

KOUGAR 3

Limitless possibilities



KOUGAR 3

Concept



Exceed your own limits

> The Kougar 3 arrives ready to revolutionise the world of paramotoring. Let yourself be inspired by the confidence this wing gives you and set off in search of new adventures.



SPEED

Its speedy nature is due to a new design that includes a faster profile and a more solid, cleaner leading edge. The combination of all its new components allows it to reach a maximum speed of 80 km/h (± 3).



ACCESSIBILITY

Instant inflation, a take off that doesn't require a fast run to take the load and intuitive handling all result in a new generation of PPG wings which are uniquely accessible.



STABILITY

Its solidity and compactness make it a stable and safe wing which means total control in all phases of flight.

KOUGAR 3

Target



> What type of pilots?



> What type of flights?



Cross-country

Its efficiency, good performance and the ability to reach its maximum speed, make it an ideal wing for long flights.



Competition

A high performance wing that is simultaneously very comfortable. This allows the pilot to focus completely on the perfect execution of their flight and achieve their competition goals.

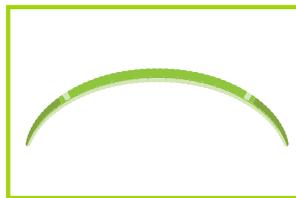
KOUGAR 3

Advantages



High top speed

- Simple to reach maximum speed of 80 km/h (± 3).
- The trimmers and the speed-bar can be used together to reach the maximum speed, ensuring a maximum differential of 24 cm between the A and C risers. .
- Better performance with less fuel consumption.



Solid and compact

- The new Kougar features a new and evolved reflex profile that makes the wing really solid across both its load and speed ranges.
- Its moderate aspect ratio (5.7) contributes to the pilot feeling safe and confident.



Guaranteed safety

- With greater speed retention at lower velocities the landing is smoother and safer.



Simple take off

- Neither high speed nor high engine power are required during take off.
- Immediate take off is possible through instant inflation where the glider is effortlessly placed over the pilot's head.

KOUGAR 3

In detail

1

New tensioning system

A new tensioning system, first used when making our latest competition wing, means a profile and leading/trailing edges which are cleaner, without creases, without vibrations and with all the fabrics tensioned to perfection.



2

Evolved reflex

A new profile design creates a solid wing across its entire range of loads and speeds. Less speed and engine power is required to take off, with lower fuel consumption and higher in-flight performance.



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In detail

3

New design

A new canopy design provides greater stability and reduces the roll effect.



4

Optimised lineset

15% fewer lines simplify wing preparation and reduce drag during flight.



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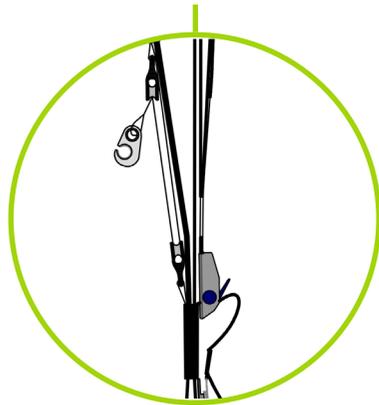
In detail



5

Acceleration systems

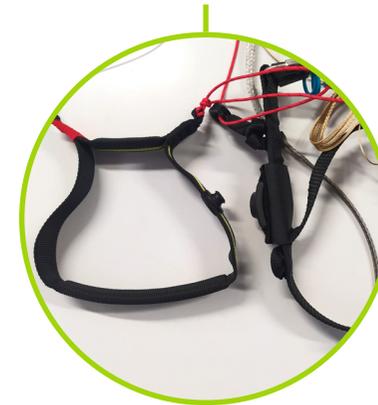
To reach the maximum speed is possible to combine the use of the trimmer system and the speed system, ensuring the wing's maximum angle of attack (24 cm between the A/C risers).



6

Adjustable controls

The Kougar 3 also has some new features on the controls, such as a new one-way magnet system to fix the brake handle, the possibility of adjusting the height of the brake magnet or the integration of specific controls for competition.

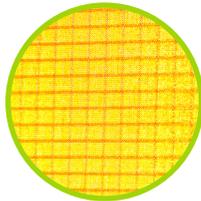


KOUGAR 3

In detail

6

The perfect combination of light and durable materials



Cloth

- Dominico N20DMF
- Ribs and diagonals: Porcher 9017 E29



Lines

- Upper gallery lines: unsheathed Technora
- Lower gallery lines: unsheathed Technora
- Main lines: unsheathed Technora



Main brakes

- Main brake: sheathed Technora
- Main tip: sheathed Technora



Nitinol

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



Risers

- Polyester 19 mm

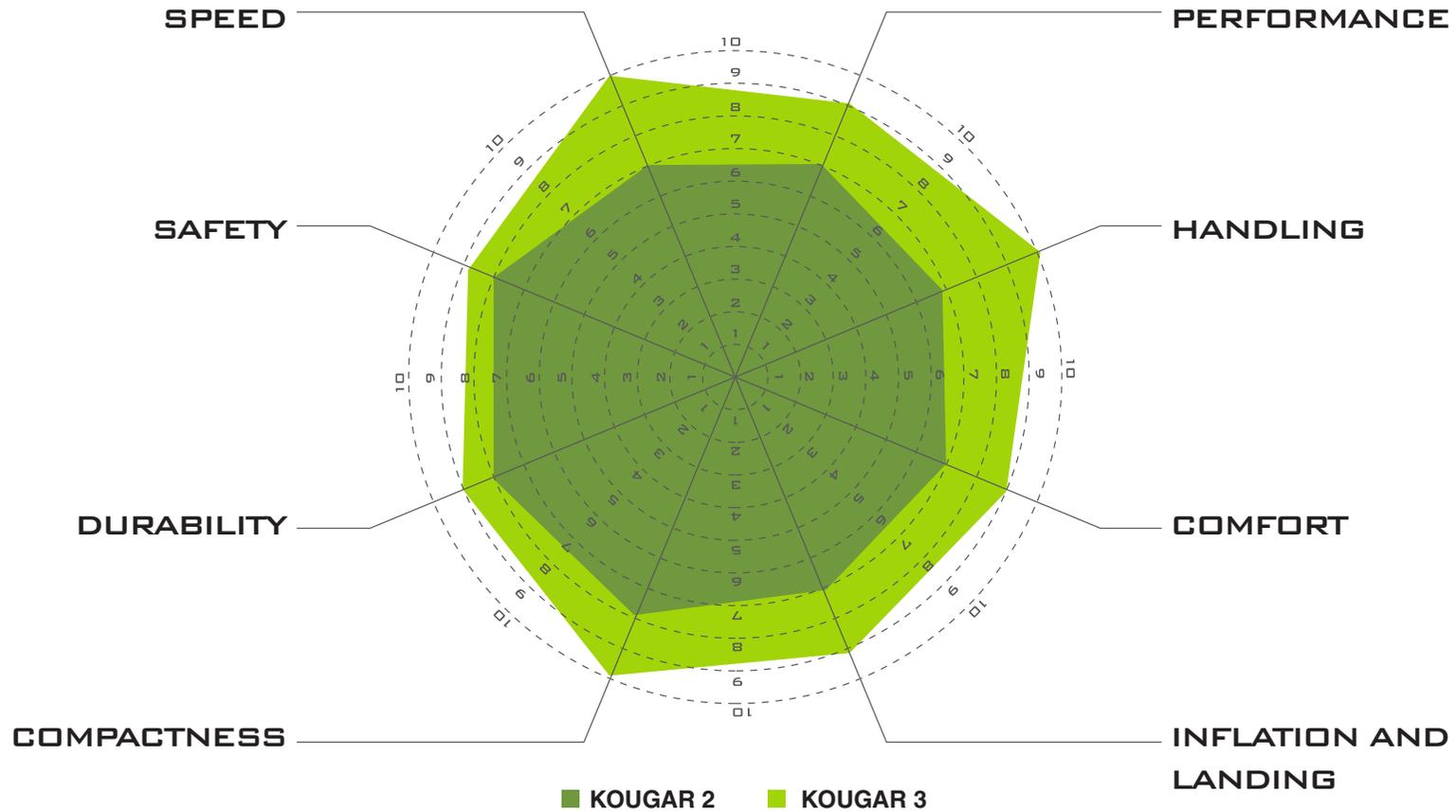


Carabiners

- Webbing maillon 19 mm

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Comparisons with its predecessor



■ KOUGAR 2 ■ KOUGAR 3

AMAZING ADVENTURES

KOUGAR 3

FAQs



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.

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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?

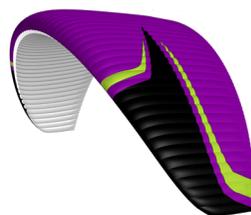
DGAC is a legal document that guarantees that the brand will meet all the requirements for a particular wing to function correctly and grant maximum safety to the pilot. In this way, we demonstrate that from the outset our wing was designed and developed with the sole objective of being flown with a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

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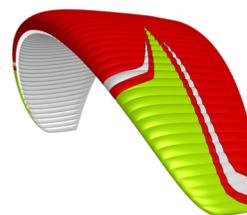
Technical data



KOUGAR 3			16	18	20	23	25	28
Flat	Area	m ²	16	18	20	22,5	25	28
	Aspect ratio		5,7	5,7	5,7	5,7	5,7	5,7
Total weight in flight	Minimum	kg	60	65	70	80	90	100
	Maximum	kg	125	140	155	175	195	215
Glider weight		kg	4	4,3	4,6	5	5,4	5,8
Speed		km/h	Open Trim = 40 Max. 60 Close Trim = 60 Max. 80					
Certification	DGAC / EN-962-1							



COSMOS



WILD

PRODUCT PRESENTATION

KOUGAR 3

Opinions

NIVIUK



“ It is not a paraglider, it is a rocket! Never before had I flown with a glider as fast as the Kougar 3. It is possible to exceed 80 km/h without the need to use a miniwing. To that we add a great precision in the handling and an incredible glide. All this with some of the simplest risers that exist. This glider will become my competition partner, but I intend to fly with it every day because it is so much fun! ”

- Julien Meyer

“ I was a little uncertain as to how you could better the Kougar 2, as it's been a glider that I have enjoyed immensely and it really has been my best flying buddy. The Kougar 3 pleasantly surprised me, I was pleased with the easy inflation with zero wind, the short distance that I had to run even considering that I was flying the 18m wing. The climb seems smooth & fast without any exaggerated force on the engine, a nice easy turn, with the option of speed when you need it. I look forward to flying the Kougar 3 a lot more, and it looks like I've found my new flying buddy. Thanks Niviuk ”

- Karen Skinner

PRODUCT PRESENTATION

KOUGAR 3

SERIAL PACK

 NIVIUK



KOLI BAG OR KARGO 150 OR 200

INNER BAG



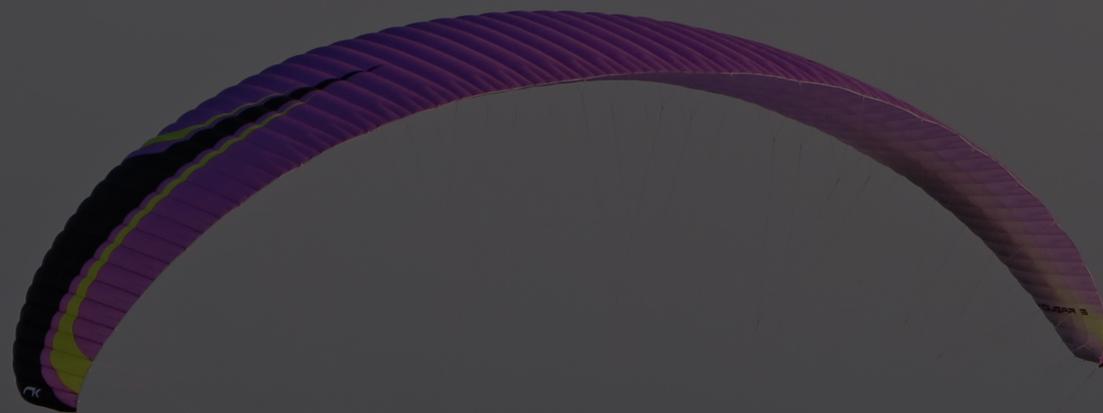
KIT REPAIR



COMPRESSION STRAPS



RISERS COVER



 **NIVIUK**
— AMAZING ADVENTURES —

