



**QUBIK**

*Experience every journey*

# QUBIK Concept

## > It's time to go further in the world of paramotoring

The Qubik offers excellent performance with a wide speed-range. A stable and safe progression wing ideal for those flights you've always dreamt of, but not yet dared to attempt.



### SPEED

The Qubik was designed to be a versatile wing with a wide speed-range.



### COMFORT

Optimal absorption of turbulence and excellent return to speed in order to keep the wing compact and safe.



### STABILITY

Reflex system perfected to achieve more performance and a more enjoyable wing for long journeys.

# QUBIK Target

## > What type of pilots?



## > What type of flights?



### Long cross-country flights

The Qubik is ideal for breaking out of your comfort zone and encouraging you to progress with more extensive flights. Its excellent stability and an advanced reflex system will make your trips longer and your flights more pleasurable.



### Get the adrenaline flowing

Get ready and get going. The Qubik's firm and highly responsive controls ensure a wide range of speeds and a precise turn so you can begin to feel the excitement in the air.

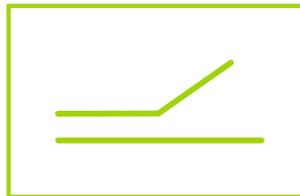
# QUBIK

## Advantages



### ➤ Feel the excitement in every kilometre

A wing to progress and experience the thrills of this exciting discipline. The Qubik boasts excellent performance in flight, combining stability, speed and safety in an innovative design to match all your expectations.



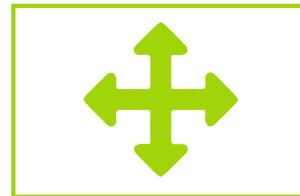
#### Launch and land without difficulties

- Inflates perfectly for an easy and controllable take off.
- Excellent speed retention for a comfortable landing.



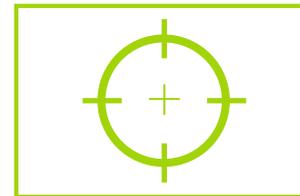
#### Versatility and velocity

- Wide speed-range, with a top speed of 65 km/h.
- Able to sustain high speeds without leading edge deformations.



#### Stability at all times

- Total stability in the roll and pitch, allowing perfect piloting at all speeds.
- Optimal internal pressure management to absorb turbulence, lower the risk of collapses and provide more control.



#### Excellent manoeuvrability

- Great range of movement, with more control and precision but without adversely affecting the profile.
- Firm and responsive controls to optimise turns and make them more effective.



#### More efficient. Less consumption

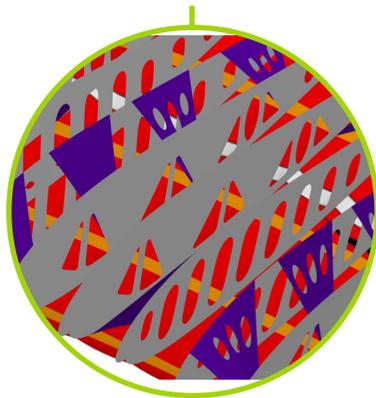
- The Qubik features the Reflex System Profile, which requires less power and therefore reduces fuel consumption, allows greater autonomy, mechanical efficiency and performance.

# QUBIK In detail

## 1

### Profile to meet your expectations

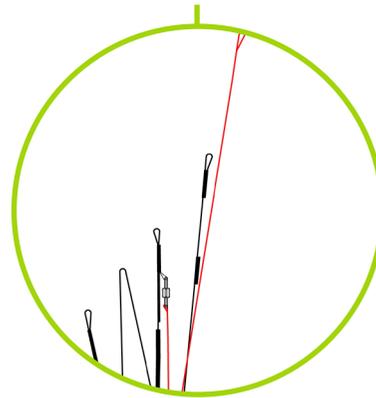
The application of the latest Niviuk technologies results in a profile with a wider range of angle of attack, which in turn facilitates a greater range of speed, allowing the glider to match the performance criteria of this wing category. In addition, the Reflex System Profile means total pitch stability at all times.



## 2

### More effective speed system

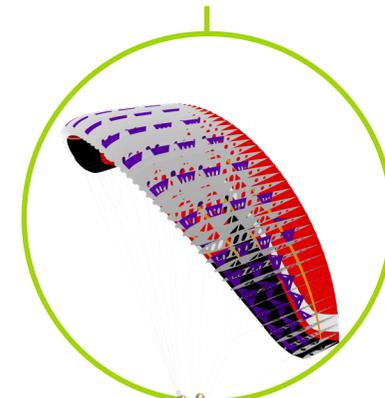
The properties of the profile, the differentials of the risers and the user-friendly trimmers give the Qubik the capacity to reach and easily maintain a maximum speed of 65km/h. At the same time, the implementation of the "floating" D-riser makes the acceleration more effective and shorter.



## 3

### Reinforced structure

The internal structure of the wing is reinforced with more resistant materials in the profile, the diagonals and the tensioning strips. In this way, the tension distribution through the openings is more even, therefore achieving greater balance.



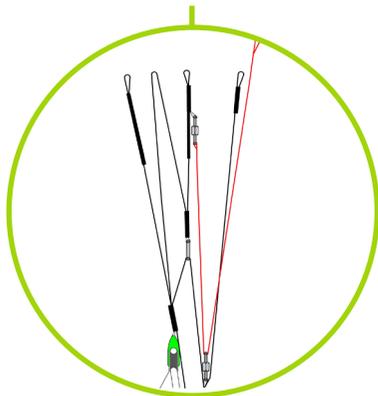
# QUBIK

## In detail

### 4

#### **Incorporation of the tip brake**

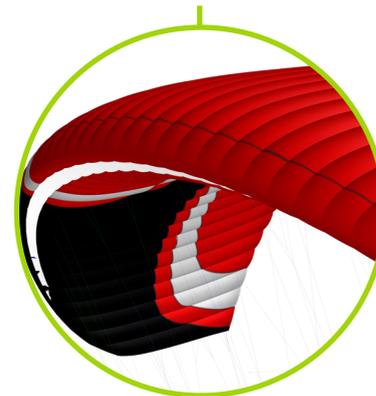
Thanks to the incorporation of the tip brake, the Qubik has an additional brake to use during high speed flights, allowing better maneuverability when playing in the air and a more direct and precise control at all times.



### 5

#### **More efficient leading edge**

Thanks to the application of new stitching settings and suitable tensioning, the leading edge is cleaner, which creates a more solid and aerodynamic wing. In this way, the need for power is reduced, resulting in lower consumption and greater mechanical efficiency.

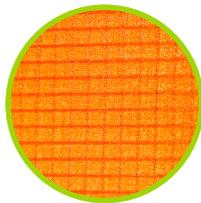


# QUBIK In detail



## 6

The perfect combination of flexible but extremely durable materials



### Cloth

- Leading edge and upper surface made from Dominico N20D MF cloth.
- Undersurface made from Dominico N20D MF cloth.



### Lines

- Upper gallery lines: Sheathed Technora
- Lower gallery lines: Sheathed Technora
- Main lines: Sheathed Technora
- Brakes: Sheathed Technora



### Reinforcement

- Mylar
- Dacron
- Ripstop



### Nitinol

A combination of nickel and titanium that makes the wing lighter and more flexible; it optimises the profile and prevents deformations.



### Risers

- 19mm polyester



### Carabiners

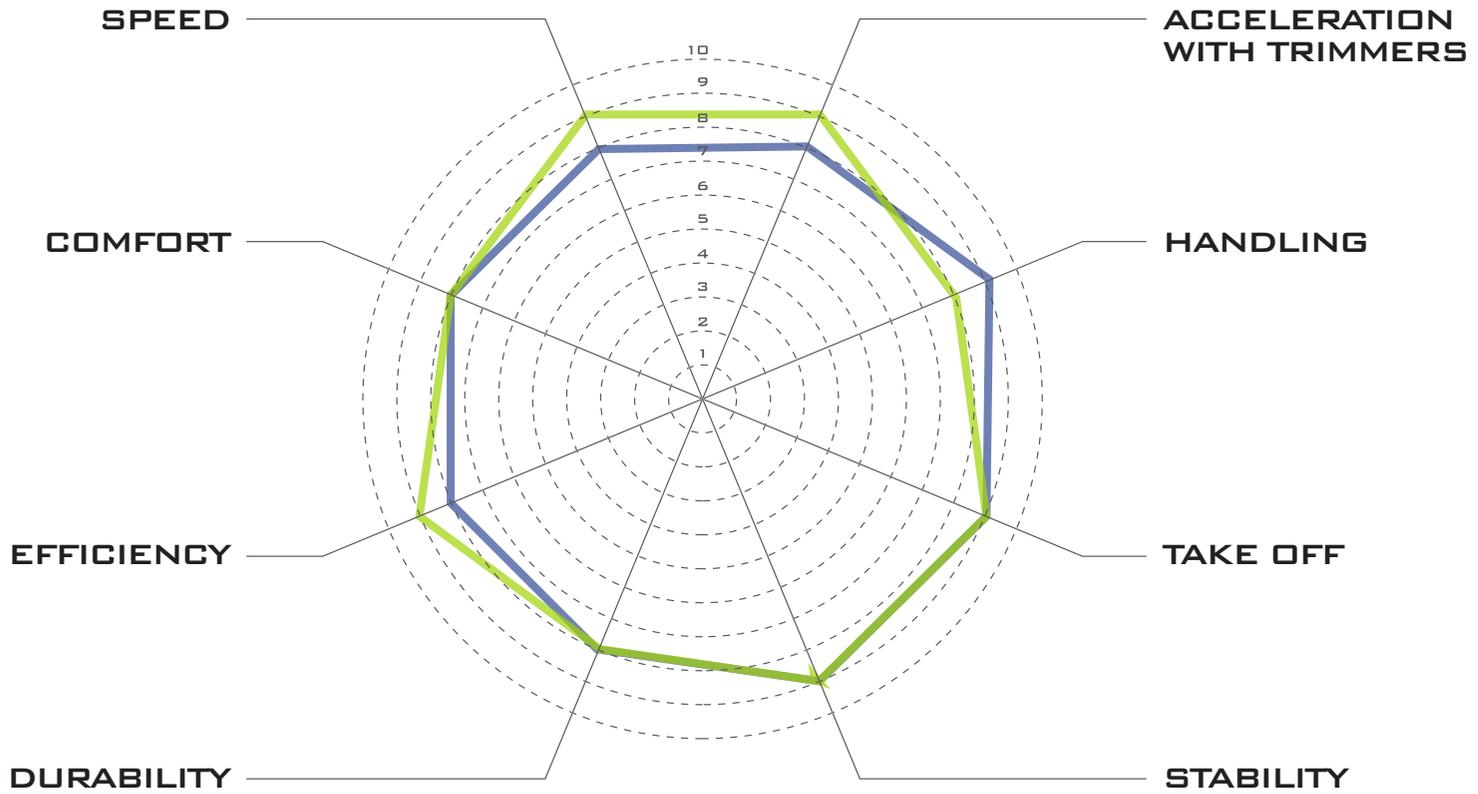
- 3,5 mm maillons

PRODUCT PRESENTATION

# QUBIK

## Comparisons with its predecessor

NIVIUK



■ LINK2    ■ QUBIK

— AMAZING ADVENTURES —



### Why is this wing certified through the DGAC instead of the EN standard?

Currently the EN standard is used to certify free-flying wings. This means that manufacturers have to submit their gliders for the certification tests **WITHOUT** the engine and therefore the results are not based on the weight or load that the wing will be subjected to in real flight.

For this reason, paramotor wings certified in accordance with the EN standard are **ONLY** tested within a certain weight-range and in the vast majority of cases this certified load is lower than the most common loads in actual flight.

For example, a paramotor wing (size 24) can bear a load up to 120 kg (tested for a load up to 5.25 G under the DGAC standard). Under the EN standard, this would be certified for a weight-range of 65 - 85 kg (tested for a load up to 8 G). Any pilot flying this wing with a higher wing loading, for example 105 kg, **would not be complying with the EN certification.**

In conclusion, if the paramotor wing is flown outside the EN certified weight-range, it is equal to flying it **WITHOUT certification** and therefore neither the flight test nor structural test can be seen as valid. After an in-depth analysis of this issue we have concluded that the EN certified weight-ranges are not representative of paramotor wings because they can create confusion and misinformation. Therefore, we have decided to use the DGAC certification as our main reference.

# QUBIK FAQs



**What about offering EN as well as DGAC certification?**

We could also undergo the EN certification process, but designing a paramotor wing solely to obtain the certification within a certain weight-range would prevent us from optimising the type, capabilities and performance of the wing.

Our objective is to design our wings to offer maximum safety in every aspect of flight and to guarantee this for all our gliders and products on the market.

**What exactly is DGAC?**

DGAC is a legal document that guarantees that the brand will meet all the requirements for a particular wing to function correctly and grant maximum safety to the pilot. In this way, we demonstrate that from the outset our wing was designed and developed with the sole objective of being flown with a paramotor, complying with the performance and safety requirements across all weight-ranges.

# QUBIK

## Technical data



QUBIK			19	21	23	25	27
Flat	Area	m <sup>2</sup>	19	21	23	25,5	27,5
	Aspect ratio			5,5	5,5	5,5	5,5
Total weight in flight	Minimum	kg	60	70	80	100	110
	Maximum	kg	100	120	140	160	180
Glider weight		kg	4,7*	5,1	5,4	5,9	6,3
Speed		km/h	Trim = 38-55 Max. 65				
Certification			*in process		DGAC		



THUNDER



CHERIMOYA



BULL

# QUBIK Opinions



*“Inflating the glider was effortless in very light wind, there was no evidence of it hanging back and was very easy to control once inflated. Flying at slow trim I was doing 43kpm, flying with fully open trimmers at 54 kph it felt very stable with no oscillating. It turns very nicely. The separate tips, as well as brakes, made the glider turn sharper. Building up the energy over a few turns was fun but not demanding and it soon recovered to straight flight.”*

*“This glider would be perfect for anyone who has come from a school and is low airtime, it as it’s not too demanding. I could see this as being an all-round wing for everyone who would like the added safety an EN-B glider has to offer ”*

**- Danny Kettle**

PRESENTACIÓN DE PRODUCTO

# QUBIK SERIAL PACK



An aerial photograph of a town with white buildings and terracotta roofs, situated in a valley. A red paraglider with white and black stripes is flying over the town. The foreground shows a valley with green trees and a winding road. The sky is clear and blue.

**NIVIUK**  
AMAZING ADVENTURES