



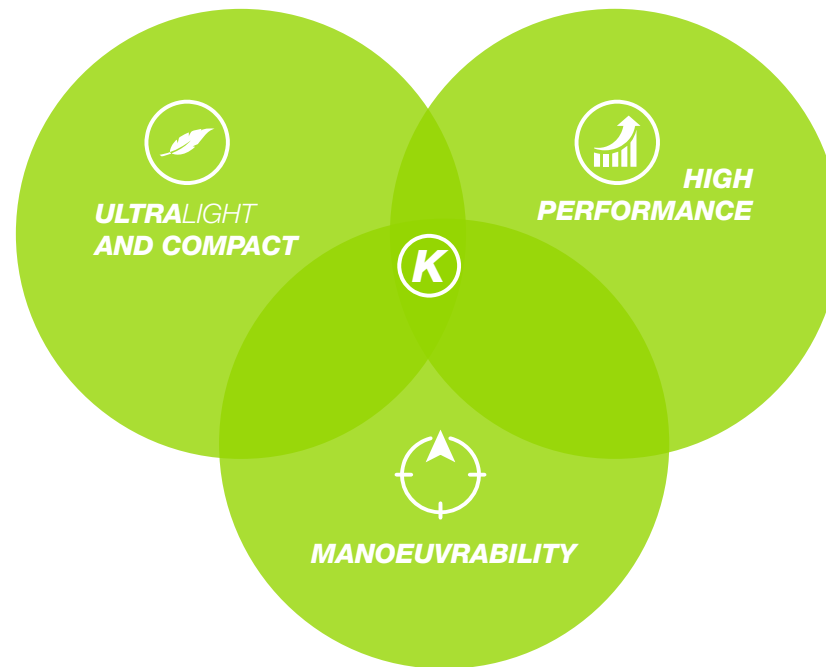
## KLIMBER P

*Naturally competitive,  
designed for your adventure*

## INTRODUCTION

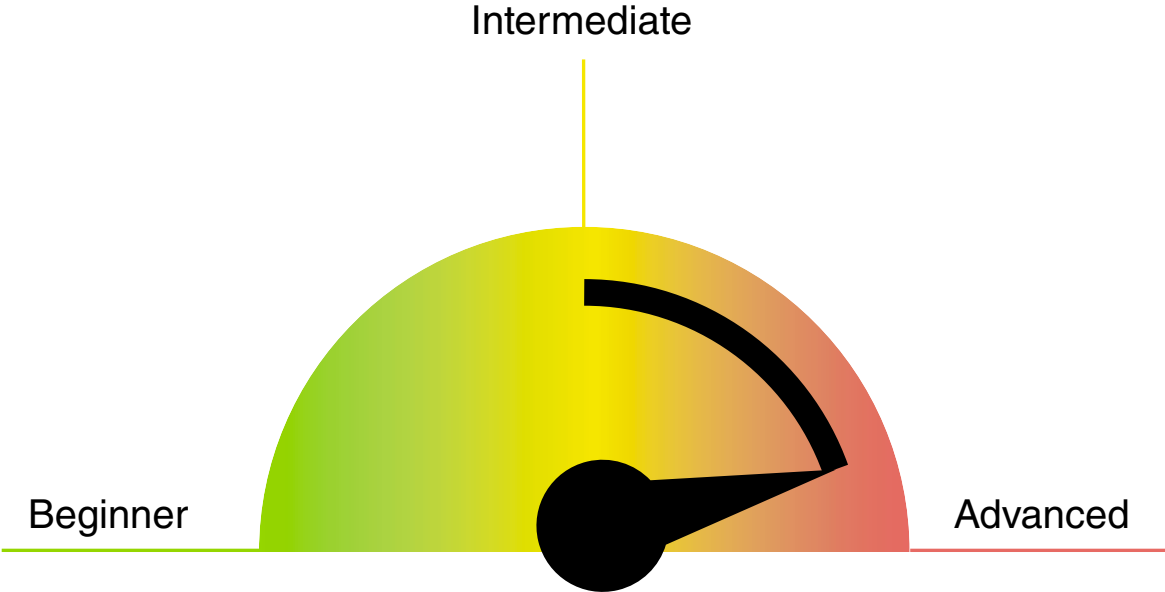
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The result of our obsession to achieve the perfect balance between a super-light wing and incredible performance.



# TARGET

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## TARGET

### EXPERIENCED PILOTS



Experienced and skilled pilots that want the best combination of weight and performance who are interested in different types of flight.

Example: general flying hike&fly, run&fly or cross-country.



Versatility to undertake different types of flight.



Optimised balance between performance and weight.



Suitable for advanced piloting skills.

### EXPERT ADVENTURER



Hike & fly adventures and extremely demanding vol-biv trips in extreme conditions.

Example: the Alaska traverse.



Performance in current adventures.



Possible new challenges or adventures previously considered difficult or inaccessible.

### ADVENTURE RACER



Mountain and cross-country races and competitions.

Example: X-Alps, X-Pyr.



Performance in the air (speed + glide) even with adverse weather conditions.



Weight and volume to be able to move comfortably and quickly on foot.



Ability to take off from areas with difficult terrain and conditions.

## MAJOR ADVANTAGES



**Maximum performance = more than 60 km/h speed and efficient glide**

- Incredible climb capacity, thanks to its profile and trimming, ideal for taking advantage of any thermal.
- High speed and efficient glide due to its optimised profile.



**Ultralight and ultracompact**

- Unsheathed Dyneema upper gallery lines.
- Unsheathed Aramid lower gallery and main lines.
- 5.5 mm Dyneema risers.
- InterlockSystem instead of a traditional maillons.
- Upper and undersurface made from 27g cloth.
- Leading edge made from 32 g cloth.
- Nitinol rods in the leading edge.
- Internal architecture (diagonal and profile ribs) optimised for reduced weight.



**High manoeuvrability**

- A tree-liner that feels like a two-liner.
- Long and smooth brake travel:
  - better range of possibilities.
  - enters the stall progressively.



**Short, fast and consistent take-off**

- Wing designed to take the load immediately.
- Possibility of taking off from steep slopes, narrow ridges and uneven terrain.



**Complex weather conditions**

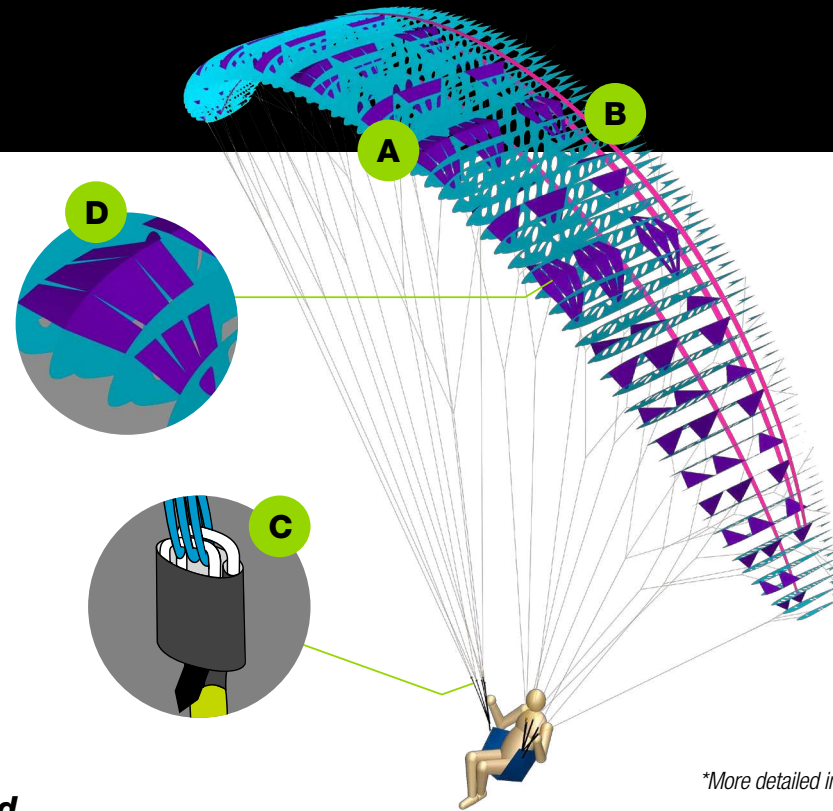
Possibility of launching and flying in challenging conditions (high humidity, drizzle...)



**Complete safety**

- Precise and direct character.
- Totally predictable wing.
- Very stable with little inertia.

## KLIMBER P IN DETAIL: FEATURES



A

### **SLE (Structured Leading Edge)**

Improved rigidity and reduced weight leading edge for better durability.

### **RAM (RAM Air Intake)**

The arrangement of the cell openings ensures optimum internal pressure of the wing.

### **TITANIUM TECHNOLOGY (Nitinol)**

Wing weighs less, rods retain elasticity and shape memory.

### **3DL (3D Leading Edge)**

Additional seam to reinforce and shape the leading edge panels.

### **3DP (3D Pattern Cut Optimisation)**

Panel patterns and cutting system optimised for improved tension.

B

### **STE (Structured Trailing Edge)**

Optimisation of the accelerated profile to avoid deformations and improve airflow.

### **DRS (Drag Reduction Structure)**

Trailing edge reinforced with small ribs for a better pressure distribution.

C

### **IKS (Interlock System)**

Ultra-light connection system with a 1000 kg breaking load.

D

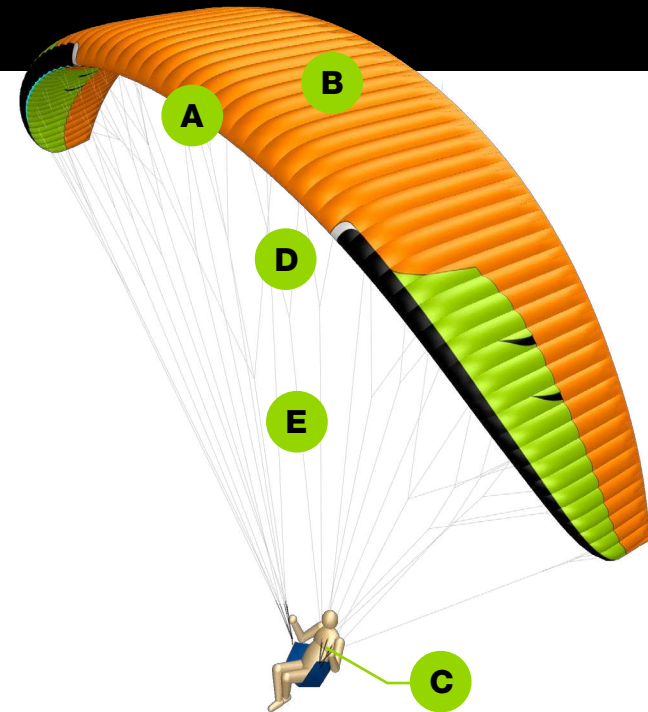
### **RSD (Radial Sliced Diagonal)**

New radial diagonals to reduce sailcloth deformations and improve load distribution.

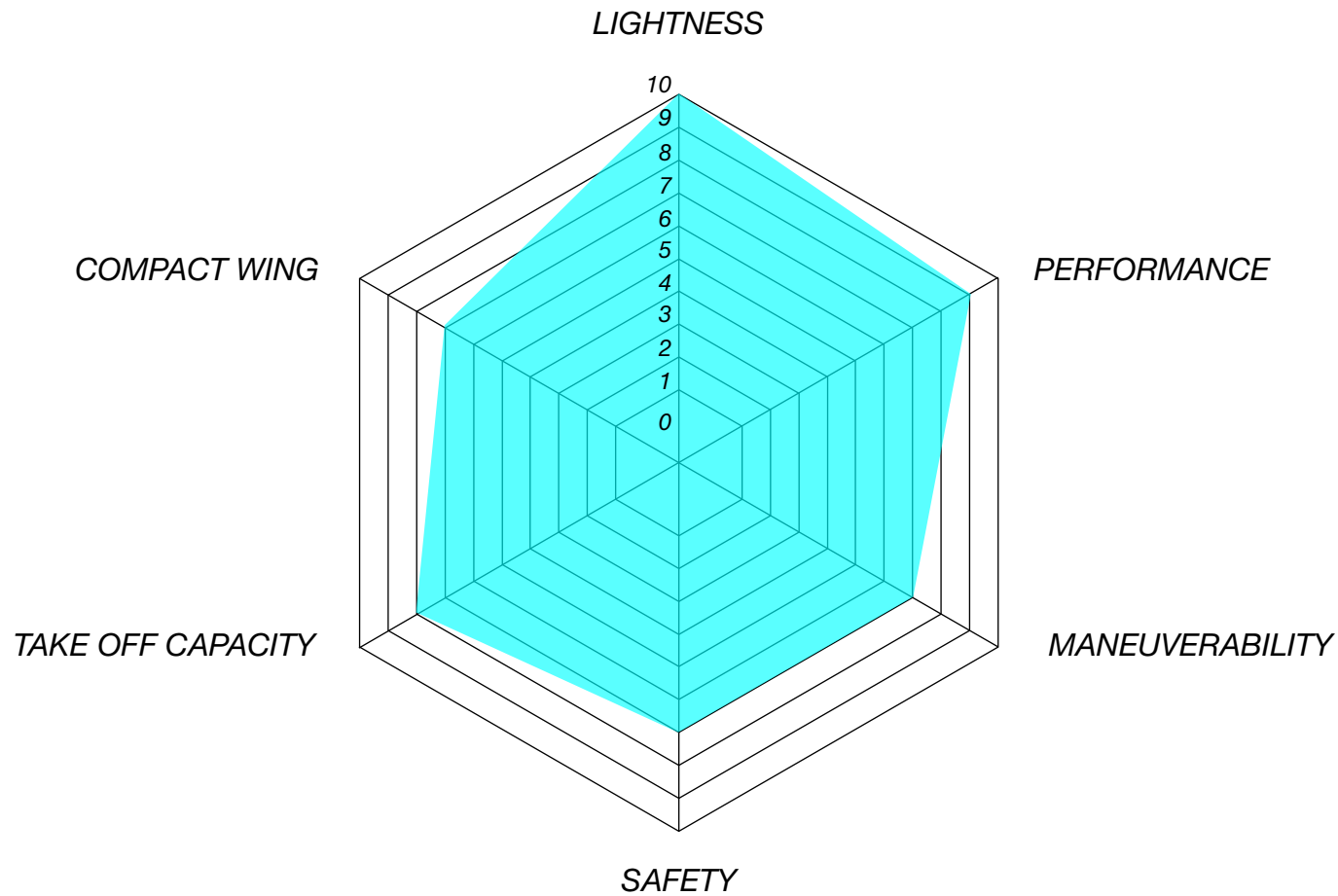
*\*More detailed information is available at [niviuk.com](http://niviuk.com)*

## KLIMBER P IN DETAIL: MATERIALS

- SKYTEX 32G SAILCLOTH** — **A**
- SKYTEX 27G SAILCLOTH** — **B**
- TITANIUM TECHNOLOGY (NITINOL)** — **A**
- DYNEEMA 5.5 mm - WEBBING (NYLON & KEVLAR)** — **C**
- UNSHEATHED DYNEEMA** — **D**
- UNSHEATHED ARAMID LINES** — **E**

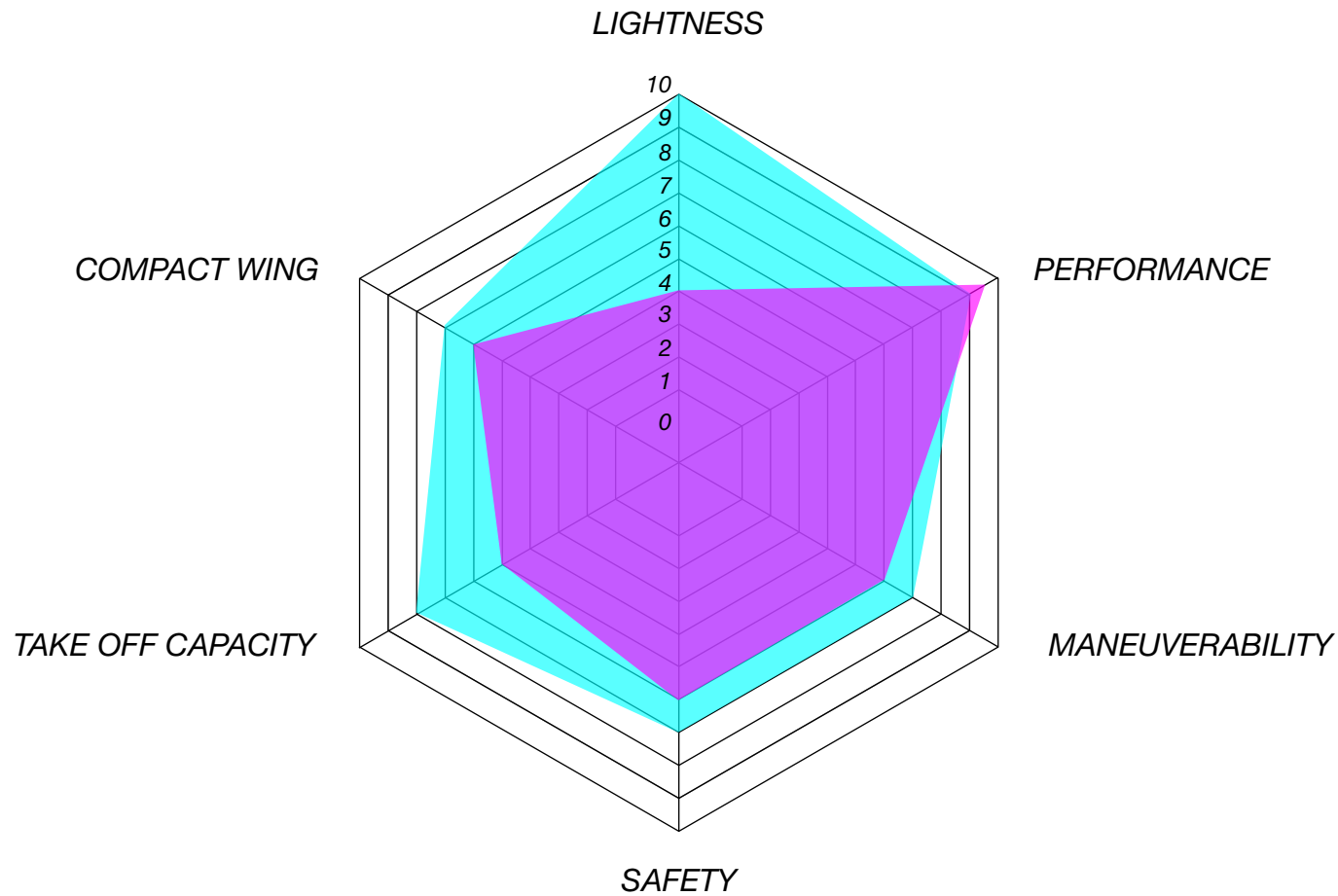


# INFOGRAPHIC





# INFOGRAPHIC



## TEST PILOT OPINION

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“The new Klimber P is exactly what I’ve been looking for in an extremely light weight high performance glider that is perfect for hike and fly adventures. This high aspect wing weighs just 3.36 kg (size 22), is a breeze to launch and though active to fly. Has a very strong leading edge that is extremely resistant to collapse (I’ve yet to have one), turns very easily, is lovely to manage on the ground in windy conditions and is excellent at sniffing out light thermals. For experienced vol-biv pilots who desire to fly big distances, it is the perfect XC tool!”

**By: Gavin McClurg**

“In my opinion the Klimber P is an efficient and easy to use wing in all conditions, whether it is its inflation, acceleration or its behaviour in very turbulent air. Even with an aspect ratio of 6.95, it remains damped, active and precise in turn. It’s a great cross-country wing to take everywhere. I love its reduced weight and volume!

In short, a great glider with no faults, it will triumph!”

**By: Julien Irilli**

## FAQs



**Is the Klimber P a completely new wing?**

Yes. The Klimber P is a wing with a completely different structure to other Niviuk wings. Its use and purpose warrant all the differences in design.

**What category is this wing?**

The Klimber P is aimed at all those experienced pilots who need a wing with very high performance and minimum weight.

**Why is it a three-liner?**

One of the design objectives for this wing is to offer high manoeuvrability in high mountain environments and with possible extreme conditions in terms of wind or precipitation.

Compared to a two-liner, a three-liner is a more solid paraglider, especially in the take-off phase, with a better distributed load and greater versatility.

Three-liners permit piloting with the C-risers to have more performance without disrupting the profile by using the brakes and thus avoiding the pitching and rolling caused by possible turbulence. With this, the pilot manages to maintain optimum speed and glide.

## FAQs



**What are the advantages during take off?**

Due to its light weight, the the wing inflates quickly and easily. Its three-line design also gives it compactness that facilitates easy launches.

**Why does it withstand moisture so well?**

For the Klimber P we decided to use fabrics with induction and a water repellent *coatings*.

**What are the differences between the Klimber p and the Peak 4?**

Despite their distinct designs, the Klimber P and Peak 4 have similar EN D performance. However the main difference is in the reduced weight and volume of the Klimber P in comparison to the Peak 4. Also, while the Peak 4 is a two-liner, the Klimber P is a three-liner to provide greater versatility for the pilot and to offer the possibility of taking off and flying in more extreme conditions. Flying the Peak 4 in the same conditions would be more difficult.

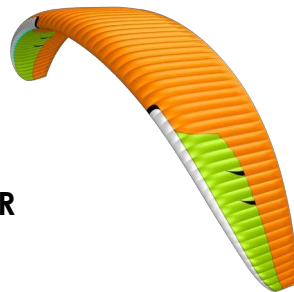
In short, while the Klimber P is a more accessible model that is easy to fly, the Peak 4 permits higher speeds.



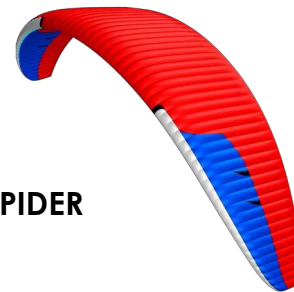
## TECHNICAL DATA AND COLOURS

KLIMBER P			20	22	24
Flat	Area	m <sup>2</sup>	21	22,5	24,5
	Aspect ratio		6.95	6.95	6.95
Total weight in flight	Minimum	kg	65	70	85
	Maximum	kg	85	90	110
Glider weight		kg	3.25	3.36	3.56
Certification	EN/LTF		D	D	D

SOUR



SPIDER



 NIVIUK