

## PURE PERFORMANCE



## NIVIUK EMOTION

Simply just talking about the new ICEPEAK 5 evokes emotions nourished by technological innovations, emotions inspired by its design and unique performance. The R+D team at Niviuk have created a wing which can only be described as truly outstanding. After two years of intense research,
attention to the smallest detail and the production of many prototypes the ICEPEAK 5 has emerged, a completely new paraglider and a worthy successor to the previous champion the Icepeak 3.


## THE ADVANCE OF TECHNOLOGY

The ICEPEAK 5 has been built using the very latest technology and the most current design innovations, including the STE and the SLE. New and more sophisticated materials have superseded materials such as carbon which was deemed by many to be too fragile for its purpose. This has been replaced by a nylon system which spans the wing ensuring coherence and
continued structural integrity in a variety of conditions. The total length of the lines has been reduced to 198 meters on a two riser system, an exceptional achievement of design in terms of overall resistance. To achieve this we have researched and selected new lines which offer maximum strength with minimum weight.

## COMPETITION IS ITS DNA, PERFORMANCE ITS HEART

The ICEPEAK 5 is an absolute icon of excellence in performance, design and piloting comfort, while still maintaining the Niviuk character synonymous with enjoyment, competitiveness and continued pilot improvement.
Perhaps the most exciting leap forward in the technological innovations used in the design of the ICEPEAK 5 is the Niviuk RWT (Remex Wingtip Technology) a new elevation of the outer wingtips allowing: Improved overall stability of the wing in turbulence.
A decrease in wing vortex providing improved aerodynamic performance. A decrease in the flat aspect ratio, whilst maintaining the projected aspect ratio resulting in better stability and much simpler piloting. Why Remex? Remex are the individual feathers found on the outer wingtips of the most efficient soaring birds and their primary function is to aid in the generation of both thrust and lift, thereby enabling highly efficient and controllable flight. Remex Wingtip Technology, an integral part of the ICEPEAK 5 design.

## PERFORMANCE WITH EASE

The challenge set by our R+D team was to complete an ICEPEAK 5 worthy of the Niviuk name, no small task. Every piece of applied new technology has been subjected to the most demanding and rigorous tests and all passed beyond expectations. The risers are of a new design with an exceptionally light speed system, a superior finish and using high-end materials. Carefully combined over two year all these ingredients give the ICEPEAK 5 a performance ahead of its time, offering the opportunity to pilot an easy, enjoyable, light competition wing with a majestic silhouette, impressive profile and elegant design.

Our genetic code is perpetuated through our R+D team. It is thanks to them that we are flying today, because they invent our flights of tomorrow.

| ICEPEAK 5 |  |  | 19 | 20 | 22 | 24 | 25 | 26 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CELLS | NUMBER |  | 88 | 88 | 88 | 88 | 88 | 88 |
| FLAT | AREA SPAN <br> ASPECT RATIO | M2 | $\begin{aligned} & 18,7 \\ & 12,154 \\ & 7,9 \end{aligned}$ | $\begin{aligned} & 20,3 \\ & 12,6 \\ & 7,9 \end{aligned}$ | $\begin{aligned} & 21,9 \\ & 13,18 \\ & 7,9 \end{aligned}$ | $\begin{aligned} & 23,5 \\ & 13,6 \\ & 7,9 \end{aligned}$ | $\begin{aligned} & 24,8 \\ & 14 \\ & 7,9 \end{aligned}$ | $\begin{aligned} & 26,2 \\ & 14,38 \\ & 7,9 \end{aligned}$ |
| PROJECTED | AREA SPAN ASPECT RATIO | $\begin{aligned} & \text { M2 } \\ & \text { M } \end{aligned}$ | $\begin{aligned} & 15,92 \\ & 9,891 \\ & 6,16 \end{aligned}$ | $\begin{aligned} & 17,2 \\ & 10,3 \\ & 6,16 \end{aligned}$ | $\begin{aligned} & 18,67 \\ & 10,73 \\ & 6,16 \end{aligned}$ | $\begin{aligned} & 20 \\ & 11 \\ & 6,16 \end{aligned}$ | $\begin{aligned} & 21,05 \\ & 11,4 \\ & 6,16 \end{aligned}$ | $\begin{aligned} & 22,24 \\ & 11,7 \\ & 6,16 \end{aligned}$ |
| FLATTENING |  | \% | 15 | 15 | 15 | 15 | 15 | 15 |
| CORD | MAXIMUM MINIMUM | $\begin{aligned} & \mathrm{M} \\ & \mathrm{M} \end{aligned}$ | $\begin{aligned} & 1,91 \\ & 0,36 \end{aligned}$ | $\begin{aligned} & 1,98 \\ & 0,38 \end{aligned}$ | $\begin{aligned} & 2,68 \\ & 0,39 \end{aligned}$ | $\begin{aligned} & 2,13 \\ & 0,4 \end{aligned}$ | $\begin{aligned} & 2,19 \\ & 0,41 \end{aligned}$ | $\begin{aligned} & 2,25 \\ & 0,43 \end{aligned}$ |
| LINES | TOTAL METERS HEIGHT MAIN | $\begin{aligned} & \mathrm{M} \\ & \mathrm{M} \end{aligned}$ | $\begin{aligned} & 175 \\ & 7,17 \\ & 3 / 4 \end{aligned}$ | $\begin{aligned} & 182 \\ & 7,47 \\ & 3 / 4 \end{aligned}$ | $\begin{aligned} & 190 \\ & 7,77 \\ & 3 / 4 \end{aligned}$ | $\begin{aligned} & 196 \\ & 8 \\ & 3 / 4 \end{aligned}$ | $\begin{aligned} & 202 \\ & 8,25 \\ & 3 / 4 \end{aligned}$ | $\begin{aligned} & 208 \\ & 8,4 \\ & 3 / 4 \end{aligned}$ |
| RISERS | NUMBER TRIMS | 2 | A/B <br> YES | A/B <br> YES | A/B <br> YES | A/B YES | A/B <br> YES | A/B <br> YES |
| OPTIMUM WEIGHT IN FLIGHT | PILOT+WING+EQUIPMENT (WITHOUT BALLATS) | KG | 65 | 82 | 93 | 105 | 118 | 128 |
| GLIDER WEIGHT |  | KG | 6,8 | 7 | 7,2 | 7,4 | 7,6 | 7,8 |
| CERTIFICATION |  | PWC PROTO | EN-926-1 | EN-926-1 | EN-926-1 | EN-926-1 | EN-926-1 | EN-926-1 |

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