | 530 | ACCELERATED |

**Niviuk Paragliders**
C/ Del Ter 6 - D
17165 La Cellera de Ter - Girona - Spain
+34 972 422 878 | info@niviuk.com
**niviuk.com**