



User's manual

EONA 2

EN-A GLIDER

WWW.SUPAIR.COM



Thank you for choosing to fly our EONA2 to paraglide with. We are delighted to have you on-board to share our passion for paragliding.

SUP'AIR has been designing producing and selling accessories for free flying activities since 1984. By choosing a SUP'AIR product you benefit from almost thirty years of expertise, innovation and customer care. We pride ourselves for our work ethics and customer care.

We hope you will find this user's manual comprehensive, explicit and hopefully enjoyable as well. We advise you to read it carefully.

You will find the latest information and updates on this product on our website : www.supair.com. If however you have any further questions, do not hesitate to ask one of our dealers. Naturally the entire SUP'AIR team remains at your disposal at info@supair.com

We wish you many safe and enjoyable flying hours and happy landings.

Team SUP'AIR

Introduction	4
Technical specifications	5
Equipment overview	7
Connecting the glider	8
Pre-flight preparation	10
Take-off	11
Flight characteristics	12
End of the flight	13
Specific practices	13
Fast descents	14
Flight incidents	16
Line layout	17
Materials	18
Measurement table	19
Certificates	24
Maintenance	29
Mandatory checks	30
Warranty	30
Disclaimer	30
Pilot equipment	30

Welcome to the world of free flying : a shared world of passion.

The EONA2 wing is a glider meeting all the students and instructors requirements. It was designed for both intensive schooling and private use while providing great inflight comfort all along the pilot's progression curve. The well thought out design and choice of materials were guided by the same quality and longevity objectives.

The EONA2 glider as described in this user manual is EN **EN 926 -1 : 2015 & 926 - 2 : 2013 Classe A. Certified.**

Meaning that this paragliding wing has a maximal passive safety margin built-in in addition to being forgiving and collapse resistant in turbulent aerology.

It is naturally adapted to all flying levels including beginner pilots.

It can be used with most harnesses found on the market today. For better inflight comfort and sensations we will advise you to choose the SUP'AIR progression harness models.

After reading this manual we advise you to inflate & check your wing on a training hill first.

N.B. : The following three icons will help you to read this manual.



Advice



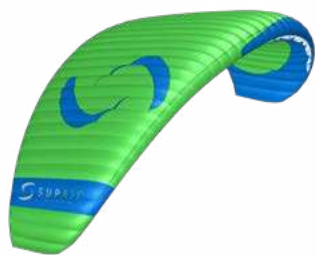
Caution !



Danger !!

Technical data

Glider EONA	XS	S	M	ML	L
Cell number	38	38	38	38	38
Flat surface area (m ²)	20	23,00	26,40	28,20	30,2
Span (m)	9,69	10,40	11,14	11,47	11,91
Chord (m)	2,55	2,74	2,93	3,02	3,14
Flat Aspect Ratio	4,7	4,7	4,7	4,7	4,7
Projected surface area (m ²)	16,931	19,47	22,35	23,70	25,56
Projected span (m)	7,61	8,16	8,74	9,00	9,35
Projected aspect ratio	3,4	3,4	3,4	3,4	3,4
Glider weight (kg)	4,0	4.5	4.8	5.0	5.4
In-flight weight range (kg)	50-70	65-85	80-105	90-115	105-130
Trim speed (km/h, +/-1)	38				
Max. speed (km/h, +/-2)	48				
Certification	EN A	EN A	EN A	EN A	EN A
Riser number.	3	3	3	3	3
Trimmer	non	non	non	non	non



Grass



Fluor



Volcano

In-flight weight range

Weight (kg)	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130
EONA 2 XS	█	█	█	█	█												
EONA 2 S				█	█	█	█	█									
EONA 2 M							█	█	█	█	█	█					
EONA 2 ML										█	█	█	█	█	█		
EONA 2 L													█	█	█	█	█

Equipment overview



- 1 Leading edge
- 2 Trailing edge
- 3 Stabilizer
- 4 Intrados
- 5 Extrados
- 6 A riser
- 7 A' riser (for big ears)
- 8 B riser
- 9 C riser
- 10 Brake line
- 11 Brake holding guide
- 12 Brake handle
- 13 Riser hook-up loop
- 14 « Ears » kit
- 15 BIRD 100 lt. capacity carrying rucksack.
- 16 Accelerator/Speedbar.
- 17 Accelerator/Speedbar Split-hook.
- 18 Accelerator/Speedbar bar.
- 19 Inner bag.
- 20 Pocket with repair kit.

Opening the wing

Choose a flat or lightly angled training hill without obstacles or wind.

Open your wing and arrange it in a crescent shape.

Check the fabric and the lines for any sign of wear or damage. Check for the links connecting the lines to the risers to be fully closed. Identify, separate and arrange the A,B,C, risers as well as the brake lines neatly. Knots or tangles can not be present.

Choosing an adapted harness.

The EONA2 glider was certified EN A with a EN1651 & LTF certified harness and hence can be flown with most harnesses models found on the market today. We wil advise you to choose a EN1651 and or LTF certified harness with a built-in dorsal protection system.

Connecting the wing to the harness.

Without twisting the risers, connect them to the harness connection loops using the self-locking carabiners.

Check for the risers to be properly positioned and untwisted. The "A" risers must be located at the front and facing the flight direction(see schematic).

Lastly, check for the main self-locking carabiners to be fully closed and locked in place.

Harness chest strap spacing

It is advised to adjust the harness's chest strap width based on your wing size :

42 cm for an EONA2 size XS

42 cm for an EONA2 size S

46 cm for an EONA2 size M

46 cm for an EONA2 size ML

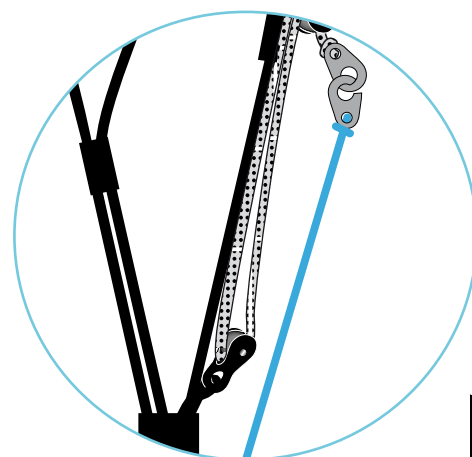
48 cm for an EONA2 size L

Installing the accelerator

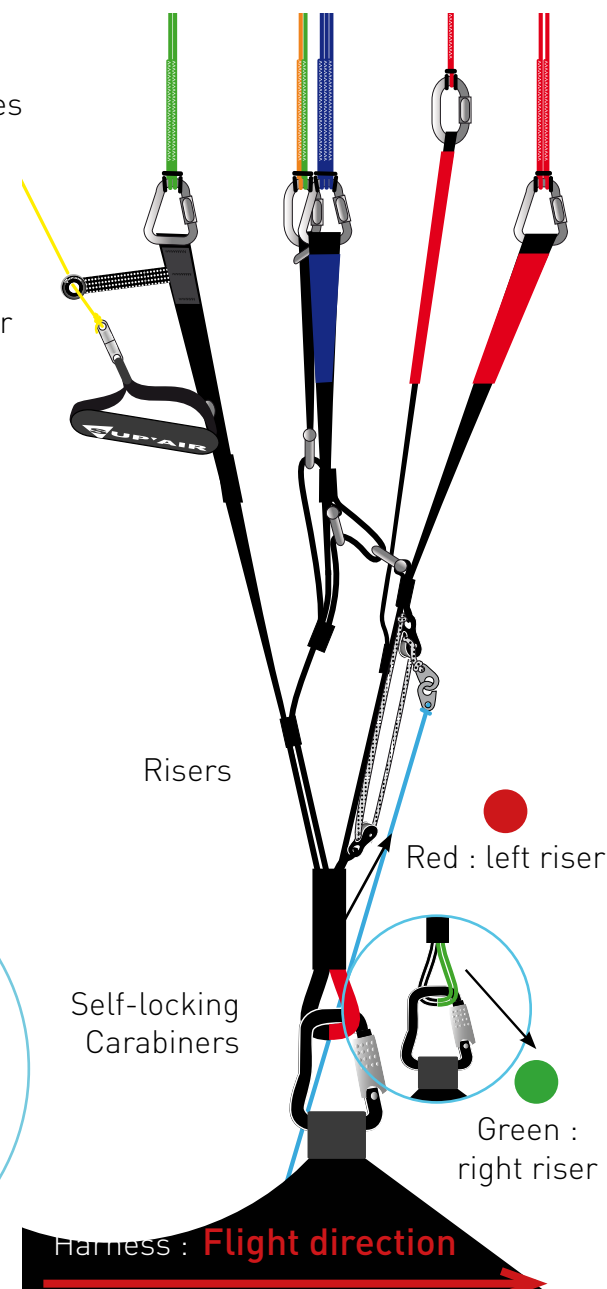
Install the accelerator according to your harness manufacturer's recommendations.

Connect it to the wing using the split hooks.

Once the accelerator/speedbar is connected, adjust its length according to your measurements. For correct use, there must not be any tension at the split-hook level when the accelerator/speedbar line is relaxed.



Connecting the glider



Brake line length

Brake line lengths are set at the factory to allow optimal glider control. However, if they do not suit you they can be adjusted to your liking.

We will advise using a fisherman's knot and to keep your length changes to a minimum (approx 5cm maximum).



If you modify the original default setting, have it inspected and approved by a professional before flying..

The default factory maximum brake line length is :

- 65 cm for an EONA2 size XS
- 71 cm for an EONA2 size S
- 75 cm for an EONA2 size M
- 82 cm for an EONA2 size ML
- 85 cm for an EONA2 size L

(Of which 7cm guard, the rest is the clearance before stall)

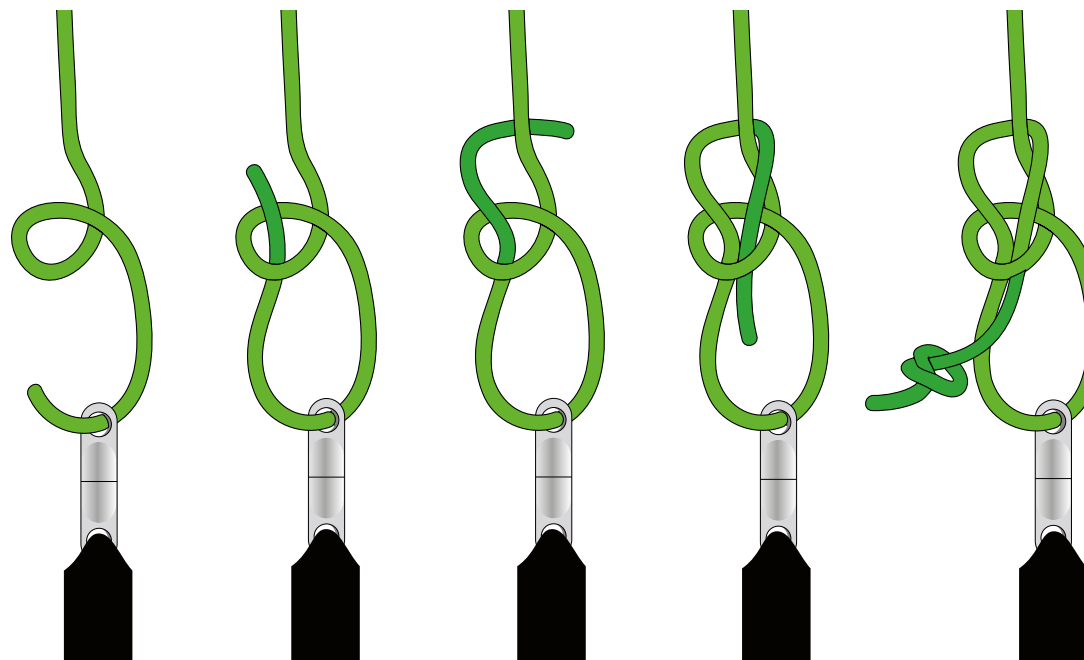


Be certain to adjust and leave a small amount of line slack to keep steering toggle play, prevent wing profile deformation and hinder the accelerator functionality. During acceleration, the glider's trailing edge must not be deformed.



Connecting the glider

fisherman's knot

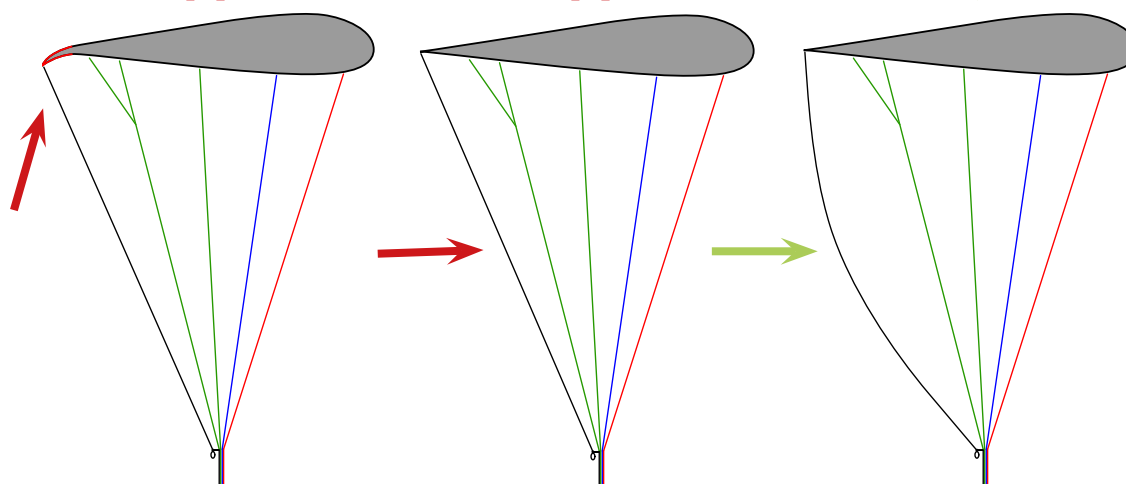


Margin

X

X

✓



PRE-FLIGHT PREPARATION

The EONA2 glider was designed to help new pilots with their progression. To discover your new wing, we will advise you to conduct your first small flights in calm conditions on a school training hill or a familiar site you are used to flying with your own harness.

Unfold the glider and place it on its upper surface in an arc.

Separate the A,B,C risers and the brakes, be certain for the risers and lines not to have any twists or knots or be hooked to a branch, stone etc...

Caution !



It vital to conduct a thorough pre-flight check and have the harness properly connected to the glider prior each takeoff.

Run through the following procedure prior each takeoff:

- harness or carabiners do not show signs of wear and tear.
- the reserve parachute container is correctly closed and that the handle is in the correct position
- your personal settings have not been changed
- The wing is properly connected to the risers with all links securely tightened and locked in place.
- The wing is properly connected to the harness without any riser twist.
- You are securely connected to the harness with the leg and chest strap buckles closed, self-locking carabiners locked.
- You are wearing your helmet and it is properly fastened.

The design team has strived to produce a wing with optimum inflating abilities in all flyable conditions. Whether it be in light or high winds you will enjoy its docile behavior while launching. However before the first flight, practice ground-handling to become familiar with your new glider. It is possible to inflate in a front- or reversed-launch method.

Forward launch

To inflate the glider grab the upper ends of the "A" risers with your hands and progressively move forward guiding the glider upward. Once the wing is flying overhead, apply brakes as necessary, look up and perform a visual check before accelerating to take off.

Reverse launch

If the wind speed is sustained and permits it, we will advise you to use a reversed inflation method more adapted to conduct a better visual check. Face the wing and grab the "A" risers. With a light pull and adapted rearward walking motion, inflate your wing. Once the glider is stable overhead, turn around, look up once more to check that all is ok. before running down the slope and takeoff. Note: it is not necessary to use the "A" risers to inflate the wing.



Caution !

Before take-off, ensure for the airspace to be clear in front, around and above you with weather conditions matching your flying skill level..

Here are a few tips to take advantage of your EONA2 wing's performance in flight:

« Hands up » speed or trim speed

Flying « hands up » will provide the best glide ratio in nil wind.

Using the accelerator/speedbar.

According to the EN A norm, the EONA2 glider was designed to be stable throughout its speed range.

Accelerated, the wing becomes more sensitive to turbulence. If you sense a glider internal pressure decrease while pushing on the accelerator; lessen the speedbar tension to bring it back to its neutral default setting while slightly applying a small amount of brake by pulling the hand toggles and prevent a possible leading edge frontal collapse.

The accelerator/speedbar length travel is:

- 13 cm for an EONA2 size XS
- 15 cm for an EONA2 size S
- 15 cm for an EONA2 size M
- 16 cm for an EONA2 size ML
- 16 cm for an EONA2 size L

Piloting without the toggles/brakes.

If for whatever reason, the toggles/brakes are no longer available, you will need to pilot your wing using the harness and "C" risers instead. Beware not to overcontrol the glider to limit the risk of experiencing a possible stall.

To land, let your wing glide for as long as possible before applying a full braking motion. Braking using the "C" risers is not as efficient as using the toggles and could bring a more energetic landing than normal.

Turns

To make your glider turn efficiently, and only after checking that the space below you is clear and safe to land on, weight shift toward the inside of the turn and progressively pull your brake/toggle on the same side until the desired turning angle is reached. The turning speed and radius can also be adjusted by using the other brake/toggle controlling the upper half side of the wing. If flying at low speed, begin your turn by raising your hand on the upper and external side of the turn to prevent a possible flat-turn or twisted turn on the vertical axis.

End of the flight

Landing

Be certain to always have enough altitude for a safe landing before approaching the chosen Landing Zone (PTU, PTS, etc...). Never make aggressive maneuvers close to the ground. Always land into the wind (upwind), standing up and ready to run to a stop if necessary. Make your landing approach with maximum air speed if possible depending on the weather conditions of the moment, then progressively brake to slow the glider to a final touchdown. Beware not to brake too much, too soon and too rapidly to prevent a possible stall and hard landing.

In case of a landing in sustained higher wind speeds, you will need to quickly turnaround, face the wing, move forward while braking down symmetrically. You can equally pull the "C" risers down to deflate the glider and bring it to the ground.

Folding

Fold each side of your wing in an accordion-like shape. Stack-up the leading edge reinforcements on top of one another. Bring one side of the glider over the other while keeping the leading edge reinforcements flat. Roll the wing on itself, starting from the leading edge toward the trailing edge. During the entire packing procedure, do not bend the leading edge's reinforcements.

Towing

The EONA2 wing can be towed up. Fly only with certified gear operated by qualified personal and only after taking a towing clinic. The towing force must correspond to the weight of the equipment, and the pulling sequence can only start when the wing is fully inflated and stable over the pilot's head.

Aerobatics

The EONA2 wing was not designed to enter aerobatic maneuvers. We highly discourage its use for this type of flying.

Tandem



The EONA2 wing was not designed for tandem flying.

Specific usage

FAST DESCENTS

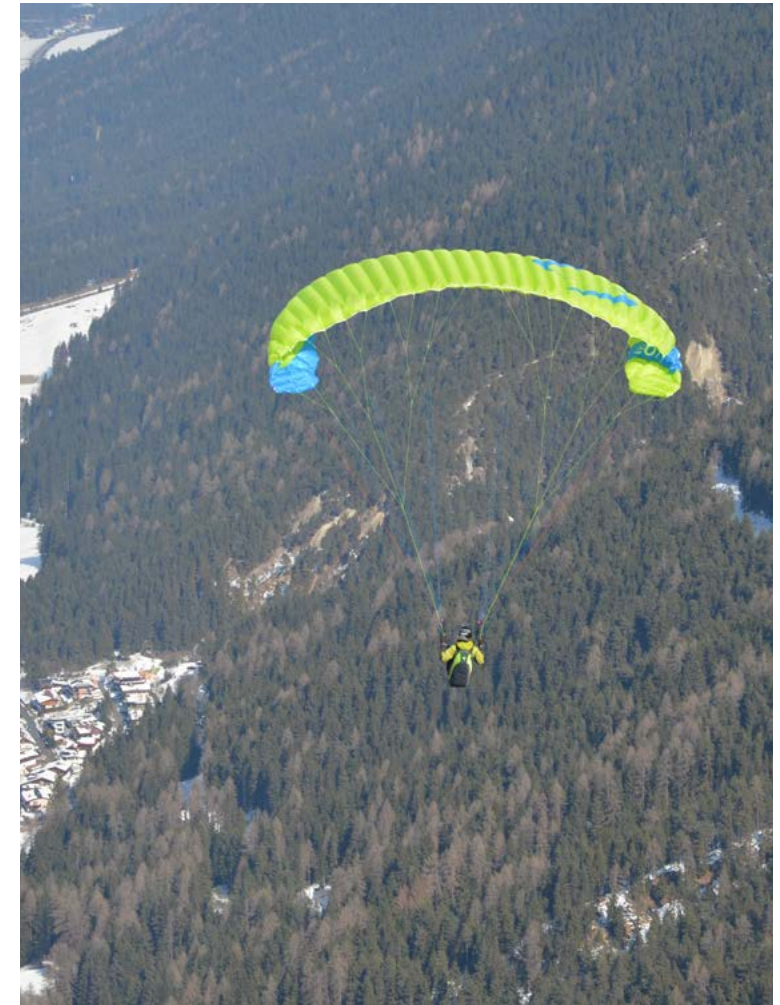
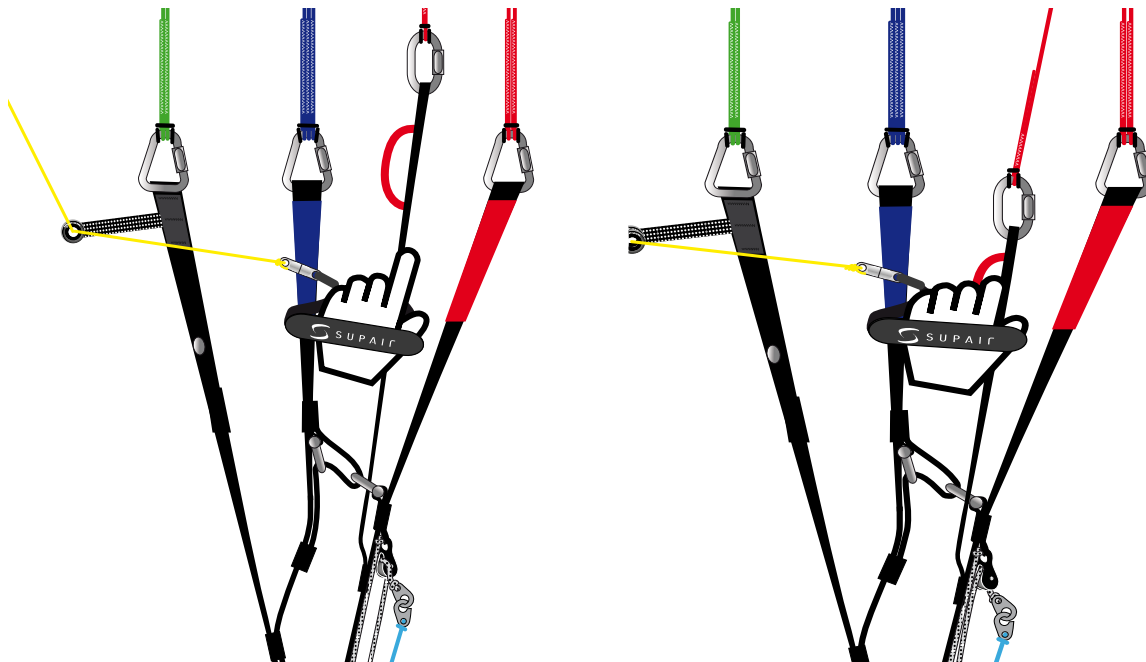
The following techniques should only be used in emergencies and require prior training to be safely conducted. Appropriate analysis and anticipation of the conditions will often prevent the need to use fast descent techniques. We will advise you to practice in still air and preferably above water.

Big Ears

Pulling "ears" increases the glider sink rate. We do not recommend the use of big ears close to the ground

In order to pull "ears", grab the specific riser (outer "A" riser) while keeping the toggles in hands and lowering them until the win tips collapse. It is preferable to collapse one side after the other and not simultaneously in order to prevent an eventual frontal collapse.

Once the "Ears" are folded and stabilized, we will recommend using the accelerator/speedbar to regain your initial air speed.



To reopen the "Ears", bring the accelerator/speedbar back to its neutral default setting, then let go the risers symmetrically. You can pump the brake/toggles on either side of the wing to facilitate its reopening sequence.

B-line stall

This technique is usually physically demanding and will provoke a parachutal wing configuration and hence wing control will be diminished.

Loosing altitude using the "B" risers is done by grabbing the risers at the metal links level and applying a symmetrical downward vertical pull until the wing's profile is deformed. This maneuver can be maintained to increase the wing's sink rate.

To regain a normal flying configuration, bring your hands up progressively to the "A" risers red markers, then let go the "B" risers altogether. The wing will experience a moderate surge forward which will need to be instantly neutralized and controlled.

360° spiral dives

To begin a spiral dive make sure the air space is clear around and below you, then lean toward the chosen side while gradually applying brake/toggle pressure on that side. The wing will gradually accelerate before entering a full spiral dive. You may use the outer/upper toggle to manage your sink rate.

In order to exit the rotation, get back to a neutral (centered) position in the harness and gradually release the inside brake. You need to keep the glider in a turn as it decelerates in order to limit the surge while exiting the spiral. If your exit is too radical the glider will surge aggressively and experience a substantial dive to be immediately controlled.. Gradually slowing down the rotation with the outside and upper brake will allow you to exit the spiral in a controlled manner.



To prevent stressing we do not recommend combining spiral dives with "Ears".



Conforming to the EN A, the EONA2 glider does not show any tendency to stay in a locked spiral configuration and will return by itself to a normal flying angle in less than two full rotations when the toggles/brakes are brought back up.



DANGER This manœuvre places a lot of stress on the glider. The high speed and "G" force might be disorientating and, in extreme cases, cause you a temporary loss of consciousness. Practice this maneuver gradually with ample space around and below you.

Asymmetric collapses

Any paraglider may occasionally collapse due to turbulence or a piloting error. In the event of an asymmetric collapse your priority must be to stay clear of the terrain and regain level flight. It is done by via of weight shifting toward the open side and if necessary, support the action by applying an appropriate amount of brake on the same side.

If the collapsed side does not automatically reopen then pump the collapse side deeply and repetitively to repressurize the deflated wing tip. Repeat if necessary until full reinflation is successful. In the event of a "cravat" (where the wing tip is snagged between the lines) you may use the "ears" technique described above by pulling on the tangled line in order to release the wingtip.

Front collapses

During a front collapse according to the certification standard the glider is designed to reopen on its own. make sure you do not brake to facilitate the return to a normal flight.

Parachutal stall

Even though this configuration only rarely occurs, you may find yourself in a situation called "parachutal stall " where the glider descends vertically with no forward motion. If it happens, release the brakes/toggles fully and trims symmetrically. You might also need to push forward on the "A" risers. Make sure you regained a normal flight configuration before proceeding with brake/toggle usage again.

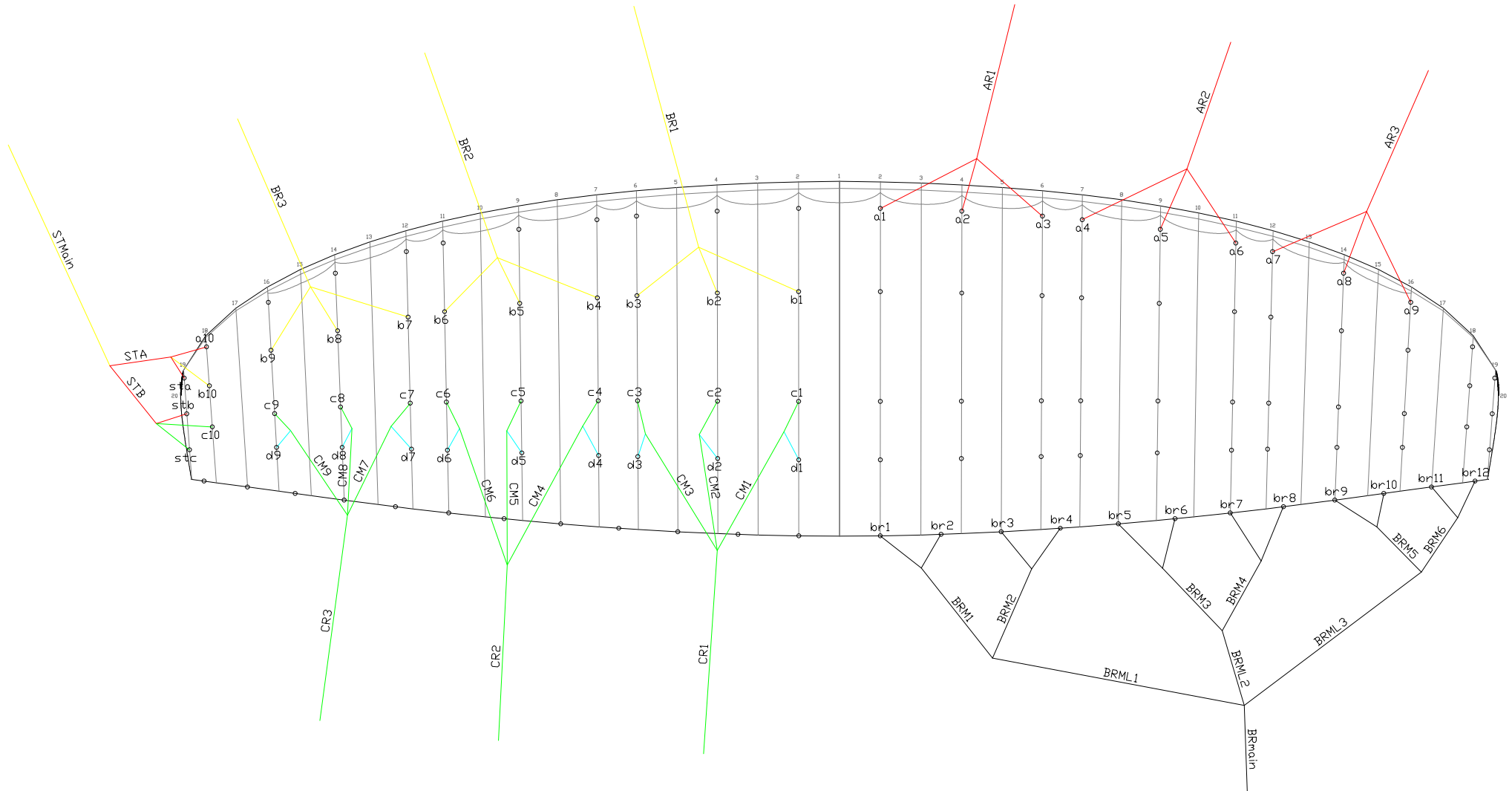
Stall

This technique is not recommended as it requires intense physical impute. It is not a safe descent technique.

Spin / asymeric stall

A spin will only occur because of a piloting error. If so, release the brake fully on the stalled side and be certain to keep the glider in check during the ensuing dive and reopening sequence.

Line Layout Diagram



Fabrics	Producer	Reference
Outer surface	Porcher Sport	Skytex 38 Universal - 9017E25
Inner Surface	Porcher Sport	Skytex 38 Universal - 9017E25
Supported ribs	MJ TEC	MJ32 HF
Compression straps and D ribs	MJ TEC	MJ32 HF
Unsupported ribs	MJ TEC	MJ32 HF
Rib reinforcements	Porcher Sport	SR 170

Main lines	Producer	Reference
Top cascade	Liros	PPSL 120 / DSL 70
Upper middle cascade	Liros	PPSL 120
Lower cascade	Edelrid	7343-230 / 7343-280

Stabilo lines	Producer	Reference
Top cascade	Liros	DSL 70
Middle cascade	Liros	DSL 70
Lower cascade	Edelrid	6843-160

Brake lines	Producer	Reference
Top cascade	Liros	DSL 70
Upper middle cascade	Liros	DSL 70
Lower middle cascade	Liros	PPSL 120
Lower cascade	Edelrid	7850X-240
Mailons	Peguet	MAILLON RAPIDE DELTA INOX 3,5 MM

EONA2 glider

Size XS

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	5537	5464	5566	5701	6444
	2	5475	5396	5488	5620	6226
	3	5541	5455	5543	5655	6063
	4	5518	5430	5516	5630	5980
	5	5446	5360	5437	5546	5877
	6	5479	5394	5469	5555	5765
	7	5345	5363	5442	5517	5718
	8	5212	5252	5316	5385	5755
	9	5152	5214	5272	5307	5714
	10					5686
Stabilizers	11	4958	4914	4968		5726
Wingtip	12	4804	4827	4945		5679

Measurements made from the base of the risers to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	6027	5954	6056	6191	6444
	2	5965	5886	5978	6110	6226
	3	6031	5945	6033	6145	6063
	4	6008	5920	6006	6120	5980
	5	5936	5850	5927	6036	5877
	6	5969	5884	5959	6045	5765
	7	5935	5853	5932	6007	5718
	8	5802	5742	5806	5875	5755
	9	5742	5704	5762	5797	5714
	10					5686
Stabilizers	11	5448	5404	5458		5726
Wingtip	12	5294	5317	5435		5679

Tolerance: 10 mm.

Riser length (without "Baby A") : 460mm

"Baby A" length : 570mm

Measurement table

EONA2 glider

Size S

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	5977	5897	6003	6153	6973
	2	5914	5827	5921	6068	6742
	3	5985	5892	5982	6108	6567
	4	5961	5866	5954	6082	6452
	5	5885	5793	5871	5993	6349
	6	5921	5829	5905	6002	6230
	7	5785	5796	5879	5964	6180
	8	5643	5678	5744	5821	6218
	9	5579	5637	5698	5738	6152
	10					6140
Stabilizers	11	5358	5312	5379		6178
Wingtip	12	5193	5228	5354		6126

Measurements made from the base of the risers to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	6487	6407	6513	6663	6973
	2	6424	6337	6431	6578	6742
	3	6495	6402	6492	6618	6567
	4	6471	6376	6464	6592	6452
	5	6395	6303	6381	6503	6349
	6	6431	6339	6415	6512	6230
	7	6395	6306	6389	6474	6180
	8	6253	6188	6254	6331	6218
	9	6189	6147	6208	6248	6152
	10					6140
Stabilizers	11	5868	5822	5889		6178
Wingtip	12	5703	5738	5864		6126

Tolerance: 10 mm.

Riser length (without "Baby A") : 490mm

"Baby A" length : 590mm

EONA2 glider

Size M

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	6433	6347	6457	6624	7438
	2	6371	6278	6380	6536	7193
	3	6445	6342	6440	6580	7008
	4	6424	6316	6402	6547	6921
	5	6343	6241	6323	6455	6768
	6	6378	6277	6353	6463	6641
	7	6248	6252	6335	6429	6588
	8	6099	6130	6189	6281	6634
	9	6028	6083	6144	6196	6598
	10					6569
Stabilizers	11	5792	5741	5805		6610
Wingtip	12	5611	5643	5774		6551

Tolerance: 10 mm.

Measurements made from the base of the risers to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	6952	6864	6973	7140	7438
	2	6890	6795	6896	7052	7193
	3	6964	6859	6956	7096	7008
	4	6943	6833	6918	7063	6921
	5	6862	6758	6839	6971	6768
	6	6897	6794	6869	6979	6641
	7	6865	6769	6851	6945	6588
	8	6716	6647	6705	6797	6634
	9	6645	6600	6660	6712	6598
	10					6569
Stabilizers	11	6309	6258	6322		6610
Wingtip	12	6128	6160	6291		6551

Élévateurs	Non accéléré	Accéléré
A	490	360
A'	590	475
B	490	400
C	490	490
acc	130	
Trimmer	n/a	

Tolérance +/- 5mm

Risers length, Measured without carabiner. Carabiners length : 29 mm.

Lines individual lengths														
A LINES			B LINES			C LINES			D LINES			BRAKE LINES		
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN
AR1	4533	4273	BR1	4436	4176	CR1	4567	4307	d1	1180	980	BRmain	3079	2779
AR2	4638	4378	BR2	4533	4273	CR2	4648	4388	d2	1145	945	BRML1	2299	2099
AR3	4653	4393	BR3	4681	4421	CR3	4799	4539	d3	1105	905	BRML2	2134	1934
a1	2388	2188	b1	2395	2195	CM1	1571	1371	d4	1089	889	BRML3	2655	2455
a2	2322	2122	b2	2323	2123	CM2	1519	1319	d5	1071	871	BRM1	1463	1263
a3	2401	2201	b3	2394	2194	CM3	1603	1403	d6	1019	819	BRM2	1286	1086
a4	2269	2069	b4	2266	2066	CM4	1509	1309	d7	893	693	BRM3	1501	1301
a5	2189	1989	b5	2189	1989	CM5	1433	1233	d8	836	636	BRM4	1383	1183
a6	2228	2028	b6	2229	2029	CM6	1496	1296	d9	745	545	BRM5	817	617
a7	2077	1877	b7	2053	1853	CM7	1441	1241				BRM6	951	751
a8	1929	1729	b8	1930	1730	CM8	1343	1143	STABILO LINES			br1	1556	1356
a9	1860	1660	b9	1886	1686	CM9	1343	1143	NAME	CUT	SEWN	br2	1311	1111
a10	795	595	b10	745	545	c1	1016	816	STMain	4893	4693	br3	1303	1103
						c2	984	784	STA	730	530	br4	1212	1012
						c3	965	765	STB	755	555	br5	1017	817
						c4	945	745	sta	618	418	br6	891	691
						c5	935	735	stb	630	430	br7	956	756
						c6	908	708	stc	764	564	br8	1002	802
						c7	795	595				br9	1001	801
						c8	747	547				br10	975	775
						c9	698	498				br11	839	639
						c10	792	592				br12	781	581

Measurement table

EONA2 glider

Size ML

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	6676	6585	6697	6870	7764
	2	6610	6511	6611	6780	7511
	3	6691	6586	6680	6827	7321
	4	6666	6559	6650	6800	7189
	5	6584	6481	6563	6704	7090
	6	6624	6522	6600	6715	6961
	7	6484	6486	6565	6666	6906
	8	6329	6356	6415	6506	6949
	9	6257	6310	6357	6400	6861
	10					6853
Stabilizers	11	6008	5956	6033		6876
Wingtip	12	5825	5865	6003		6831

Measurements made from the base of the risers to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	7206	7115	7227	7400	7764
	2	7140	7041	7141	7310	7511
	3	7221	7116	7210	7357	7321
	4	7196	7089	7180	7330	7189
	5	7114	7011	7093	7234	7090
	6	7154	7052	7130	7245	6961
	7	7114	7016	7095	7196	6906
	8	6959	6886	6945	7036	6949
	9	6887	6840	6887	6930	6861
	10					6853
Stabilizers	11	6538	6486	6563		6876
Wingtip	12	6355	6395	6533		6831

Tolerance: 10 mm.

Riser length (without "Baby A") : 510mm

"Baby A" length : 610mm

Measurement table

EONA2 glider

Size L

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	6928	6832	6946	7128	8050
	2	6860	6758	6859	7036	7789
	3	6945	6835	6930	7086	7594
	4	6920	6808	6902	7059	7471
	5	6836	6728	6811	6959	7367
	6	6877	6771	6851	6972	7218
	7	6737	6735	6816	6923	7163
	8	6577	6601	6660	6756	7206
	9	6502	6553	6601	6645	7095
	10					7098
Stabilizers	11	6237	6184	6268		7101
Wingtip	12	6048	6095	6237		7072

Measurements made from the base of the risers to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A	B	C	D	Break
Center	1	7458	7362	7476	7658	8050
	2	7390	7288	7389	7566	7789
	3	7475	7365	7460	7616	7594
	4	7450	7338	7432	7589	7471
	5	7366	7258	7341	7489	7367
	6	7407	7301	7381	7502	7218
	7	7367	7265	7346	7453	7163
	8	7207	7131	7190	7286	7206
	9	7132	7083	7131	7175	7095
	10					7098
Stabilizers	11	6767	6714	6798		7101
Wingtip	12	6578	6625	6767		7072

Tolerance: 10 mm.

Riser length (without "Baby A") : 510mm

"Baby A" length : 610mm

CERTIFICATES

Certification

EN 926 -1 : 2015 & 926 - 2 : 2013 Classe A.

N° PG-0889.2014

LTF 91/09

CERTIFICATES

Certification

EN 926 -1 : 2015 & 926 - 2 : 2013 Classe A.

N° PG-0889.2014

LTF 91/09

CERTIFICATES

Certification

EN 926 -1 : 2015 & 926 - 2 : 2013 Classe A.

N° PG-0889.2014

LTF 91/09

CERTIFICATES

Certification

EN 926 -1 : 2015 & 926 - 2 : 2013 Classe A.

N° PG-0889.2014

LTF 91/09

CERTIFICATES

Certification

EN 926 -1 : 2015 & 926 - 2 : 2013 Classe A.

N° PG-0889.2014

LTF 91/09

Washing and glider maintenance.

It is a good idea to wash your glider from time to time. We recommend using sponge or soft hair brush and a non aggressive water-soluble cleaning agent (such as baby soap).

We will recommend wing inspections to be conducted at regular intervals:

Repair eventual small fabric damages (holes smaller than a 1Euro coin or 1 US. 25 cents coin) with the small rounded sticky ripstop pieces included in your repair kit.

Empty out the cells/caissons from sand, pebbles, grass, leaves, etc...

Storage and transport.

When not using your glider store it inside your paragliding rucksack in a dry cool and clean place protected from UV exposure. If your harness is wet please dry thoroughly before storing. If your glider is wet or humid, dry it thoroughly first.

Keep all metal parts away from corrosive elements.

Product longevity.



Irrespective of pre-flight checks, your glider must be serviced regularly and in accordance with its maintenance schedule. We will recommend for the wing to be inspected every 2 years or every one hundred (100) hours, and more specifically check the followings :

- Lines (no excessive wear no breakages or folds) maillons and carabiners
- Materials selected for the EONA2 ensure the best compromise for lightness and longevity. However in certain conditions such as exposure to UV or abrasion or exposure to chemical products the glider must be submitted to a thorough inspection by a qualified facility. Your safety depends on it!
- Carabiners must be replaced every five (5) years by identically rated and certified models recommended by the manufacturer (SUPAIR).



Repair



In spite of using the best quality materials, your glider may be subjected to wear and tear (Gigi, subjected et non subject) and hence will need to be regularly inspected at a qualified repair center.

SUPAIR also offers the possibility for its products to be repaired beyond the end of the warranty period. Please contact us either by telephone or by E-mail sav@supair.com in order to receive a quote.

Recycling

All our materials are selected for their technical and environmentally friendly characteristics. None of the components found in our products will harm the environment. Most of them are recyclable.

If your EONA's life span is over, you can separate all metallic and plastic parts from the cloth and dispose of the rest according to your country's recycling guide lines and requirements. Please contact your local recycling center for more information..

Mandatory controls



Your glider must be checked every 2 years or every 100 flight hours by a qualified operator.

We advise you to take this opportunity to have your reserve repacked.

Warranty

SUP'AIR takes the greatest care in the design and production of its product line hence offers a 3 years limited warranty from the purchase date against any manufacturing defect or design issues occurring during normal use. Any damage or degradation resulting from incorrect or abusive use, abnormal exposure to aggressive factors including but not limited to; high temperature intense sun exposure high humidity etc. will invalidate this warranty.

Disclaimer



Paragliding is an activity requiring, skills, specific knowledge and sound judgement. Be safe by learning in certified schools, subscribe and obtain an adequate insurance policy as well as a flying license while always making sure your flying skills are up to the task in various weather flying conditions. SUP'AIR cannot be held responsible for your paragliding decisions or activities.



This SUP'AIR product was designed for solo use only. Any other activity such as tandem paragliding, skydiving or BASE jumping is absolutely forbidden.

Pilot's gear

It is essential to wear a helmet, suitable shoes with good ankle support and adapted clothing. Carrying a reserve emergency parachute corresponding to your weight and properly connected to the harness is also highly recommended.



SUPAIR
LIFE IS IN THE AIR



EONA 2

SUPAIR-VLD
Parc Altaïs
34 rue Adrastée
74650 Chavanod, Annecy
FRANCE

info@supair.com
+33(0)4 50 45 75 29

45°54.024'N / 06°04.725'E