

NEILPRYDE



WING

SEASON 2024



#FLY INTO YOUR NEXT CHAPTER!

We know we'll never outrun evolution. However, the NeilPryde ethos has always been committed to the best engineering humanly possible. To performance and innovation. To creating top quality, long lasting products.

Last year, after 2 years of development, we pushed the boundaries of what's possible again with the first NeilPryde Wing. Now, a year after introducing the FLY, we have achieved additional development milestones and are proud to unveil the enhanced and refined models: FLY II PRO and FLY II. The development of the FLY concept has been based on using the most proven materials, examining the technical development of wingfoiling down to the smallest detail and adjusting all the set screws.

With Nils Rosenblad - former NeilPryde sail designer and Americas Cup foil engineer - and our entire design team dedicated to this project, the first NeilPryde wing introduced several unique features and innovations. Our latest editions take these innovations and build on our experience to bring you another game-changing update.

The whole is greater than the sum of its parts and many of these small technical innovations, not at all visible at first glance, are what make the difference here. Born from the unconditional view of the Wing from the perspective of an engineer, sailmaker, and flow expert. It was clear from the beginning that we didn't want to look at a Wing as a kite without lines, but had to adapt each and every design feature to the specific requirements of a high performance Wing.



TECHNOLOGY

HIGH LIFT COEFFICIENT CONCEPT

Due to the highly refined LE geometry and entry shaping, each wing produces the maximum thrust (power and acceleration) for its size. This dramatically increases the range, allowing riders to use a smaller wing than is typical in each set of conditions. The result is easier handling and greater maneuverability.

VENTED STRUT

The large opening between the LE and the front of the fill panel (which connects the canopy to the strut) allows the pressure to equalize across the two sides of the wing. This improves overall performance and makes the wing even more stable.

HIGH TENSION CANOPY WITH STRUCTURED CAMBER LENS

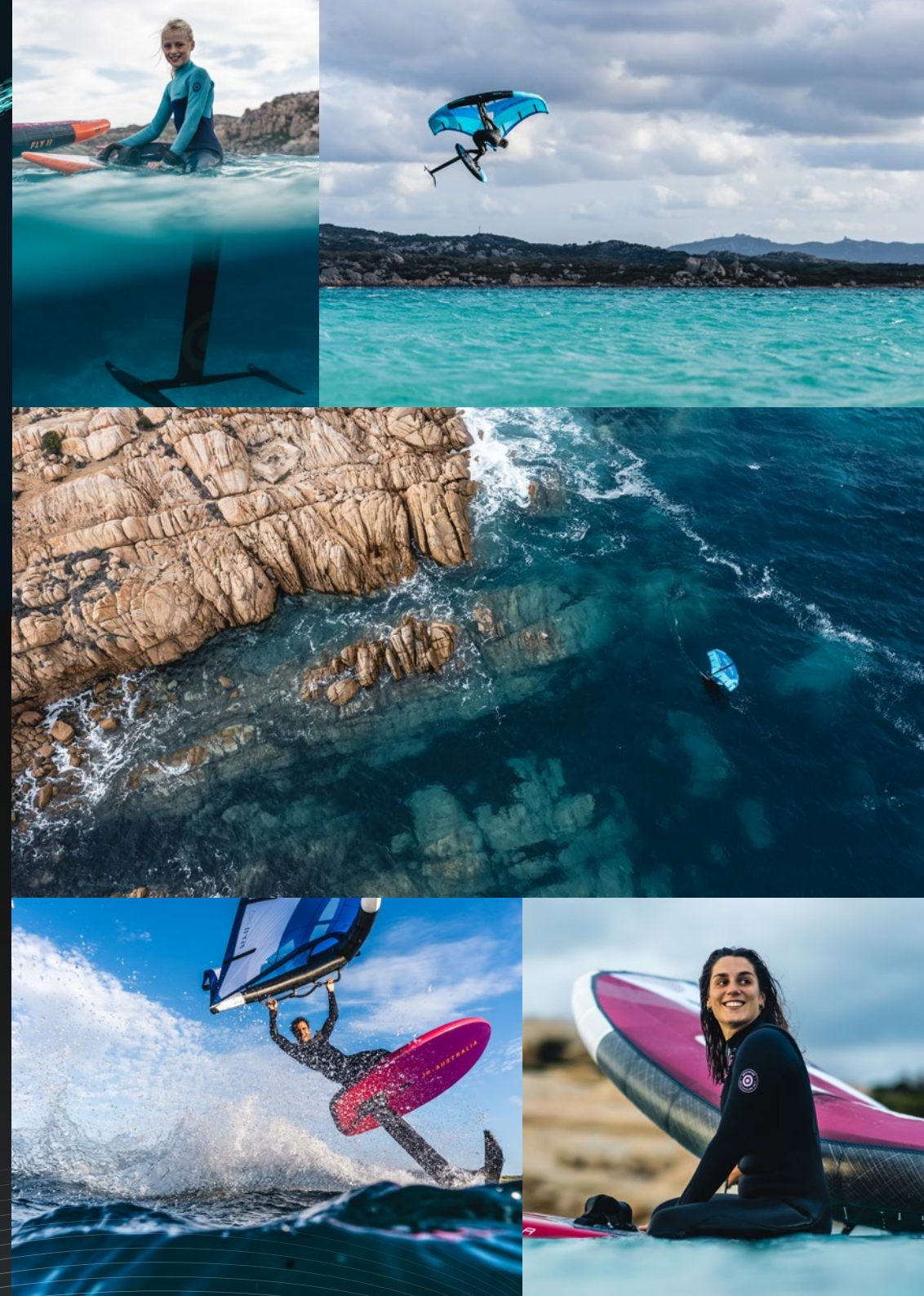
The 3D shape of the canopy leading edge is defined by a series of transverse panels that converge at the wingtips. This leverages the LE Tube structure to maximize tension in the critical entry sections – the result is more lift and a higher stall angle for better acceleration in light winds, and the ability to fly efficiently at low angles of attack for better control and higher top speeds in strong winds.

STAGGERED MATERIAL WEIGHTS ON LE

The use of an ultra-light, high-tenacity woven polyester at the wingtips and back of strut results in a very light ‘feel’ due to reduced swing weight. This improves overall performance and makes the wing even more stable.

INTEGRAL BATTEN SYSTEM

Sewn-in composite battens create a flat, fast trailing edge with minimum flutter.



SEASON 2024



NEW

FLY II PRO

from 1.999 €

HIGH PERFORMANCE

3,5 | 4,0 | 4,5 | 5,0 | 5,5 | 6,0 | 6,5

Highlights

- LE with ALUULA AERIS X materials for strength and durability
- Wing Tips and end of Middle Strut with ALUULA AERIS materials
- Exceptionally durable & ultralight
- X-PLY Windows
- Carbon Handles



NEW

FLY II

from 849 €

ALLROUND PERFORMANCE

1,8 | 2,4 | 3,0 | 3,5 | 4,0 | 4,3 | 4,7 | 5,0 | 5,4 | 5,7 | 6,0 | 6,7

Highlights

- High Lift Coefficient Concept
- High Quality Bladder with Anti-Twist System
- PVC and X-Ply Windows
- Ergonomic Handle Design



NEW

FLY SL

from tba €

LIGHT WIND PERFORMANCE

7,0 | 8,0

Highlights

- Carbon Ergo Handles
- High Lift Concept
- Hybrid Transverse Paneling
- PVC Windows
- Back Pack Bag



NEW

FIREFLY

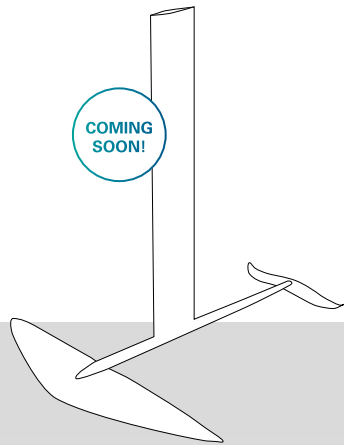
from tba €

FREESTYLE / SURF / ALL AROUND

2,0 | 2,5 | 3,0 | 3,5 | 4,0 | 4,5 | 5,0 | 5,5 | 6,0

Highlights

- Carbon Mono Handle
- High Lift Concept
- PVC Windows
- Tubular Bag



SUP & Wing

NEW

GLIDE SWIFT

ALU

from tba €

INTERCHANGEABLE HEAD

Mast length: 85 cm
Fuselage length: 70 cm

SIZE	FRONT WING AREA	BACK WING AREA
8	800	210
10	1000	210
12	1200	270
14	1450	270



SUP & Wing

NEW

GLIDE SWIFT

CARBON

from 2.199 €

FIXED HEAD SURF PLATE

Mast length: 85 cm
Fuselage length: 70 cm

SIZE	FRONT WING AREA	BACK WING AREA
8	800	210
10	1000	210
12	1200	270
14	1450	270



SUP & Wing

GLIDE SURF

HP

from 1.149 €

INTERCHANGEABLE HEAD

Mast length: 75 cm
Fuselage length: 70 cm

SIZE	FRONT WING AREA	BACK WING AREA
15	1490	220
17	1650	240
19	1850	240
21	2100	240
23	2270	240

FAST AND
STABLE
BY DESIGN

MODULARITY
- ONE SYSTEM
FITS ALL

HIGH MODULUS
CARBON

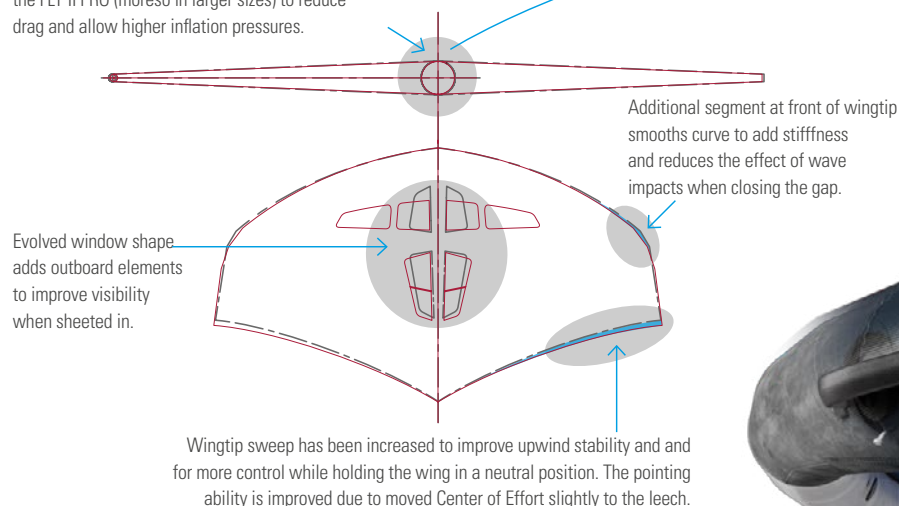
Interchangeable Options: Deep Tuttle Box, Powerbox & Surf Plate | Front Wing Area in cm² | Tail Wing Area in cm²

DEVELOPMENTS

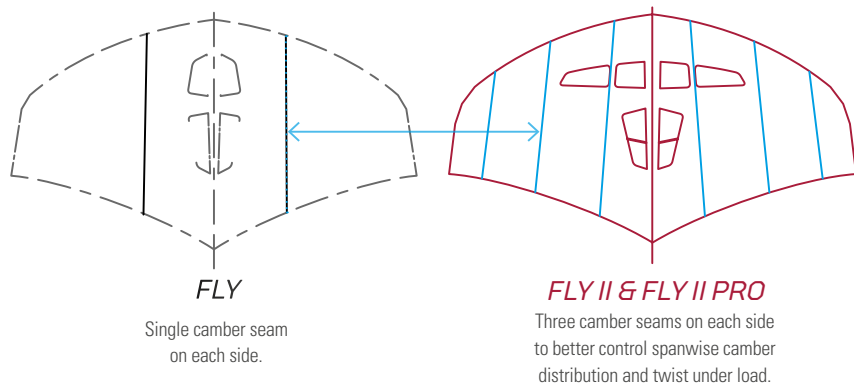
since the 1st generation of the FLY

To compare the first generation of the FLY with the second generation models FLY II and FLY II PRO, the wingspan and strut length are very close to each other - we did a lot of further development work, and that is something we really got right on the original Fly.

The Leading Edge (LE) diameter has been decreased 3-6% for the FLY II and 9-12% for the FLY II PRO (more so in larger sizes) to reduce drag and allow higher inflation pressures.



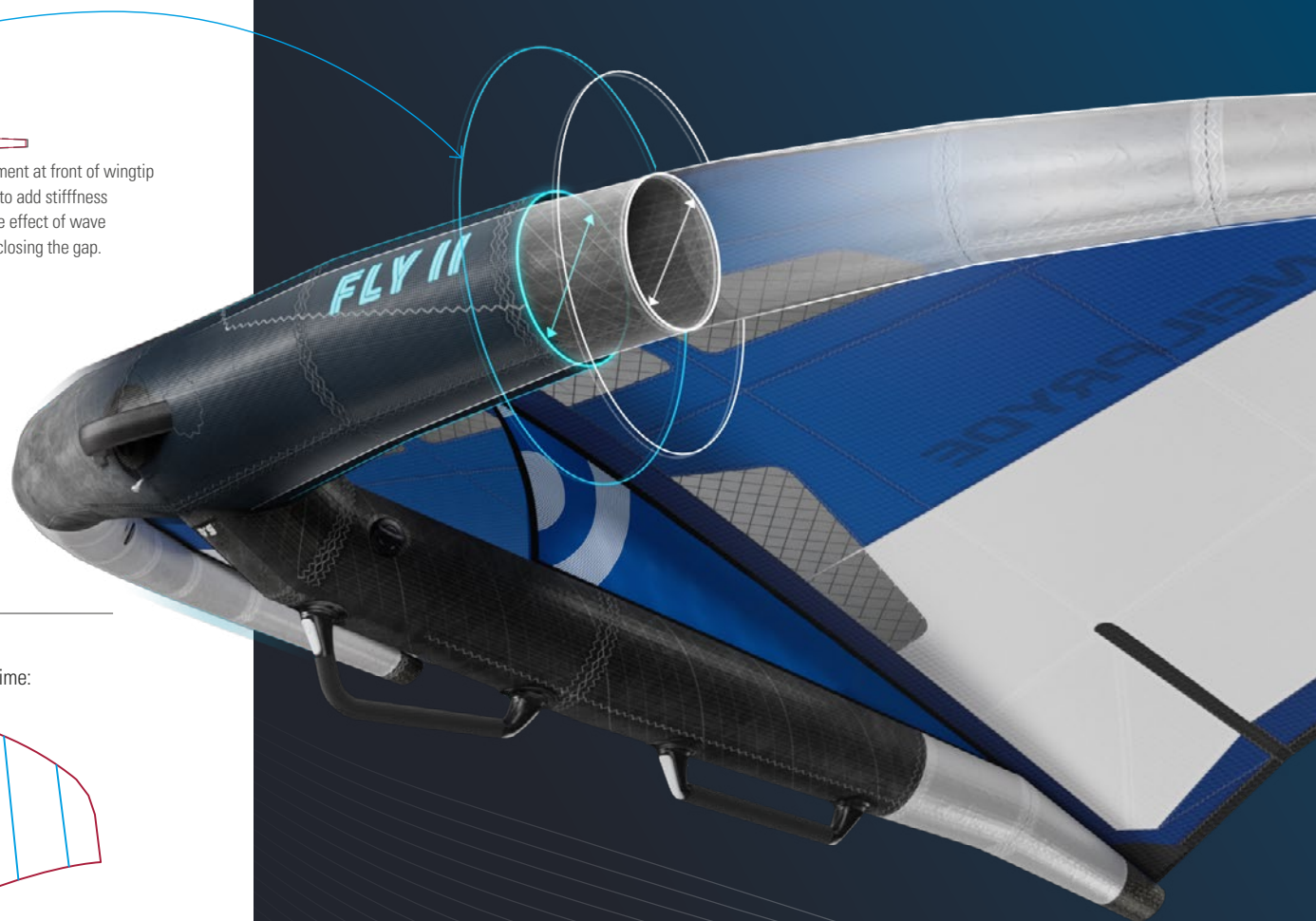
The new wings have much more precise shaping built in, while retaining the transverse paneling that holds its shape under load and stretches much less over time:



THE SHAPE DIFFERENCES

between the FLY II and the FLY II PRO

The Fly II and Fly II PRO are very close. The big differences concerning the shape are the LE diameter (the PRO is much smaller) and that - because it has a flatter entry angle to leverage the leading edge (LE) stiffness of the Aluula and reduce drag - the Fly PRO canopy appears slightly smaller when shown as flat pieces:



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