

# JESTER

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User manual &  
*Technical data*



# Fly like never before, *play like always*

CATEGORIES



PARAKITE



LEISURE

## WELCOME

We welcome you to our team and thank you for the trust you have placed in us by choosing a Niviuk product. We would like you to share the enthusiasm with which we have created this parakite 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 wing.

The JESTER is our first parakite. Designed utilising on our experience with paragliders and developing kite wings for third parties, it offers a radically fun flying experience. It combines speed, agility and control for dynamic descents and proximity flying.

Fast, precise and playful. Piloting through the risers allows you to automatically adjust the wing's angle of attack, keeping it stable even at top speed.

The JESTER invites you to discover a new way to play with the wind.

We are confident you will enjoy flying this paraglider 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**

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This manual provides you with the necessary information on the main characteristics of your new parakite.

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

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 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 JESTER manual.

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

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# 1. CHARACTERISTICS

## 1.1 WHO IS IT DESIGNED FOR?

The JESTER breaks all the old rules: it is a parakite designed to experience playful flying, but requiring an active piloting attitude. An immersive, technical and incredibly fun experience. Fly close to the ground, adjusting your altitude precisely, but always in full control.

Perfect for soaring sessions on dunes, in strong (yet smooth) winds, dynamic descents near the terrain or proximity flights.

Above all, the JESTER is a true toy. Designed purely for fun, it turns any windy slope into your personal amusement park.

! Flying with the JESTER require new skills and different piloting style. It requires regular flying experience and active piloting.

## 1.2 CERTIFICATION

The JESTER has been submitted for the EN 926-1:2015 & NfL 2024-2-785-chapter 3 certification.

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

The model has passed the structural strength test.

The load test withstood 8G.

The tensile test withstood 800 daN of shock.

In the flight test, the certification result places all the sizes of the JESTER in the class: EN 926-1

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

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

We recommend pilots read the test report carefully. The report contains all the necessary information about the structural strength test.

## 1.3 IN-FLIGHT BEHAVIOUR

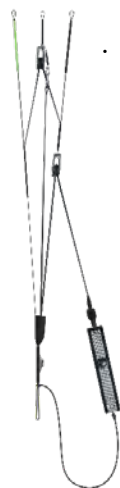
Niviuk developed this wing by adopting very specific goals: to offer the most possible fun handling, make flying easier for the pilot, and ensure full control of the angle of attack.

Our other aims were to achieve optimal playful handling 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.

Manoeuvrability: The JESTER is a fast wing, with agile and direct handling. It delivers precise and well-defined turns.

## 1.4 PARAKITE SYSTEM (PKS) RISERS

The JESTER features our completely new risers that allow adjustment of the wing's angle of attack thanks to the PARAKITE SYSTEM (PKS). These risers connect the brakes and speed system to a pulley mechanism that modifies the profile's incidence.



• **Glide angle:** Although the JESTER is designed primarily for descending rather than gliding, in the neutral position it keeps a good glide, facilitating control and smooth transitions during flight.

• **Maximum speed:** When the pilot raises their hands, the wing accelerates and simultaneously releases brake pressure, decisively shifting the incidence forward. This transforms the handling into a dynamic and fluid experience. Whether maintaining a low flight line, following a steep slope, or soaring by the sea in strong winds, the JESTER ensures full control.

• **Minimum speed:** When the pilot lowers their hands fully, the system increases the incidence, gaining lift and decreasing speed. At low speeds, it stands out for its predictable and accessible behaviour for this kind of wing. The progressive and intuitive brake pressure provides ideal feedback for flares and smooth landings.

! When pulling the handles below the bottom of the risers, you are approaching the stall point. Do not fly close to the ground in this position, as you will not have enough speed margin to perform a flare. Este punto depende sebetodo de la talla usada y la carga total en vuelo. This point depends mainly on the size used and the total wing loading.

! Never fly the JESTER by pulling only the main brake line. Control must always be applied by combining the pulley system line and the brake line.



## 1.5 TECHNOLOGIES, CONSTRUCTION, MATERIALS

The JESTER 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.

The application of RAM technology ensures that the internal pressure of the wing is optimal and that the profile maintains its ideal shape in all flight conditions.

**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.

The distribution of the Nitinol rods on the leading edge has been simplified and optimised to maintain the glider's lightness, durability and compactness when packing.

**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.

**SMC Structured Middle Chord** - The use of Nitinol rods in the mid-rear section of the profile creates the SMC. This technology preserves the wing's shape, providing great solidity and stability. The profile remains tight at all times, free of wrinkles, and fully optimised for every flight phase. It enhances performance and makes the wing significantly more durable over time.

**3DP Pattern Cut Optimisation** - 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 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.

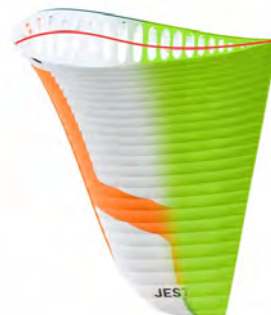
**3DL 3D Leading Edge** - this means adjusting the material of the leading edge to avoid ballooning and the creases that form in this curved area of the wing. Specifically, the leading edge is divided into "sub-panels" sewn into each of the cells at the front of the glider. As a result, the tension of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

**DRS Drag Reduction Structure** - The DRS is designed to reduce adverse pressure gradients and drag, optimising the aerodynamic shape of the wing. Its application ensures a smoother and more progressive airflow along the trailing edge. This increases performance without compromising safety or control, while also reducing the pressure required for manoeuvring.

The mini-ribs are integrated directly into the trailing edge, with special cuts allowing them to be incorporated into the wing's seam. This results in a cleaner profile, eliminates external stitching, and protects the ribs from wear caused by contact with the ground.

**RSP Reflex System Profile** - The RSP is a morphologically designed profile tailored to the technical characteristics of parakites. With a firm character, it provides greater pitch stability and increased safety for the pilot, especially at high speeds.

The reflex profile curvature naturally tends to self-stabilise, making the JESTER extremely resistant to collapses.



**PKS Parakite System** - With the JESTER, we use the new Parakite System (PKS) for the risers, which connects the brakes to a pulley system that lets you adjust the angle of attack. When you raise your hands, the wing accelerates pitching forward and loses altitude. When you lower them, gradually slows it down by increasing the angle of attack, causing it to gain altitude. At the neutral point, the wing reaches its maximum glide performance.

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 JESTER 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.

All the materials used guarantee durability and strength, without any colour fading. The JESTER has been designed to withstand demanding environments such as windy slopes, sand, and repeated ground contact. For this reason, the chosen materials prioritise resistance, ensuring a long-lasting and reliable wing.



We know that a wing's lifespan is a key factor in ensuring pilot satisfaction and confidence, which is why every detail has been carefully designed to offer the highest level of reliability.

The lines are made of sheathed Dyneema and Aramid in the lower levels and unsheathed Dyneema and Aramid on upper levels

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.

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

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

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

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

## 1.6 ELEMENTS, COMPONENTS

The JESTER is delivered with a series of accessories that will greatly assist you in the maintenance of your equipment:

- An Inner Bag, an internal bag that allows you to keep the wing protected during storage and transport.
- A riser bag, to protect and pack them neatly.
- An adjustable compression strap, which allows you to compress the Inner Bag as much as possible to reduce packing.
- A repair kit with self-adhesive ripstop fabric.
- The Expe 45 rucksack: this is not included in the scope of delivery, but its purchase is recommended. With it you can carry all the equipment comfortably and without space problems.



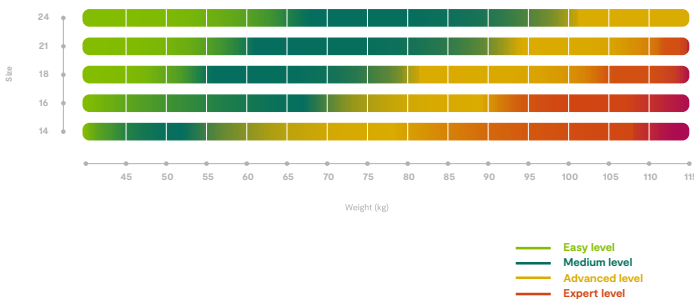
## 2. UNPACKING AND ASSEMBLY

### 2.1 CHOISIR LA TAILLE

Selecting the right size is a key step to ensure an optimal flying experience with your JESTER.

To make this choice easier, we have prepared a size guide that will help you accurately identify the option that best suits your weight, flying style, and wind conditions.

#### Choose your ideal size

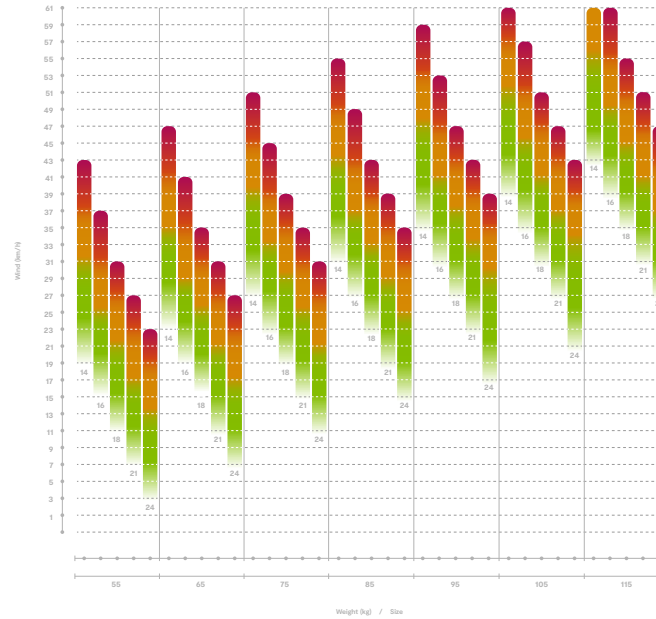


Compared to a traditional paraglider, the JESTER offers a much wider glide and wind range, thanks to its ability to completely adjust the angle of attack.

Keep in mind that wind speed constantly changes and usually increases with both strength and altitude. For this reason, always measure the wind at the top of the dune, slope, or cliff before taking off.

- Green: Safe zone, with optimal flying conditions.
- Yellow: Intermediate zone, where the wind starts to become stronger and may vary in strength or consistency. Fly with caution — only if you know the site and local conditions well, and if the weather forecast is stable.
- Red: Limit zone, recommended only for highly experienced pilots. The indicated speeds refer to possible gusts, not the average wind speed.

#### Choose your ideal size according to weight and wind speed



### 2.2 CHOOSING THE RIGHT LOCATION

We recommend unpacking the paraglider 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 JESTER.

### 2.3 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. Verify that the maillons connecting the lines to the risers are securely closed. Identify and arrange the A, B and C lines, the brake lines, and the corresponding risers in the correct position, ensuring there are no tangles or knots.

### 2.4 CONNECTING THE HARNESS

The JESTER 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 attachment points of the harness, so that the risers and lines are correctly ordered and free of twists.

Check that the carabiners are properly fastened and securely locked.

### 2.5 TYPES OF HARNESS

The JESTER is compatible with all current harness types. If the harness used has an adjustable chest strap, we recommend setting it to the certified distance, which varies depending on the size. See certification details.

Keep in mind that the height of the anchor point directly affects the brake travel and the paraglider's agility. Likewise, incorrect adjustment of the distance between the carabiners can affect wing control: a wider separation provides more feedback, but it may compromise the wing's stability; conversely, a narrower separation increases stability but reduces feedback and increases the risk of a twist in the event of a violent collapse.

Within the Niviuk harness range, we recommend pairing the JESTER with the reversible Kooper P harness, the most versatile in the range. Its modular structure and independent leg straps provide total freedom of movement during groundhandling and paraglider sessions. Lightweight, ergonomic and compact, it includes an airbag and a reserve parachute compartment, ensuring comfort and safety at all times.

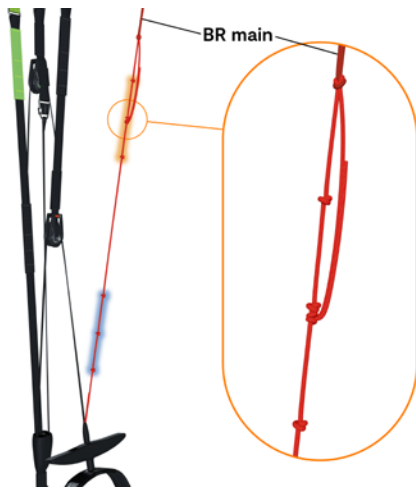
### 2.6 INSPECTION AND WING INFLATION ON THE GROUND

After your gear has been thoroughly checked and the weather conditions deemed favourable for flying, inflate your JESTER as many times as necessary to familiarise yourself with its behaviour. Inflating the JESTER is easy and should not require a great deal of physical effort. Inflate the paraglider with a little pressure from the body using the harness. This may be assisted by using the A-risers, taking them below the green cover. 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 JESTER.

You can adjust the brake and tip line lengths according to the specifications below. Both brake lines must be symmetrical and have the same length. This adjustment should only be carried out by qualified personnel.



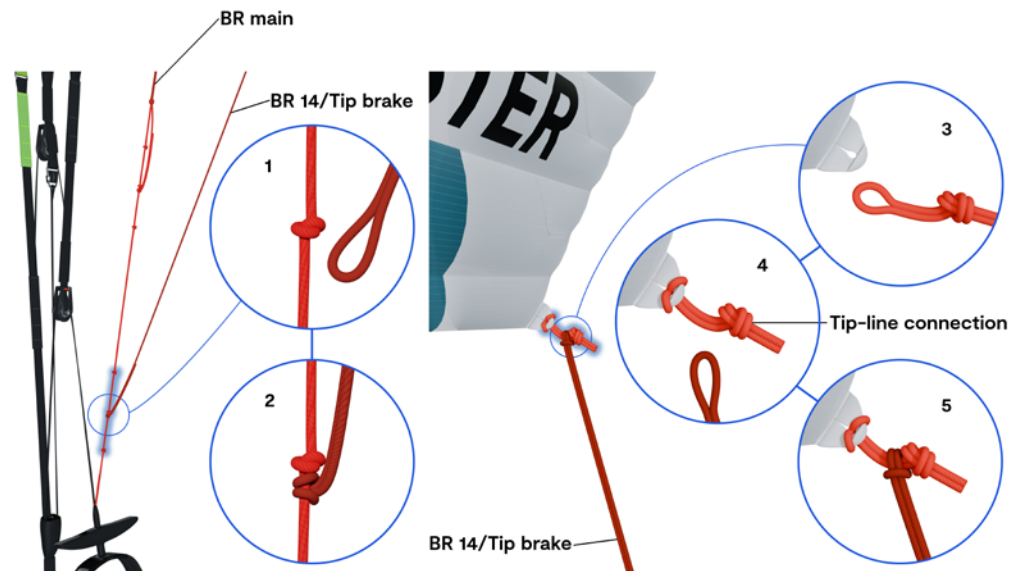
The JESTER's main brake line can be adjusted to different lengths to make the wing's behavior in this area more or less responsive, depending on pilot preference.

- ⚠ Under no circumstances install the main brake (Br Main) in the tip adjustment knots marked in blue; it must always be tied to one of the three knots furthest from the riser, identified in orange in the image. Do not move the brakes by more than one of the three brake-knot positions. You must ensure that the modification does not affect the trailing edge.
- ⚠ The neutral position of the main brake line—that is, the correct one for a standard trim check—corresponds to the central knot of the orange group, circled in orange in the image.

### 2.7.1 TIP LINE ADJUSTMENT (Br14)

The JESTER includes an auxiliary line (Br14) that allows more roll control of the wing using the tips when this line is attached to the handle. This line is supplied with the wing but not installed; it only needs to be added if you wish to fly with this configuration.

- ⚠ The Br14 line adjustments correspond to the three knots closest to the riser, identified in blue in the image.
- ⚠ The neutral position of the Br14 line corresponds to the central knot of the blue group, circled in blue in the image.
- ⚠ Note that if the Br14 line is installed, the line runs directly from the tip to the brake handle, which is different from a standard line setup. It may get caught on the ground during stab-touching maneuvers.



## 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

Planning a flight before taking off to avoid possible problems later is always a good idea.

### 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.

! Make sure there is no sand or any other objects inside the wing. If sand accumulates on the trailing edge, it can make the wing more prone to collapses.

### 3.5 WING INFLATION, CONTROL AND TAKEOFF

It is recommended to perform a smooth and progressive inflation. The JESTER inflates easily and requires no extra effort; the process is regular and gradual. It does not have a tendency to overshoot, allowing for a calm inflation phase and providing enough time to control the wing and decide when to accelerate and take off.

Compared to a classic glider, we recommend taking the A-risers for take-off under the green cover. This will make the inflation smoother and more efficient.

Whenever the wind allows, it is advisable to take off facing the wing. This way, a proper visual check can be carried out with greater safety. Due to its parakite nature, the JESTER is particularly easy to control in "strong" wind conditions.

Preparing the wing and positioning it correctly in the take-off area is of fundamental importance. To ensure a good take-off, the appropriate area should be chosen according to the wind direction, and the parakite should be laid out as if it were part of a large circle, maintaining the canopy's natural flying shape.

! Make sure to never fly with any knots in the lines. If you notice one during take-off, stop, remove the knot, and start the take-off again. If you have a knot in the lines and cannot stop the take-off procedure and end up flying, do not fly fast. Even a small knot in the brake lines or C-lines can disable the reflex profile and reduce stability and the stall point.

### 3.6 TURNS

The JESTER has a very distinctive behaviour when turning. To perform flat turns, keep the wing in the gliding position and use mainly your body weight to initiate the turn. Release the outside brake just enough to maintain control.

For tighter or more pronounced turns, combine weight shift with a greater release of the outside brake. Keep in mind that this will produce a strong bank and a significant increase in speed.

### 3.7 LANDING AND GROUND HANDLING

The JESTER allows for very long flares, even on flat terrain. It offers excellent landing characteristics, smoothly transforming speed into lift as the pilot commands.

If there is no headwind, make sure to choose a large landing area to have enough margin. It is recommended to make the final approach with the brakes slightly above the best glide position, allowing extra travel for a smooth and controlled landing.

In calm conditions, be ready to run decisively during touchdown.

If landing or doing ground handling in strong wind, we recommend pulling the B-riser with the blue cover down quickly and firmly to neutralise the wing. This is more effective than pulling the brakes, which would increase lift. Using the B-risers will stop the wing more quickly and prevent it from dragging you forcefully with the wind.



### 3.8 PACKING

The JESTER 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 parakite.

First, remove any remaining leaves, grass, sand, or other debris. Then, organise the lines and place them carefully on top of the parakite. Always make sure the parakite is completely dry and clean before storing it.

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.

Niviuk have designed the ZipNkare bag. This will assist you in quickly folding the paraglider, keeping the profile and integrity of the internal structures in perfect condition.

The ZipNkare 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 guarantees that both the cloth and the reinforcements of the internal structure of your JESTER remain in perfect condition.

In addition, it converts into a briefcase with a zip closure. Its extremely ergonomic handle make it easy to carry and transport.

Watch [this video tutorial](#) on how to pack a wing correctly.

If you prefer a more conventional folding bag that doesn't convert into a briefcase, you can also use the Nkare Bag, which will assist you just as well during packing.

Watch [the video tutorial](#) to learn how to pack it correctly.



## 4. IN FLIGHT

It is important to note that depending on the size of the wing, the manoeuvre may vary, or even within the same size, the behaviour and reactions of the wing may be different depending on the wing loading.

In flight, do not release the brake handles under any circumstances, and always keep your hands inside the loops.

**!** In extreme situations, only professional pilots should fly the JESTER. It is important to remember that the JESTER should NEVER be flown under any of the following conditions:

- Without sufficient pilot experience to handle the wing safely.
- Outside the recommended weight range (minimum or maximum).
- Inside clouds or fog; flight must always take place in visible conditions.
- In strong thermals, or under rain, snow, or turbulent weather conditions.
- When the parakite is wet or the fabric is damp.
- At extreme temperatures below -30 °C or above 50 °C.
- With more than one person on board; the JESTER is not designed for tandem flight.
- Performing acrobatic manoeuvres that exceed a bank angle of 90°.
- For kitesurfing, kiteboarding, or kitefoiling activities.

### 4.1 FLYING IN TURBULENCE

The JESTER has great stability and excellent in-flight response, but it should NOT be flown in turbulent conditions.

Every paraglider requires appropriate piloting for each situation, with the pilot being the final safety factor. Flying actively means flying while being connected to your parakite, feeling what is happening around you and constantly adapting. It's not about keeping your hands still in a fixed position, but about reading the air and responding precisely to every small variation, especially when conditions become turbulent.

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.

! Never release the brakes, especially in unstable wind. Even though the parakite is very stable, the pilot must accompany its behaviour with small brake and body adjustments, keeping the wing balanced at all times. With light and continuous pressure on the risers, you can feel how the wing “breathes” and anticipate any loss of pressure. This sensitivity will allow you to detect a possible collapse in time and correct it before it happens, maintaining full control at all times.

Generally, we don't recommend to fly the JESTER in thermal conditions or strong turbulences. If you have to go through, don't put full hands up, make sure to always have some brake pressure to keep it in its more collapse resistance area

## 4.2 POSSIBLE CONFIGURATIONS

### Asymmetric collapse

In spite of the JESTER'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 JESTER 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 JESTER'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

This configuration (negative spin) is far from the JESTER's normal flight envelope, although a series of incorrect inputs can compromise the parakite's behaviour. A negative spin may occur when part of the wing enters a stall. In this case, the wing rotates around its vertical axis, with the centre of rotation located within the span, while the inner side of the wing moves backwards. The most common causes of a negative spin are:

- Pulling one brake too hard or too low, for example when trying to enter a spiral.
- Applying excessive brake input while flying at very low speed, causing one side of the wing to stall.

If corrected immediately, the JESTER usually returns to normal flight with minimal loss of altitude. To recover, simply release the inner brake progressively until the airflow is restored on that side of the wing.

If the spin is maintained for too long, part of the wing may surge forward abruptly when recovering, which could cause a sudden collapse.

### Parachutal stall

If it enters a parachutal stall, the wing loses forward motion, becomes unstable, and the brake lines lose pressure, even though the canopy appears fully inflated. To regain normal airspeed, release the brakes symmetrically to the hands-up position.

### Stall

The possibility of the JESTER 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%) down until the stall point is reached and held there. The parakite 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 parakite 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 need to control a possible frontal collapse, pull both brake handles down quickly and deeply to bring the wing back up, then release them immediately while the glider is still transitioning back to its overhead position.

### Cravat

A cravat is very unlikely with the JESTER. Nevertheless, 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.

If you are on the ground, locate the STB main (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 becomes taut. This action will help to release the cravat.

If the cravat happens in flight, using the PKS system may make it impossible to act on the STAB line. We recommend pumping the affected side until the wing reinflates, or performing a full stall if you are high enough and have the necessary skills.

If this is ineffective, descend to the nearest possible landing area, controlling your direction with weight-shift and by applying brake on the opposite side of the cravat.

! Be cautious when trying to clear a tangle while flying near terrain or other paragliders; it may not be possible to remain on your intended flight path. If the pilot feels overwhelmed by the situation, the reserve parachute should be deployed immediately.

### Wingovers

This maneuver is done by alternating left and right turns while gradually increasing the bank angle. If wingovers are flown high with a large bank angle, the outside wingtip may lose pressure and start to feel light. In this case, do not increase the bank angle any further, as the tip could collapse abruptly.

! Incorrect exit techniques or pilot overreactions can have dangerous consequences regardless of the glider or parakite type.

### 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 JESTER 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.

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.

## 4.3 HANDS-UP FLIGHT

The JESTER's profile is designed to remain stable throughout its entire speed range. Flying in the full hands-up position —meaning full acceleration— will significantly increase both speed and sink rate.

When flying hands up, the profile becomes more sensitive to turbulence and closer to a possible frontal collapse. If you feel a loss of internal wing pressure, it is recommended to apply brake input to increase the wing's angle of incidence. Remember to restore airspeed after correcting the angle of attack.

! It is NOT recommended to fly at full speed near obstacles or in very turbulent conditions. If necessary, constantly adjust brake pressure. This balance is considered "active piloting".

## 4.4 FLYING WITHOUT BRAKE LINES

Never release the brake handles while flying, and always keep your hands in the loops. Never steer the JESTER by pulling only the main brake line. Always steer using a combination of the C-pulley line and the main brake line.

## 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 you have a knot and cannot stop the take-off, do not fly fast. Even a small knot in the brake lines or C-lines can disable the reflex profile and remove your parakite's stability, potentially causing a collapse without any turbulence when flying at full speed.

You must fly with some brake pressure to avoid reaching full speed, and correct the roll by shifting your weight in the harness to the opposite side of the knot while also applying brake on that same side. You can gently pull a bit more brake on the side of the knot to see if it comes out, or identify the affected line and carefully pull it — always keeping a safe distance from the terrain. Be very cautious when trying to release the knot; do not pull too hard on the brake, as this may cause the wing to stall. Knots may also affect your stall speed. Before attempting to free the knot, make sure no other pilots are flying nearby.

If the knot is too tight and cannot be released, the best option is to fly down slowly with the brakes applied and choose a large, safe landing area. Do not attempt to land somewhere risky.

Again, under no circumstances should you try to accelerate the wing by raising your hands. Head for landing as soon as possible, keeping your hands in a neutral position and controlling the wing smoothly without excessive braking. Depending on the type of knot or wing deformation, collapses may occur if this piloting technique is not followed.



## 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

Be aware that you cannot perform Ears, Big Ears, or a B-stall with the JESTER.

We recommend flying circles or small wingovers (rolling) to lose altitude more quickly.

### 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 (downside 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

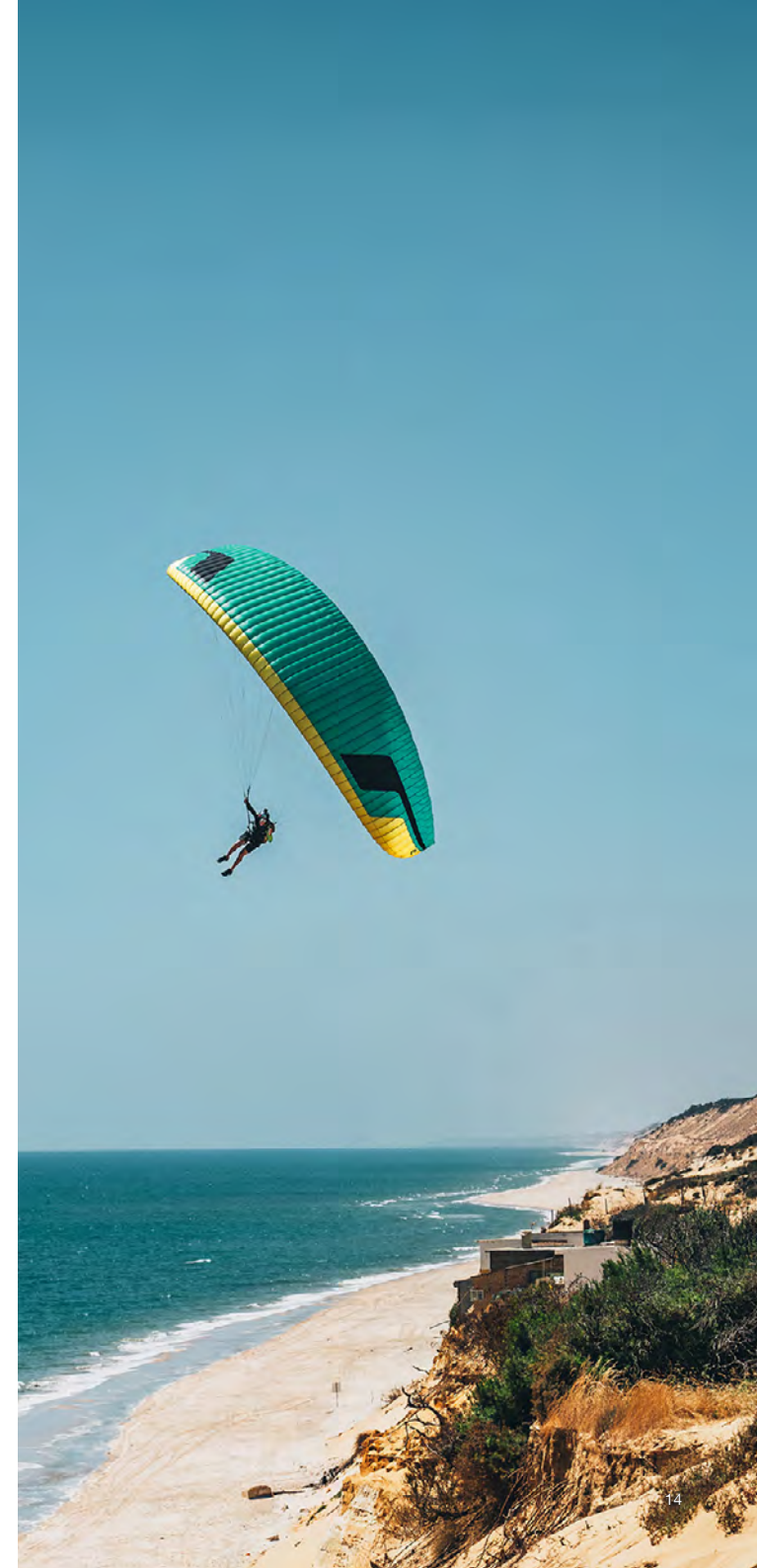
acceleration and dive, depending on how the manoeuvre was carried out.

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 JESTER 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

We do not recommend using this paraglider for acrobatic flying, it was not designed for it.

We consider acrobatic flights to be any form of piloting different than standard flights. 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, wings are gaining more safety and performance, which requires greater care of the materials.

 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 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.

The JESTER is equipped with an automatic cleaning channel that helps evacuate sand from the trailing edge toward the wingtips. At the end of the flight, empty any sand that is in your parakite. 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 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 60°C.

Weight should not be laid on top of the equipment. It is very important to pack the parakite 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

Following certification guidelines, you should check your JESTER periodically, every 24 months or every 100 hours of flight time, whichever comes first.

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 JESTER.

A thorough pre-flight check must be performed before every flight.

The JESTER is fitted with a combination of sheathed and unsheathed lines. Their durability conforms to this type of line standards. Their strength is guaranteed and their resistance to UV is one of the highest in this type of lines.

To maintain the wing's standard performance, it is necessary to keep the trim constantly adjusted. Generally speaking, line lengths change as the parakite 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 wing, depending on the conditions of each flying area, climatic conditions, temperature, humidity, type of terrain, wing loading, etc.

The PKS is an additional component that can move over time and must be checked regularly to maintain proper glider behaviour and performance. A lark's head knot is installed on the PKS to compensate for any loss of length. Refer to the riser dimension check. This operation must be carried out by a qualified inspection centre.

Thanks to the experience acquired and the thorough inspections that our R&D team carry out on all 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 wings in the optimum condition for more flights without any loss of performance due to use.

### 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 to the wing or its components invalidates the guarantee and the certification.

If you notice a fault or defect on your wing, contact Niviuk immediately for a full inspection.



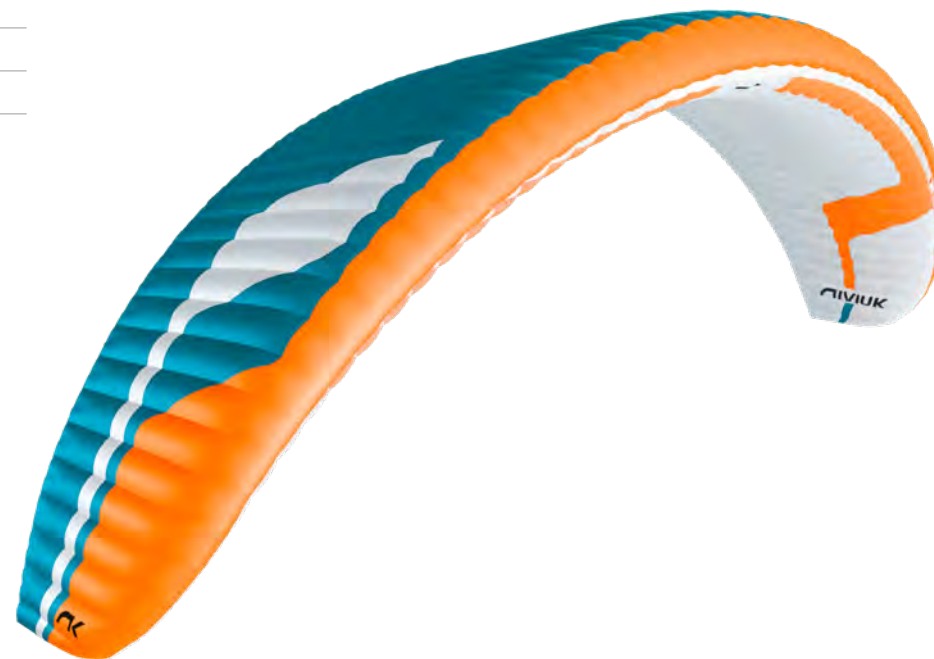
# ANNEXES

# 10. ANNEXES

## 10.1 Technical specifications

			14	16	18	21	24
<b>Cells</b>	Number		53	53	53	53	53
<b>Aspect ratio</b>	Flat		5,50	5,50	5,50	5,50	5,50
	Projected		4,20	4,20	4,20	4,20	4,20
<b>Area</b>	Flat	m2	14	16	18	21	24
	Projected	m2	11,91	13,62	15,32	17,87	20,42
<b>Span</b>	Flat	m	8,78	9,38	9,95	10,75	11,49
<b>Chord</b>	Maximum	m	1,97	2,11	2,24	2,42	2,59
<b>Lines</b>	Total	m	184	198	211	228	245
	Main		3/3/3	3/3/3	3/3/3	3/3/3	3/3/3
<b>Risers</b>	Number		A/B/C	A/B/C	A/B/C	A/B/C	A/B/C
<b>Glider weight</b>		kg	3,29	3,65	3,95	4,50	5,00
<b>Total weight in flight</b>	Min-Max	kg	Max. 115	Max. 115	Max. 115	Max. 115	Max. 115
<b>Certification</b>			EN 926-1	EN 926-1	EN 926-1	EN 926-1	EN 926-1

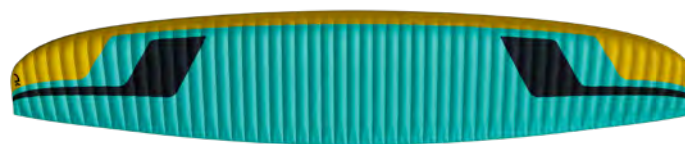
The total weight of the wing may differ ±2% due to variations in the weight of the fabric supplied by the manufacturers.



## 10.2 Colours



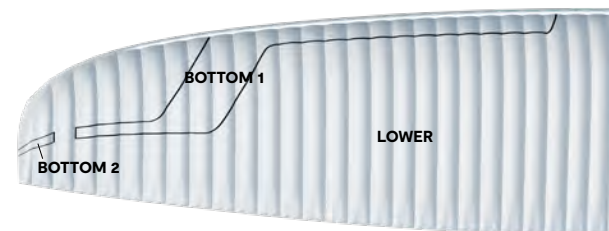
<b>PACIFIC</b>	<b>UPPER</b>	SLATE BLUE	<b>LOWER</b>	WHITE
	<b>TOP 1</b>	WHITE	<b>BOTTOM 1</b>	ORANGE
	<b>TOP 2</b>	ORANGE	<b>BOTTOM 2</b>	SLATE BLUE



<b>BELO</b>	<b>UPPER</b>	SPECTRA GREEN	<b>LOWER</b>	WHITE
	<b>TOP 1</b>	BLACK	<b>BOTTOM 1</b>	DARK GOLD
	<b>TOP 2</b>	DARK GOLD	<b>BOTTOM 2</b>	SPECTRA GREEN

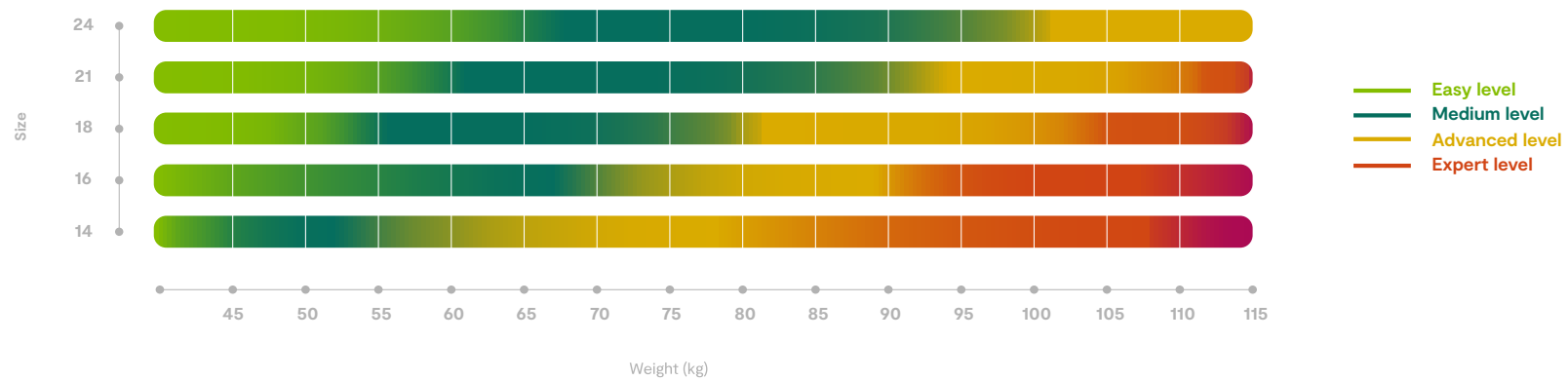


<b>BRICK</b>	<b>UPPER</b>	ORANGE	<b>LOWER</b>	WHITE
	<b>TOP 1</b>	BLACK	<b>BOTTOM 1</b>	DARK BRICK
	<b>TOP 2</b>	DARK BRICK	<b>BOTTOM 2</b>	ORANGE

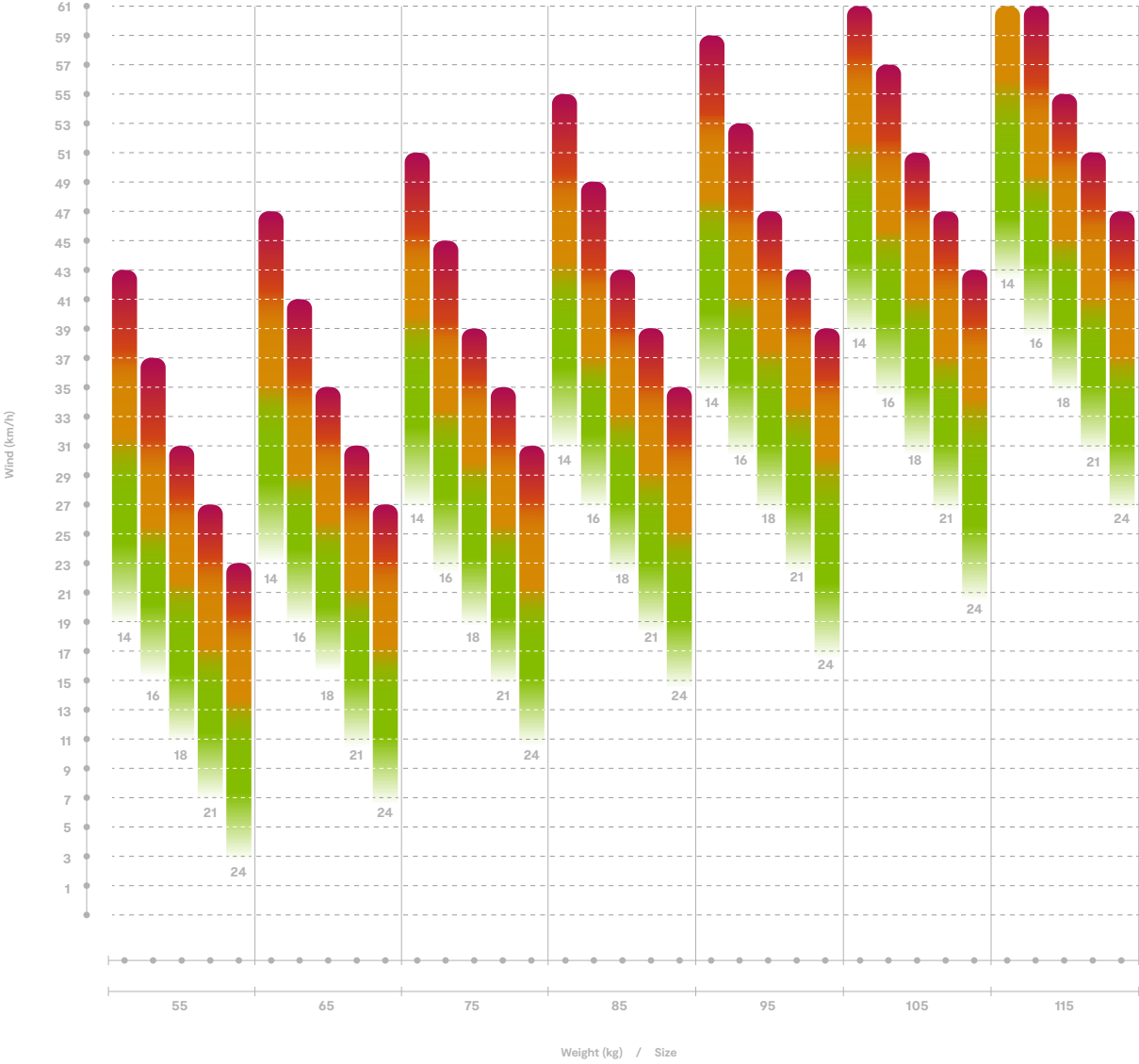


## 10.3 Choose your ideal size

### A. According to your weight



**B. According to weight and wind speed**



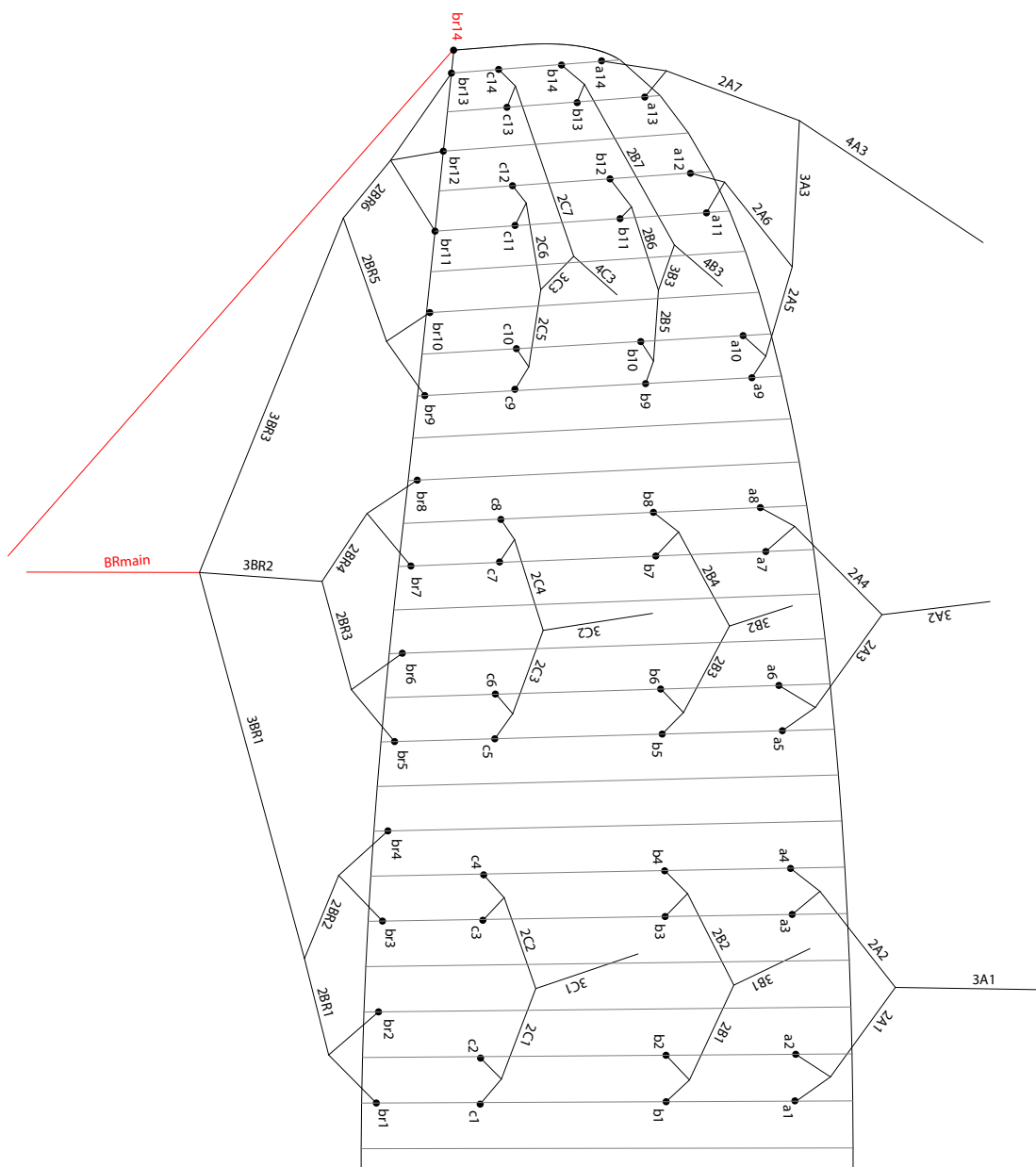
## 10.4 Materials

CANOPY	FABRIC CODE	SUPPLIER
UPPER SURFACE	HYPERAIRTEX-41 / HYPERAIRTEX-36	DOMINICO TEX CO (KOREA)
BOTTOM SURFACE	2044 32 PS	DOMINICO TEX CO (KOREA)
PROFILES	30 DFM / 2044 32 FM	DOMINICO TEX CO (KOREA)
DIAGONALS	30 DFM / 2044 32 FM	DOMINICO TEX CO (KOREA)
LOOPS	LKI - 12	KOLON IND. (KOREA)
REINFORCEMENT LOOPS	RIPSTOP FABRIC	DOMINICO TEX CO (KOREA)
TRAILING EDGE REINFORCEMENT	MYLAR	D-P (GERMANY)
RIBS REINFORCEMENT	LTN-0.8/1 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)
UPPER CASCADES	DC - 100	LIROS GMHB (GERMANY)
UPPER CASCADES	PPSL - 120	LIROS GMHB (GERMANY)
MIDDLE CASCADES	MATRIX 80	EDELRID (GERMANY)
MIDDLE CASCADES	DC - 40	LIROS GMHB (GERMANY)
MIDDLE CASCADES	A-8001/U 50	EDELRID (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)
MIDDLE CASCADES	A-8001/U 190	EDELRID (GERMANY)
MAIN	TNL 220	TEJIM LIMITED (JAPAN)
MAIN	TNL 280	TEJIM LIMITED (JAPAN)
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)
MAILLONS	3.5	ANSUNG PRECISION (KOREA)
PULLEYS	RF25109	RONSTAN (AUSTRALIA)

## 10.5 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:

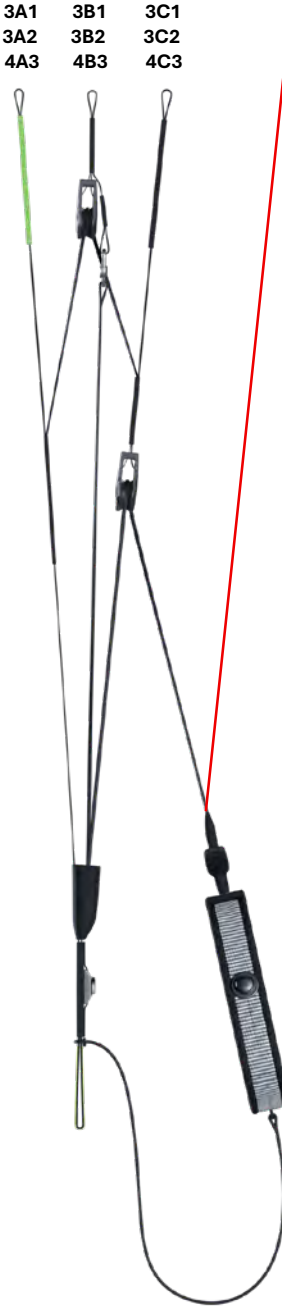
- Fit the new line(s) WITHOUT removing the label.
- Once replaced, measure each line length to confirm the correct measurement.
- Inflate the wing to check for any irregularities.
- The line labels may then be removed but NOT BEFORE completion of the line replacement.

*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.*

# 10.6 Riser plan

**A      B      C      Br lines**

3A1    3B1    3C1  
3A2    3B2    3C2  
4A3    4B3    4C3



## 10.7 Line measurements by size

### JESTER 14

REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	
<b>A</b>					<b>B</b>					<b>C</b>					<b>BRAKE</b>					
a1	DC	100	WHT	245	b1	DC	60	WHT	242	c1	DC	40	WHT	245	br1	MATRIX	80	RED	534	
a2	DC	60	WHT	203	b2	DC	60	WHT	200	c2	DC	40	WHT	191	br2	MATRIX	80	RED	306	
a3	DC	60	WHT	222	b3	DC	60	WHT	219	c3	DC	40	WHT	212	br3	MATRIX	80	RED	456	
a4	DC	60	WHT	232	b4	DC	60	WHT	229	c4	DC	40	WHT	236	br4	MATRIX	80	RED	458	
a5	DC	60	WHT	238	b5	DC	60	WHT	233	c5	DC	40	WHT	238	br5	MATRIX	80	RED	486	
a6	DC	60	WHT	197	b6	DC	40	WHT	196	c6	DC	40	WHT	187	br6	MATRIX	80	RED	347	
a7	DC	60	WHT	214	b7	DC	40	WHT	208	c7	DC	40	WHT	204	br7	MATRIX	80	RED	419	
a8	DC	60	WHT	219	b8	DC	60	WHT	216	c8	DC	40	WHT	223	br8	MATRIX	80	RED	448	
a9	DC	60	WHT	251	b9	DC	60	WHT	245	c9	DC	40	WHT	246	br9	MATRIX	80	RED	450	
a10	DC	60	WHT	204	b10	DC	40	WHT	201	c10	DC	40	WHT	201	br10	MATRIX	80	RED	355	
a11	DC	60	WHT	257	b11	DC	40	WHT	199	c11	DC	40	WHT	198	br11	MATRIX	80	RED	678	
a12	DC	60	WHT	256	b12	DC	60	WHT	205	c12	DC	40	WHT	201	br12	MATRIX	80	RED	673	
a13	DC	60	WHT	378	b13	DC	60	WHT	323	c13	DC	60	WHT	293	br13	MATRIX	80	RED	768	
a14	DC	60	WHT	376	b14	DC	60	WHT	323	c14	DC	60	WHT	284	br14	PPSL	120	RED	4490	
2A1	8001/U	130	ORG	1477	2B1	8001/U	130	BLUE	1455	2C1	8001/U	90	BLUE	1058	2BR1	Matrix	80	Red	727	
2A2	8001/U	130	ORG	1409	2B2	8001/U	130	BLUE	1389	2C2	8001/U	90	BLUE	988	2BR2	MATRIX	80	RED	478	
2A3	8001/U	130	ORG	1420	2B3	8001/U	130	BLUE	1391	2C3	8001/U	70	BLUE	1015	2BR3	MATRIX	80	RED	731	
2A4	8001/U	90	ORG	1348	2B4	8001/U	90	BLUE	1330	2C4	8001/U	70	BLUE	947	2BR4	MATRIX	80	RED	594	
2A5	8001/U	70	ORG	1319	2B5	8001/U	130	BLUE	1266	2C5	8001/U	70	BLUE	1267	2BR5	MATRIX	80	RED	799	
2A6	8001/U	70	ORG	1166	2B6	8001/U	90	BLUE	1185	2C6	8001/U	70	BLUE	1184	2BR6	MATRIX	80	RED	425	
2A7	8001/U	70	ORG	2414	2B7	8001/U	50	BLUE	2348	2C7	8001/U	70	BLUE	2304	3BR1	MATRIX	80	RED	2677	
3A3	8001/U	190	ORG	1476	3B3	8001/U	90	BLUE	1372	3C3	8001/U	130	BLUE	1308	3BR2	MATRIX	80	RED	2311	
																3BR3	MATRIX	80	RED	2038
3A1	TNL	280	GREEN	3126	3B1	TNL	280	BLUE	3079	3C1	TNL	220	BLUE	3573	BRMAIN	TARAX	200	RED	1645	
3A2	TNL	280	GREEN	3054	3B2	TNL	220	BLUE	3021	3C2	TNL	220	BLUE	3486	POINT AT:					1445
4A3	TNL	280	GREEN	1492	4B3	TNL	220	BLUE	1613	4C3	TNL	220	BLUE	1736						

**JESTER 16**

REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm
<b>A</b>					<b>B</b>					<b>C</b>					<b>BRAKE</b>				
a1	DC	100	WHT	262	b1	DC	60	WHT	258	c1	DC	40	WHT	262	br1	MATRIX	80	RED	571
a2	DC	60	WHT	218	b2	DC	60	WHT	214	c2	DC	40	WHT	205	br2	MATRIX	80	RED	328
a3	DC	60	WHT	238	b3	DC	60	WHT	234	c3	DC	40	WHT	227	br3	MATRIX	80	RED	487
a4	DC	60	WHT	248	b4	DC	60	WHT	245	c4	DC	40	WHT	252	br4	MATRIX	80	RED	490
a5	DC	60	WHT	254	b5	DC	60	WHT	249	c5	DC	40	WHT	254	br5	MATRIX	80	RED	519
a6	DC	60	WHT	210	b6	DC	40	WHT	208	c6	DC	40	WHT	199	br6	MATRIX	80	RED	370
a7	DC	60	WHT	229	b7	DC	40	WHT	223	c7	DC	40	WHT	218	br7	MATRIX	80	RED	449
a8	DC	60	WHT	234	b8	DC	60	WHT	230	c8	DC	40	WHT	238	br8	MATRIX	80	RED	478
a9	DC	60	WHT	269	b9	DC	60	WHT	262	c9	DC	40	WHT	263	br9	MATRIX	80	RED	481
a10	DC	60	WHT	216	b10	DC	40	WHT	213	c10	DC	40	WHT	213	br10	MATRIX	80	RED	377
a11	DC	60	WHT	276	b11	DC	40	WHT	214	c11	DC	40	WHT	213	br11	MATRIX	80	RED	730
a12	DC	60	WHT	272	b12	DC	60	WHT	218	c12	DC	40	WHT	214	br12	MATRIX	80	RED	721
a13	DC	60	WHT	405	b13	DC	60	WHT	346	c13	DC	60	WHT	315	br13	MATRIX	80	RED	818
a14	DC	60	WHT	401	b14	DC	60	WHT	344	c14	DC	60	WHT	302	br14	PPSL	120	RED	4796
2A1	8001/U	130	ORG	1578	2B1	8001/U	130	BLUE	1553	2C1	8001/U	90	BLUE	1130	2BR1	Matrix	80	Red	776
2A2	8001/U	130	ORG	1507	2B2	8001/U	130	BLUE	1486	2C2	8001/U	90	BLUE	1057	2BR2	MATRIX	80	RED	512
2A3	8001/U	130	ORG	1518	2B3	8001/U	130	BLUE	1488	2C3	8001/U	70	BLUE	1086	2BR3	MATRIX	80	RED	782
2A4	8001/U	90	ORG	1438	2B4	8001/U	90	BLUE	1419	2C4	8001/U	70	BLUE	1009	2BR4	MATRIX	80	RED	632
2A5	8001/U	70	ORG	1410	2B5	8001/U	130	BLUE	1355	2C5	8001/U	70	BLUE	1356	2BR5	MATRIX	80	RED	858
2A6	8001/U	70	ORG	1237	2B6	8001/U	90	BLUE	1258	2C6	8001/U	70	BLUE	1258	2BR6	MATRIX	80	RED	447
2A7	8001/U	70	ORG	2563	2B7	8001/U	50	BLUE	2493	2C7	8001/U	70	BLUE	2446	3BR1	MATRIX	80	RED	2865
3A3	8001/U	190	ORG	1576	3B3	8001/U	90	BLUE	1465	3C3	8001/U	130	BLUE	1397	3BR2	MATRIX	80	RED	2471
															3BR3	MATRIX	80	RED	2170
3A1	TNL	280	GREEN	3379	3B1	TNL	280	BLUE	3329	3C1	TNL	220	BLUE	3857	BRMAIN	TARAX	200	RED	1778
3A2	TNL	280	GREEN	3301	3B2	TNL	220	BLUE	3266	3C2	TNL	220	BLUE	3763	POINT AT:				1578
4A3	TNL	280	GREEN	1624	4B3	TNL	220	BLUE	1753	4C3	TNL	220	BLUE	1884					

**JESTER 18**

REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm
<b>A</b>					<b>B</b>					<b>C</b>					<b>BRAKE</b>				
a1	DC	100	WHT	280	b1	DC	60	WHT	276	c1	DC	40	WHT	280	br1	MATRIX	80	RED	612
a2	DC	60	WHT	233	b2	DC	60	WHT	230	c2	DC	40	WHT	220	br2	MATRIX	80	RED	352
a3	DC	60	WHT	254	b3	DC	60	WHT	250	c3	DC	40	WHT	243	br3	MATRIX	80	RED	521
a4	DC	60	WHT	265	b4	DC	60	WHT	262	c4	DC	40	WHT	269	br4	MATRIX	80	RED	524
a5	DC	60	WHT	272	b5	DC	60	WHT	267	c5	DC	40	WHT	272	br5	MATRIX	80	RED	556
a6	DC	60	WHT	224	b6	DC	40	WHT	222	c6	DC	40	WHT	212	br6	MATRIX	80	RED	395
a7	DC	60	WHT	246	b7	DC	40	WHT	240	c7	DC	40	WHT	234	br7	MATRIX	80	RED	482
a8	DC	60	WHT	249	b8	DC	60	WHT	246	c8	DC	40	WHT	254	br8	MATRIX	80	RED	510
a9	DC	60	WHT	288	b9	DC	60	WHT	280	c9	DC	40	WHT	282	br9	MATRIX	80	RED	515
a10	DC	60	WHT	229	b10	DC	40	WHT	226	c10	DC	40	WHT	226	br10	MATRIX	80	RED	401
a11	DC	60	WHT	296	b11	DC	40	WHT	230	c11	DC	40	WHT	229	br11	MATRIX	80	RED	786
a12	DC	60	WHT	289	b12	DC	60	WHT	232	c12	DC	40	WHT	227	br12	MATRIX	80	RED	772
a13	DC	60	WHT	433	b13	DC	60	WHT	371	c13	DC	60	WHT	338	br13	MATRIX	80	RED	872
a14	DC	60	WHT	426	b14	DC	60	WHT	366	c14	DC	60	WHT	321	br14	PPSL	120	RED	5126
2A1	8001/U	130	ORG	1688	2B1	8001/U	130	BLUE	1662	2C1	8001/U	90	BLUE	1208	2BR1	Matrix	80	Red	830
2A2	8001/U	130	ORG	1614	2B2	8001/U	130	BLUE	1591	2C2	8001/U	90	BLUE	1132	2BR2	MATRIX	80	RED	549
2A3	8001/U	130	ORG	1626	2B3	8001/U	130	BLUE	1593	2C3	8001/U	70	BLUE	1164	2BR3	MATRIX	80	RED	839
2A4	8001/U	90	ORG	1535	2B4	8001/U	90	BLUE	1515	2C4	8001/U	70	BLUE	1076	2BR4	MATRIX	80	RED	674
2A5	8001/U	70	ORG	1509	2B5	8001/U	130	BLUE	1451	2C5	8001/U	70	BLUE	1452	2BR5	MATRIX	80	RED	922
2A6	8001/U	70	ORG	1313	2B6	8001/U	90	BLUE	1337	2C6	8001/U	70	BLUE	1337	2BR6	MATRIX	80	RED	470
2A7	8001/U	70	ORG	2720	2B7	8001/U	50	BLUE	2647	2C7	8001/U	70	BLUE	2599	3BR1	MATRIX	80	RED	3068
3A3	8001/U	190	ORG	1681	3B3	8001/U	90	BLUE	1565	3C3	8001/U	130	BLUE	1493	3BR2	MATRIX	80	RED	2646
															3BR3	MATRIX	80	RED	2313
3A1	TNL	280	GREEN	3656	3B1	TNL	280	BLUE	3603	3C1	TNL	220	BLUE	4166	BRMAIN	TARAX	200	RED	1921
3A2	TNL	280	GREEN	3571	3B2	TNL	220	BLUE	3534	3C2	TNL	220	BLUE	4064	POINT AT:				1721
4A3	TNL	280	GREEN	1772	4B3	TNL	220	BLUE	1906	4C3	TNL	220	BLUE	2045					

**JESTER 21**

REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm
<b>A</b>					<b>B</b>					<b>C</b>					<b>BRAKE</b>				
a1	DC	100	WHT	300	b1	DC	60	WHT	295	c1	DC	40	WHT	300	br1	MATRIX	80	RED	655
a2	DC	60	WHT	251	b2	DC	60	WHT	247	c2	DC	40	WHT	236	br2	MATRIX	80	RED	378
a3	DC	60	WHT	271	b3	DC	60	WHT	267	c3	DC	40	WHT	259	br3	MATRIX	80	RED	557
a4	DC	60	WHT	285	b4	DC	60	WHT	281	c4	DC	40	WHT	289	br4	MATRIX	80	RED	562
a5	DC	60	WHT	291	b5	DC	60	WHT	286	c5	DC	40	WHT	291	br5	MATRIX	80	RED	595
a6	DC	60	WHT	241	b6	DC	40	WHT	238	c6	DC	40	WHT	227	br6	MATRIX	80	RED	424
a7	DC	60	WHT	263	b7	DC	40	WHT	256	c7	DC	40	WHT	251	br7	MATRIX	80	RED	515
a8	DC	60	WHT	267	b8	DC	60	WHT	263	c8	DC	40	WHT	272	br8	MATRIX	80	RED	547
a9	DC	60	WHT	308	b9	DC	60	WHT	300	c9	DC	40	WHT	302	br9	MATRIX	80	RED	551
a10	DC	60	WHT	245	b10	DC	40	WHT	242	c10	DC	40	WHT	241	br10	MATRIX	80	RED	430
a11	DC	60	WHT	317	b11	DC	40	WHT	246	c11	DC	40	WHT	245	br11	MATRIX	80	RED	840
a12	DC	60	WHT	310	b12	DC	60	WHT	248	c12	DC	40	WHT	243	br12	MATRIX	80	RED	826
a13	DC	60	WHT	465	b13	DC	60	WHT	398	c13	DC	60	WHT	361	br13	MATRIX	80	RED	935
a14	DC	60	WHT	458	b14	DC	60	WHT	392	c14	DC	60	WHT	344	br14	PPSL	120	RED	5574
2A1	8001/U	130	ORG	1805	2B1	8001/U	130	BLUE	1777	2C1	8001/U	90	BLUE	1291	2BR1	Matrix	80	Red	886
2A2	8001/U	130	ORG	1730	2B2	8001/U	130	BLUE	1705	2C2	8001/U	90	BLUE	1214	2BR2	MATRIX	80	RED	589
2A3	8001/U	130	ORG	1740	2B3	8001/U	130	BLUE	1704	2C3	8001/U	70	BLUE	1245	2BR3	MATRIX	80	RED	897
2A4	8001/U	90	ORG	1645	2B4	8001/U	90	BLUE	1622	2C4	8001/U	70	BLUE	1153	2BR4	MATRIX	80	RED	724
2A5	8001/U	70	ORG	1616	2B5	8001/U	130	BLUE	1553	2C5	8001/U	70	BLUE	1554	2BR5	MATRIX	80	RED	986
2A6	8001/U	70	ORG	1406	2B6	8001/U	90	BLUE	1432	2C6	8001/U	70	BLUE	1431	2BR6	MATRIX	80	RED	506
2A7	8001/U	70	ORG	2915	2B7	8001/U	50	BLUE	2836	2C7	8001/U	70	BLUE	2783	3BR1	MATRIX	80	RED	3280
3A3	8001/U	190	ORG	1803	3B3	8001/U	90	BLUE	1676	3C3	8001/U	130	BLUE	1598	3BR2	MATRIX	80	RED	2833
															3BR3	MATRIX	80	RED	2482
3A1	TNL	280	GREEN	3951	3B1	TNL	280	BLUE	3894	3C1	TNL	220	BLUE	4498	BRMAIN	TARAX	200	RED	2087
3A2	TNL	280	GREEN	3867	3B2	TNL	220	BLUE	3827	3C2	TNL	220	BLUE	4395	POINT AT:				1887
4A3	TNL	280	GREEN	1939	4B3	TNL	220	BLUE	2086	4C3	TNL	220	BLUE	2237					

**JESTER 24**

REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm	REF.	MAT.	kg	COLOR	mm
<b>A</b>					<b>B</b>					<b>C</b>					<b>BRAKE</b>				
a1	DC	100	WHT	320	b1	DC	60	WHT	315	c1	DC	40	WHT	321	br1	MATRIX	80	RED	700
a2	DC	60	WHT	269	b2	DC	60	WHT	265	c2	DC	40	WHT	253	br2	MATRIX	80	RED	405
a3	DC	60	WHT	290	b3	DC	60	WHT	285	c3	DC	40	WHT	276	br3	MATRIX	80	RED	595
a4	DC	60	WHT	305	b4	DC	60	WHT	301	c4	DC	40	WHT	309	br4	MATRIX	80	RED	601
a5	DC	60	WHT	311	b5	DC	60	WHT	305	c5	DC	40	WHT	311	br5	MATRIX	80	RED	636
a6	DC	60	WHT	258	b6	DC	40	WHT	255	c6	DC	40	WHT	244	br6	MATRIX	80	RED	454
a7	DC	60	WHT	281	b7	DC	40	WHT	274	c7	DC	40	WHT	268	br7	MATRIX	80	RED	550
a8	DC	60	WHT	286	b8	DC	60	WHT	282	c8	DC	40	WHT	291	br8	MATRIX	80	RED	585
a9	DC	60	WHT	329	b9	DC	60	WHT	321	c9	DC	40	WHT	322	br9	MATRIX	80	RED	589
a10	DC	60	WHT	262	b10	DC	40	WHT	258	c10	DC	40	WHT	258	br10	MATRIX	80	RED	461
a11	DC	60	WHT	339	b11	DC	40	WHT	263	c11	DC	40	WHT	262	br11	MATRIX	80	RED	896
a12	DC	60	WHT	331	b12	DC	60	WHT	265	c12	DC	40	WHT	260	br12	MATRIX	80	RED	883
a13	DC	60	WHT	497	b13	DC	60	WHT	425	c13	DC	60	WHT	386	br13	MATRIX	80	RED	1000
a14	DC	60	WHT	489	b14	DC	60	WHT	420	c14	DC	60	WHT	367	br14	PPSL	120	RED	5991
2A1	8001/U	130	ORG	1928	2B1	8001/U	130	BLUE	1898	2C1	8001/U	90	BLUE	1379	2BR1	Matrix	80	Red	946
2A2	8001/U	130	ORG	1852	2B2	8001/U	130	BLUE	1826	2C2	8001/U	90	BLUE	1301	2BR2	MATRIX	80	RED	631
2A3	8001/U	130	ORG	1859	2B3	8001/U	130	BLUE	1821	2C3	8001/U	70	BLUE	1330	2BR3	MATRIX	80	RED	957
2A4	8001/U	90	ORG	1760	2B4	8001/U	90	BLUE	1736	2C4	8001/U	70	BLUE	1235	2BR4	MATRIX	80	RED	776
2A5	8001/U	70	ORG	1727	2B5	8001/U	130	BLUE	1660	2C5	8001/U	70	BLUE	1661	2BR5	MATRIX	80	RED	1052
2A6	8001/U	70	ORG	1503	2B6	8001/U	90	BLUE	1531	2C6	8001/U	70	BLUE	1530	2BR6	MATRIX	80	RED	544
2A7	8001/U	70	ORG	3116	2B7	8001/U	50	BLUE	3032	2C7	8001/U	70	BLUE	2975	3BR1	MATRIX	80	RED	3503
3A3	8001/U	190	ORG	1928	3B3	8001/U	90	BLUE	1792	3C3	8001/U	130	BLUE	1708	3BR2	MATRIX	80	RED	3029
															3BR3	MATRIX	80	RED	2660
3A1	TNL	280	GREEN	4262	3B1	TNL	280	BLUE	4201	3C1	TNL	220	BLUE	4847	BRMAIN	TARAX	200	RED	2260
3A2	TNL	280	GREEN	4178	3B2	TNL	220	BLUE	4136	3C2	TNL	220	BLUE	4743	POINT AT:				2060
4A3	TNL	280	GREEN	2120	4B3	TNL	220	BLUE	2277	4C3	TNL	220	BLUE	2439					

## 10.8 Total line length

### JESTER - 14

LINES HEIGHT + RISERS mm

	A	B	C	br
1	4834	4765	4868	5373
2	4792	4723	4814	5145
3	4743	4676	4765	5046
4	4753	4686	4789	5048
5	4701	4635	4726	4963
6	4660	4598	4675	4824
7	4608	4552	4624	4759
8	4613	4560	4643	4788
9	4521	4486	4544	4722
10	4474	4442	4499	4627
11	4374	4362	4413	4576
12	4373	4368	4416	4571
13	4277	4279	4329	4666
14	4275	4279	4320	4490

RISERS LENGHT mm

A	B	C	
670	535	405	BRAKE
670	670	670	STANDARD
670	765	860	ACCELERATED

### JESTER - 16

LINES HEIGHT + RISERS mm

	A	B	C	br
1	5205	5129	5241	5780
2	5161	5085	5184	5537
3	5110	5038	5133	5432
4	5120	5049	5158	5435
5	5062	4993	5090	5340
6	5018	4952	5035	5191
7	4960	4901	4977	5120
8	4965	4908	4997	5149
9	4862	4825	4887	5077
10	4809	4776	4837	4973
11	4696	4683	4739	4915
12	4692	4687	4740	4906
13	4585	4587	4641	5003
14	4581	4585	4628	4796

RISERS LENGHT mm

A	B	C	
670	535	405	BRAKE
670	670	670	STANDARD
670	765	860	ACCELERATED

### JESTER - 18

LINES HEIGHT + RISERS mm

	A	B	C	br
1	5610	5530	5646	6221
2	5563	5484	5586	5961
3	5510	5433	5533	5849
4	5521	5445	5559	5852
5	5458	5384	5487	5752
6	5410	5339	5427	5591
7	5344	5282	5361	5513
8	5347	5288	5381	5541
9	5233	5192	5259	5461
10	5174	5138	5203	5347
11	5045	5031	5091	5280
12	5038	5033	5089	5266
13	4918	4919	4978	5366
14	4911	4914	4961	4916

RISERS LENGHT mm

A	B	C	
670	535	405	BRAKE
670	670	670	STANDARD
670	765	860	ACCELERATED

## JESTER - 21

LINES HEIGHT + RISERS mm

	A	B	C	br
1	6042	5954	6082	6699
2	5993	5906	6018	6422
3	5939	5855	5964	6303
4	5952	5869	5993	6307
5	5886	5807	5918	6201
6	5836	5760	5854	6030
7	5767	5699	5786	5949
8	5770	5706	5807	5980
9	5650	5605	5678	5895
10	5586	5547	5618	5775
11	5449	5433	5499	5704
12	5442	5435	5496	5691
13	5312	5314	5377	5799
14	5305	5309	5360	5574

RISERS LENGHT mm

	A	B	C	
670	535	405		BRAKE
670	670	670		STANDARD
670	765	860		ACCELERATED

## JESTER - 24

LINES HEIGHT + RISERS mm

	A	B	C	br
1	6496	6402	6539	7198
2	6445	6352	6471	6903
3	6390	6300	6416	6778
4	6405	6316	6449	6784
5	6337	6252	6371	6672
6	6284	6202	6303	6490
7	6211	6138	6232	6405
8	6216	6147	6255	6440
9	6088	6040	6118	6350
10	6020	5978	6054	6222
11	5873	5856	5927	6149
12	5866	5858	5924	6136
13	5727	5729	5796	6253
14	5719	5723	5777	5991

RISERS LENGHT mm

	A	B	C	
670	535	405		BRAKE
670	670	670		STANDARD
670	765	860		ACCELERATED

## 10.9 Minimum strength of suspension lines

LINE REFERENCE	SIZE				
	14	16	18	21	24
<b>8001U-50</b>	30	30	30	30	30
<b>8001U-70</b>	35	35	35	35	35
<b>8001U-90</b>	58	58	58	58	58
<b>8001U-130</b>	69	69	69	69	69
<b>8001U-190</b>	121	121	121	121	121
<b>TNL-220</b>	119	119	119	119	119
<b>TNL-280</b>	149	149	149	149	149
<b>Matrix-80</b>	58	58	58	58	58
<b>DC-40</b>	42	42	42	42	42
<b>DC-60</b>	62	62	62	62	62
<b>DC-100</b>	77	77	77	77	77

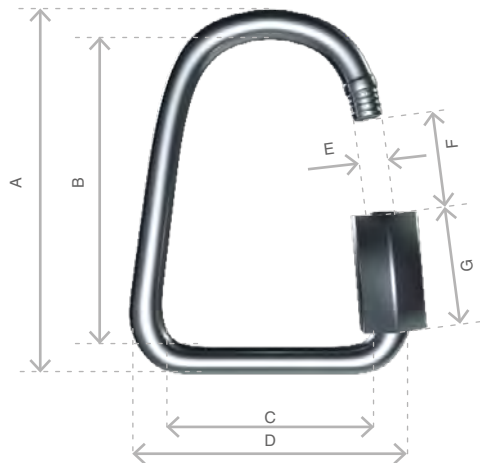
Minimum resistance values in daN

## 10.10 Maillon & Pulley

### DESCRIPTION

MAILLON	DELTA
CODE	3.5
MATERIAL	STAINLESS STEEL
SIZE	3 m/m
WEIGHT	5 G/PIECE
QUANTITY	8 PIECES
INSERTS	4 GREEN / 4 BLACK

### TECHNICAL SPECIFICATIONS



DIMENSIONS	m/m
A	37
B	29
C	14
D	22
E	4
F	5
G	12
LOAD	KG
WORKING LIMIT	110
BREAKING	550

### MATERIAL

AISI 304 STAINLESS STEEL STANDARD

CLOSING APPLIED BY MANUAL & ENTIRE SCREWING OF THE NUT  
TO GUARANTEE THE HIGHEST SAFETY (NO THREAD SHOULD BE OBVIOUS)

SYSTEMATIC CONTROL OF MAILLON QUICK-LINKS BEFORE EVERY FLIGHT

### DESCRIPTION

PULLEY	20 m/m
CODE	RF25109
MATERIALS	STAINLESS STEEL
	NYLON
	CARBON ACETAL
BEARING	DELRIN®
WEIGHT	14 G/PIECE

### TECHNICAL SPECIFICATIONS



DIMENSIONS	m/m
A	33
B	20
Ø	5 MAX
LOAD	KG
WORKING LIMIT	200
BREAKING	400

## 10.11 Certification

AIR TURQUOISE SA | PARA-TEST.COM

Route du Pré-au-Compte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65

test laboratory for paragliders, paraglider harnesses  
and paraglider reserve parachutes



# CERTIFICATE

Air Turquoise SA has thoroughly tested the structural strength of the sample(\*) mentioned hereunder and certifies its conformity with the standards EN 926-1:2015 & NF. 2024-2-785 chapter 3.

*This certificate confirms that the hereunder sample(\*), identified by its serial number(\*\*).*

Manufacturer's name:	<b>Niviuk Gliders / Air Games S.L.</b>
Representative:	<b>Dominique Cizeau</b>
Street:	<b>C. Del Ter, 6 Nave D</b>
Post code / place:	<b>17165 La Cellera de Ter Girona</b>
Country:	<b>Spain</b>
Identification number:	<b>PS_187.2025</b>
Sample name and size <sup>(*)</sup> :	<b>Jester 24</b>
Serial number <sup>(**)</sup> :	<b>JESTER241</b>
Riser configuration:	<b>Without trimmer and speed system</b>
Date of inspection:	<b>11.08.2025</b>

### Shock loading test done at **800[daN]**

The sample showed no visible damage that could prevent its airworthiness.



### Sustained loading test

The sample was tested up to 8 [g] of maximum total weight in flight during 3 seconds.

Maximum total weight in flight: **119[kg]**

Remark:

Villeneuve 13.08.2025

Place and date of issue

Andrea Wigger



**Niviuk Paragliders**

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17165 La Cellera de Ter - Girona - Spain

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