

#review

By Stefan Ungemach

#test niviuk artik 7 P



Photo: Tim Rochas / Niviuk Paragliders

#review



With the Artik 7 P, Niviuk has added a superlight EN/C high-performance wing to its range, targeting performance-oriented Hike & Fly pilots and fitting equally well into a cross-country setup.

Available in 6 sizes from 20 to 28, the wing weighs just 3.33 kg in size 23 (75-95 kg) and packs down compactly thanks to short Nitinol rods, at least in the centre section. It is nevertheless stiffened at the trailing edge with mini-ribs housed in their own sheaths. The top surface is Dokdo 32/25, the bottom surface Dokdo 25. This 2.5-liner, where the middle level does not extend to the wingtips, has 66 cells and an aspect ratio of 6.2.

Launch behaviour in nil wind or even slight tailwind is exemplary. A smooth inflation always brings the ultralight canopy up centrally over the pilot. No sideways breakaway occurs; small directional corrections via the rear risers are straightforward. The pilot should not be too heavy-handed, however. In stronger

winds it is advisable to ignore the outer A-lines and possibly grip only the innermost lines, as the outer wingtips are very fast and can otherwise fold inward easily.

The whole wing is fast. The easy-to-push speedbar delivers up to 15 km/h, two-thirds of which is already reached at half travel. The B/C bridge control used at that point is precise, while the B-riser remains fully suspended. Even at trim speed, progress is remarkably brisk.

Handling is superb. The brakes respond immediately and progressively; the stall point is clearly identifiable. Air mass movements are relayed instantly and directly to the pilot through the risers. This talkative character must of course suit the pilot, because depending on the harness, roll damping is relatively low – in return, the wing barely pitches in thermic entry. In wing-overs, you are already clearly above the canopy after the second pendulum – great fun!

Big ears on the outer A-lines are easy to hold and deliver 2-3 m/s of additional sink without the speedbar. Nothing flutters, the wing flies stable and straight, and the required force is virtually zero. The ears remain tucked in after release and only reopen with repeated pumping. A B-stall is not recommended by Niviuk, but is possible with some care when pulling down the B-level.

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



#review



Photos: Niviuk Paragliders

The spiral dive engages easily and does not continue to spin on its own.

A particular strength of the wing lies in situations such as a low save. Thanks to its outstanding brake authority and precise feedback, even the finest wisps of lift can be found and used — during testing, several cross-country flights continued in places where, based on experience with other wings, I was convinced I'd already be on the ground. But the wing also handles rough thermals well: ears rustling in always remained unspectacular, and confidence builds quickly enough to go searching for lee thermals.

Landing is straightforward and the wing flares well. It is worth planning a longer final approach, however, as glide performance is more than adequate. It is always difficult to quantify performance precisely or even to compare it reliably, but I often felt I was completing familiar glides faster and considerably higher than on other EN/C wings. Flying together with modern two-liners (Zeno, Zeolite, Mint), I never felt at a disadvantage — if anything, quite the opposite.



