



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

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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

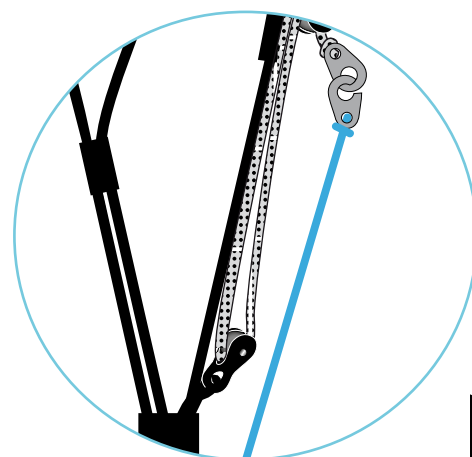
48 cm for an EONA2 size L

Installing the accelerator

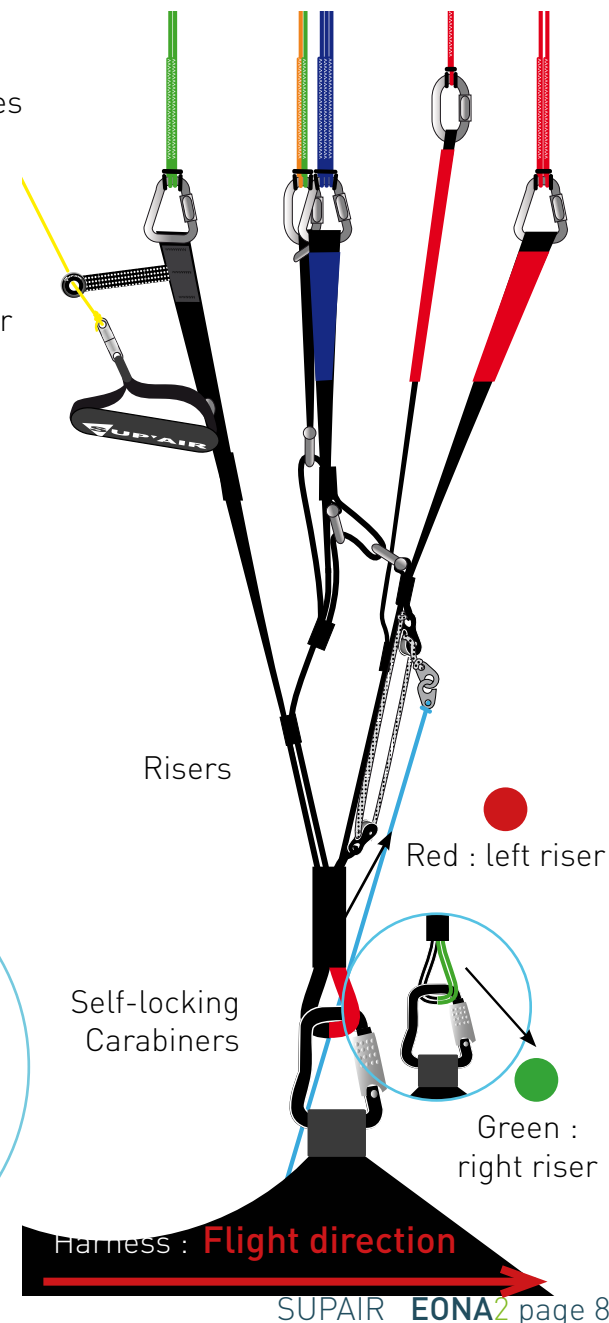
Install the accelerator according to your harness manufacturer's recommendations.

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

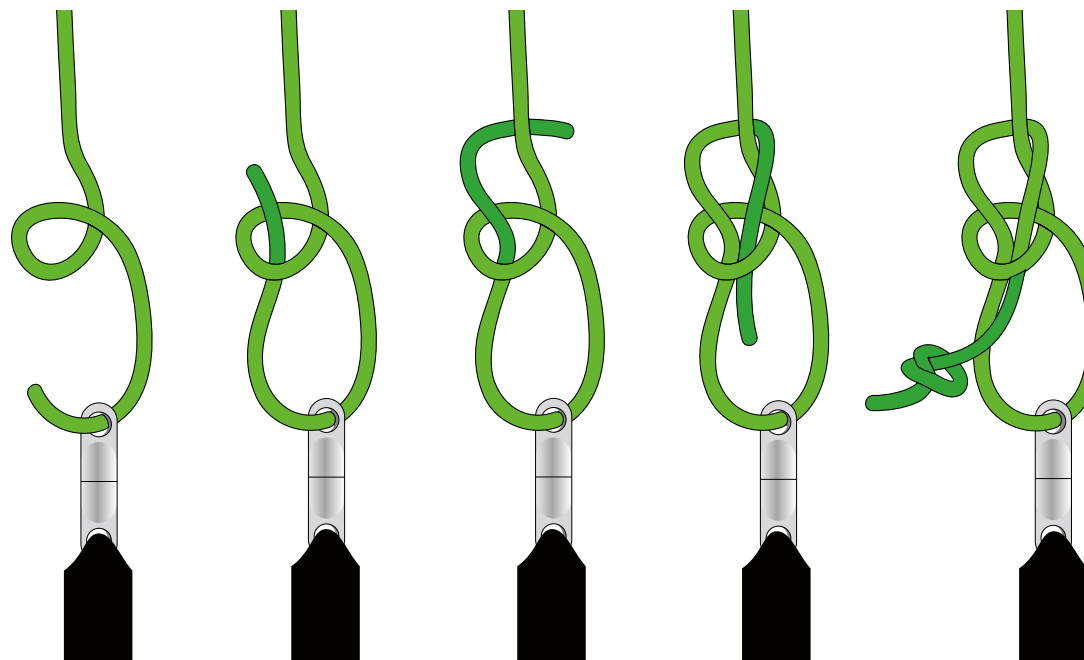
(Of which 7cm guard, the rest is the clearance before stall)



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

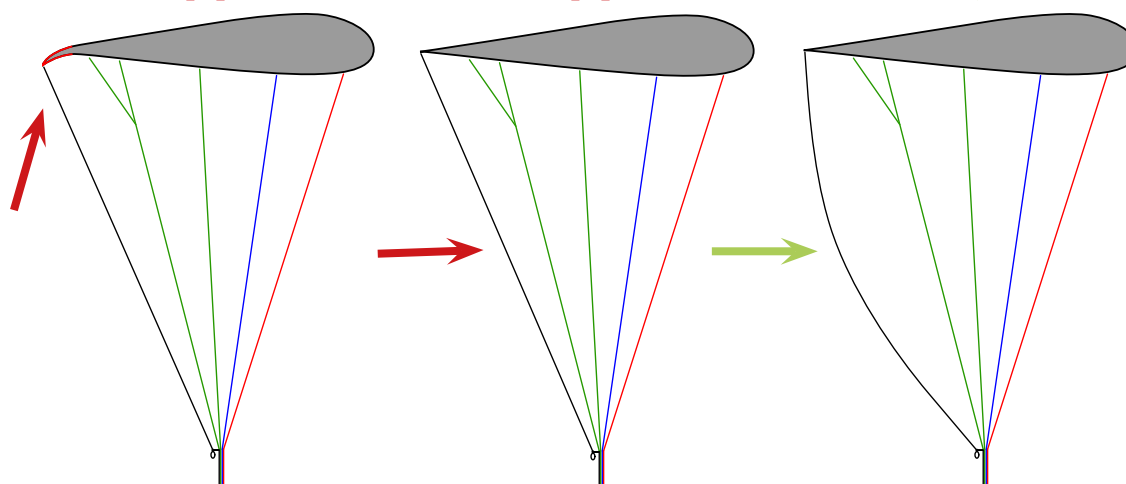


Margin

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.

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

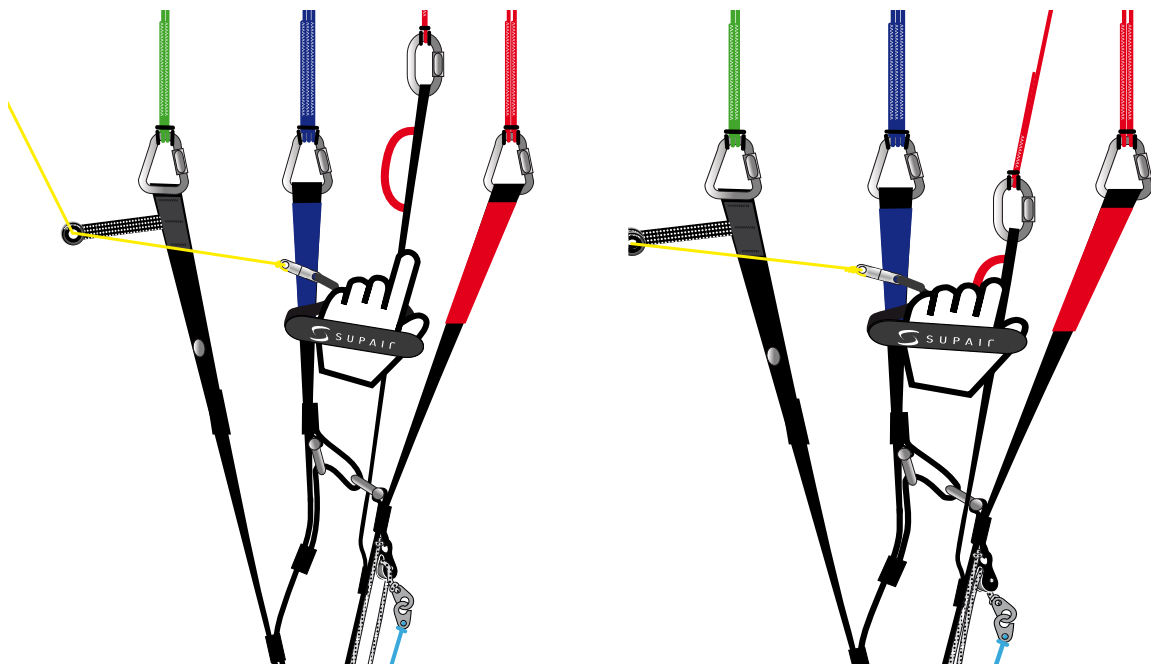
The following techniques should only be used in emergencies and require prior training to be safely conducted. Appropriate analysis and anticipation of the conditions will often prevent the need to use fast descent techniques. We will advise you to practice in still air and preferably above water.

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.

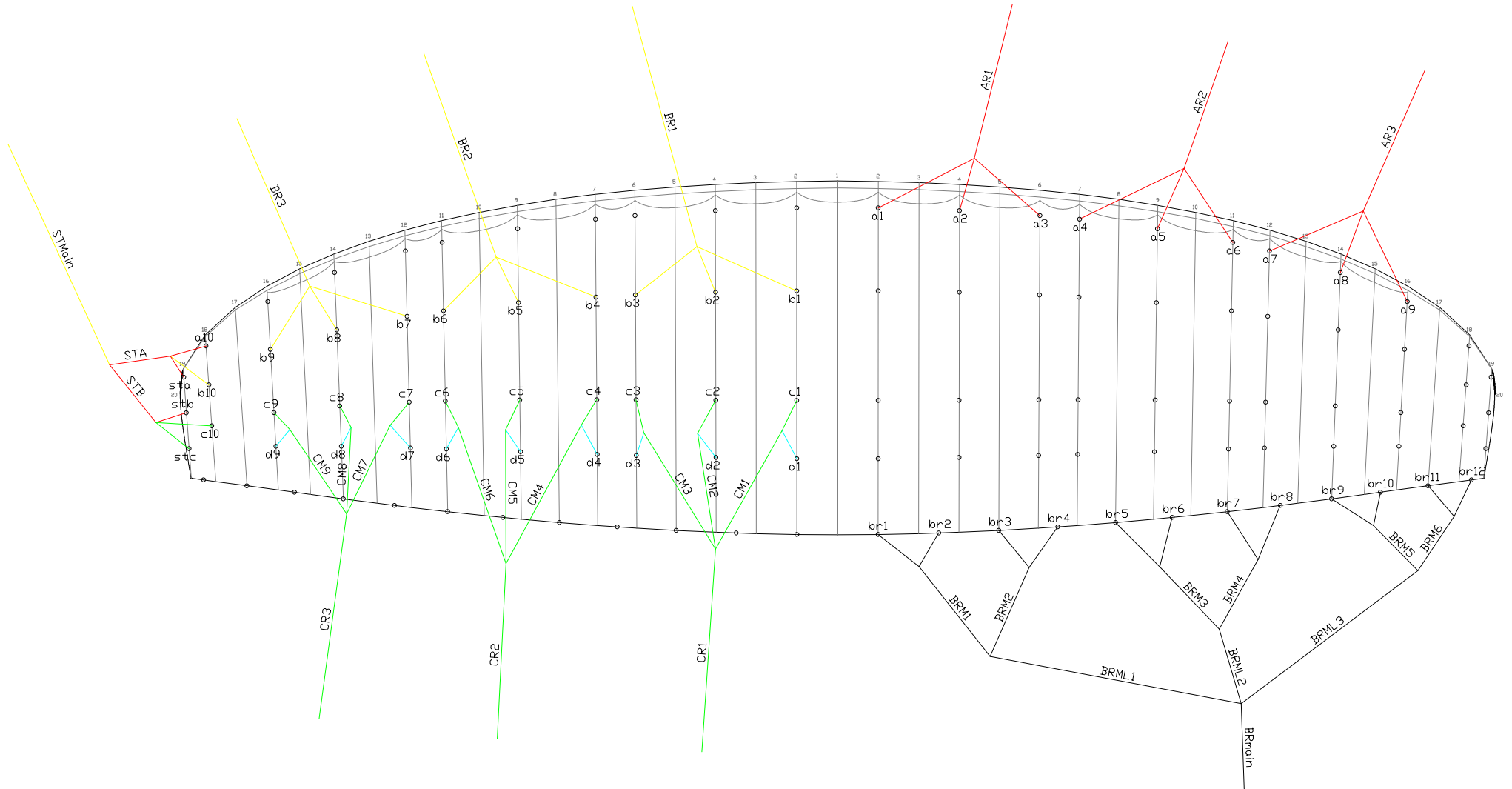
Stall

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			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	5524	5523	-1	5451	5458	7	5553	5556	3	5688	5694	6	6434	6427	-7
	2	5462	5461	-1	5383	5387	4	5475	5479	4	5607	5613	6	6216	6211	-5
	3	5528	5528	0	5442	5446	4	5530	5534	4	5642	5646	4	6053	6047	-6
	4	5505	5502	-3	5417	5418	1	5503	5507	4	5617	5623	6	5970	5967	-3
	5	5433	5431	-2	5347	5350	3	5424	5429	5	5533	5538	5	5867	5872	5
	6	5466	5464	-2	5381	5385	4	5456	5464	8	5542	5549	7	5755	5762	7
	7	5337	5337	0	5355	5354	-1	5425	5424	-1	5500	5500	0	5708	5711	3
	8	5204	5206	2	5244	5244	0	5299	5298	-1	5368	5368	0	5745	5748	3
	9	5144	5147	3	5206	5207	1	5242	5241	-1	5273	5273	0	5704	5704	0
		10												5676	5675	-1
Stabilizers	11	4910	4908	-2	4866	4864	-2	4920	4921	1				5716	5723	7
Wingtip	12	4756	4755	-1	4779	4780	1	4897	4900	3				5679	5674	-5

Tolerance: 10 mm.

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

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
	A	470	467	-3	340	344	4
	A'	570	567	-3	455	455	0
	B	470	467	-3	383	385	2
	C	469	464	-5	469	464	-5

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
	A	499	496	-3	369	373	4
	A'	599	596	-3	484	484	0
	B	499	496	-3	412	414	2
	C	498	493	-5	497	492	-5

Tolérance +/- 5mm

EONA2 Size XS

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	3924	3664	BR1	3844	3584	CR1	3967	3707	d1	1038	838	BRmain	2717	2417
AR2	4011	3751	BR2	3926	3666	CR2	4036	3776	d2	1006	806	BRML1	1981	1781
AR3	4007	3747	BR3	4046	3786	CR3	4151	3891	d3	970	770	BRML2	1857	1657
a1	2085	1885	b1	2092	1892	CM1	1386	1186	d4	956	756	BRML3	2294	2094
a2	2023	1823	b2	2024	1824	CM2	1337	1137	d5	940	740	BRM1	1292	1092
a3	2089	1889	b3	2083	1883	CM3	1408	1208	d6	895	695	BRM2	1135	935
a4	1979	1779	b4	1976	1776	CM4	1328	1128	d7	787	587	BRM3	1319	1119
a5	1907	1707	b5	1906	1706	CM5	1260	1060	d8	739	539	BRM4	1216	1016
a6	1940	1740	b6	1940	1740	CM6	1314	1114	d9	660	460	BRM5	731	531
a7	1815	1615	b7	1794	1594	CM7	1265	1065				BRM6	847	647
a8	1682	1482	b8	1683	1483	CM8	1181	981	STABILO LINES			br1	1374	1174
a9	1622	1422	b9	1645	1445	CM9	1165	965	NAME	CUT	SEWN	br2	1156	956
a10	710	510	b10	666	466	c1	901	701	STMain	4169	3969	br3	1150	950
						c2	872	672	STA	664	464	br4	1067	867
						c3	856	656	STB	677	477	br5	904	704
						c4	840	640	sta	556	356	br6	792	592
						c5	829	629	stb	566	366	br7	848	648
						c6	807	607	stc	684	484	br8	885	685
						c7	710	510				br9	892	692
						c8	668	468				br10	864	664
						c9	627	427				br11	748	548
						c10	707	507				br12	701	501

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			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	5969	5971	2	5889	5887	-2	5995	5998	3	6145	6149	4	6919	6916	-3
	2	5906	5909	3	5819	5819	0	5913	5917	4	6060	6063	3	6688	6690	2
	3	5977	5977	0	5884	5881	-3	5974	5976	2	6100	6104	4	6513	6513	0
	4	5953	5956	3	5858	5852	-6	5946	5944	-2	6074	6075	1	6398	6400	2
	5	5877	5884	7	5785	5782	-3	5863	5865	2	5985	5985	0	6304	6301	-3
	6	5913	5913	0	5821	5815	-6	5897	5899	2	5994	5995	1	6185	6186	1
	7	5777	5779	2	5788	5792	4	5862	5864	2	5947	5952	5	6135	6137	2
	8	5635	5637	2	5670	5675	5	5727	5732	5	5804	5808	4	6173	6176	3
	9	5571	5573	2	5629	5629	0	5672	5668	-4	5708	5703	-5	6107	6104	-3
		10													6095	6093
Stabilizers	11	5305	5310	5	5259	5256	-3	5326	5318	-8				6143	6149	6
Wingtip	12	5140	5138	-2	5175	5169	-6	5301	5294	-7				6091	6088	-3

Tolerance: 10 mm.

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

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
	A	490	489	-1	355	352	-3
	A'	590	587	-3	465	460	-5
	B	490	490	0	400	398	-2
	C	490	488	-2	490	488	-2

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
	A	519	518	-1	384	381	-3
	A'	619	616	-3	494	489	-5
	B	519	519	0	429	427	-2
	C	519	517	-2	519	517	-2

Tolérance +/- 5mm

EONA2 Size S

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	AR1	4222	3962	BR1	4135	CR1	4262	4002	d1	1109	909	BRmain	2877	2577
AR2	AR2	4318	4058	BR2	4226	CR2	4340	4080	d2	1075	875	BRML1	2134	1934
AR3	AR3	4318	4058	BR3	4352	CR3	4461	4201	d3	1037	837	BRML2	1990	1790
a1	a1	2232	2032	b1	2239	CM1	1477	1277	d4	1021	821	BRML3	2457	2257
a2	a2	2169	1969	b2	2169	CM2	1426	1226	d5	1004	804	BRM1	1375	1175
a3	a3	2240	2040	b3	2234	CM3	1504	1304	d6	955	755	BRM2	1208	1008
a4	a4	2120	1920	b4	2117	CM4	1416	1216	d7	838	638	BRM3	1408	1208
a5	a5	2044	1844	b5	2044	CM5	1344	1144	d8	786	586	BRM4	1297	1097
a6	a6	2080	1880	b6	2080	CM6	1402	1202	d9	699	499	BRM5	773	573
a7	a7	1944	1744	b7	1921	CM7	1351	1151				BRM6	907	707
a8	a8	1802	1602	b8	1803	CM8	1260	1060	STABILO LINES			br1	1463	1263
a9	a9	1738	1538	b9	1762	CM9	1251	1051	NAME	CUT	SEWN	br2	1232	1032
a10	a10	751	551	b10	705	c1	957	757	STMain	4496	4296	br3	1224	1024
						c2	926	726	STA	691	491	br4	1109	909
						c3	909	709	STB	715	515	br5	959	759
						c4	891	691	sta	586	386	br6	840	640
						c5	880	680	stb	597	397	br7	901	701
						c6	856	656	stc	723	523	br8	939	739
						c7	751	551				br9	930	730
						c8	707	507				br10	918	718
						c9	661	461				br11	792	592
						c10	748	548				br12	740	540

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			Frein			
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	
Center	1	6433	6433	0	6343	6347	4	6457	6457	0	6622	6624	2	7434	7438	4
	2	6367	6371	4	6271	6278	7	6373	6380	7	6535	6536	1	7189	7193	4
	3	6446	6445	-1	6342	6342	0	6438	6440	2	6579	6580	1	7004	7008	4
	4	6419	6424	5	6311	6316	5	6405	6402	-3	6550	6547	-3	6913	6921	8
	5	6339	6343	4	6234	6241	7	6319	6323	4	6456	6455	-1	6774	6768	-6
	6	6378	6378	0	6274	6277	3	6355	6353	-2	6467	6463	-4	6648	6641	-7
	7	6242	6248	6	6249	6252	3	6333	6335	2	6432	6429	-3	6595	6588	-7
	8	6094	6099	5	6123	6130	7	6187	6189	2	6277	6281	4	6641	6634	-7
	9	6025	6028	3	6079	6083	4	6138	6144	6	6187	6196	9	6591	6598	7
	10													6565	6569	4
Stabilizers	11	5785	5792	7	5735	5741	6	5805	5805	0				6603	6610	7
Wingtip	12	5608	5611	3	5643	5643	0	5777	5774	-3				6545	6551	6

Tolerance: 10 mm.

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

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
A		490	490	0	360	361	1
A'		590	588	-2	475	476	1
B		490	488	-2	403	400	-3
C		490	487	-3	490	487	-3

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
A		519	519	0	389	390	1
A'		619	617	-2	504	505	1
B		519	517	-2	432	429	-3
C		519	516	-3	519	516	-3

Tolérance +/- 5mm

EONA2 Size M

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	2297	2097
AR3	4653	4393	BR3	4681	4421	CR3	4794	4534	d3	1105	905	BRML2	2136	1936
a1	2388	2188	b1	2395	2195	CM1	1571	1371	d4	1089	889	BRML3	2653	2453
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	746	546	BRM5	817	617
a7	2077	1877	b7	2056	1856	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	732	532	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

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			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	6670	6670	0	6579	6576	-3	6691	6687	-4	6864	6862	-2	7714	7710	-4
	2	6604	6608	4	6505	6504	-1	6605	6605	0	6774	6771	-3	7461	7460	-1
	3	6685	6681	-4	6580	6579	-1	6674	6669	-5	6821	6819	-2	7271	7269	-2
	4	6660	6659	-1	6553	6550	-3	6644	6639	-5	6794	6793	-1	7139	7135	-4
	5	6578	6582	4	6475	6477	2	6557	6555	-2	6698	6697	-1	7040	7040	0
	6	6618	6622	4	6516	6513	-3	6594	6593	-1	6709	6707	-2	6911	6914	3
	7	6478	6478	0	6480	6477	-3	6553	6548	-5	6654	6649	-5	6856	6863	7
	8	6323	6322	-1	6350	6351	1	6403	6399	-4	6494	6489	-5	6899	6902	3
	9	6251	6252	1	6304	6302	-2	6330	6329	-1	6373	6369	-4	6811	6815	4
		10												6803	6808	5
Stabilizers	11	5965	5966	1	5913	5915	2	5990	5988	-2				6836	6841	5
Wingtip	12	5782	5782	0	5822	5821	-1	5960	5959	-1				6791	6799	8

Tolerance: 10 mm.

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

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
A		510	507	-3	350	355	5
A'		610	607	-3	465	465	0
B		510	507	-3	403	404	1
C		510	508	-2	510	508	-2

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
A		539	536	-3	379	384	5
A'		639	636	-3	494	494	0
B		539	536	-3	432	433	1
C		539	537	-2	539	537	-2

Tolérance +/- 5mm

EONA2 Size ML

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	4687	4427	BR1	4588	4328	CR1	4723	4463	d1	1220	1020	BRmain	3195	2895
AR2	4799	4539	BR2	4695	4435	CR2	4816	4556	d2	1184	984	BRML1	2358	2158
AR3	4813	4553	BR3	4839	4579	CR3	4949	4689	d3	1143	943	BRML2	2201	2001
a1	2466	2266	b1	2474	2274	CM1	1622	1422	d4	1124	924	BRML3	2716	2516
a2	2400	2200	b2	2400	2200	CM2	1568	1368	d5	1105	905	BRM1	1507	1307
a3	2481	2281	b3	2475	2275	CM3	1656	1456	d6	1051	851	BRM2	1325	1125
a4	2344	2144	b4	2341	2141	CM4	1555	1355	d7	920	720	BRM3	1548	1348
a5	2262	2062	b5	2263	2063	CM5	1478	1278	d8	861	661	BRM4	1426	1226
a6	2302	2102	b6	2304	2104	CM6	1543	1343	d9	761	561	BRM5	839	639
a7	2148	1948	b7	2124	1924	CM7	1486	1286				BRM6	978	778
a8	1993	1793	b8	1994	1794	CM8	1385	1185	STABILO LINES			br1	1604	1404
a9	1921	1721	b9	1948	1748	CM9	1364	1164	NAME	CUT	SEWN	br2	1351	1151
a10	817	617	b10	765	565	c1	1045	845	STMain	5032	4832	br3	1343	1143
						c2	1013	813	STA	747	547	br4	1211	1011
						c3	994	794	STB	775	575	br5	1046	846
						c4	972	772	sta	634	434	br6	917	717
						c5	962	762	stb	646	446	br7	984	784
						c6	934	734	stc	784	584	br8	1027	827
						c7	817	617				br9	1011	811
						c8	768	568				br10	1003	803
						c9	716	516				br11	847	647
						c10	814	614				br12	802	602

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			Frein			
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	
Center	1	7459	7461	2	7363	7368	5	7477	7473	-4	7659	7654	-5	8015	8010	-5
	2	7391	7396	5	7289	7295	6	7390	7386	-4	7567	7565	-2	7754	7751	-3
	3	7476	7475	-1	7366	7367	1	7461	7457	-4	7617	7611	-6	7559	7557	-2
	4	7451	7453	2	7339	7337	-2	7433	7428	-5	7590	7587	-3	7436	7429	-7
	5	7367	7370	3	7259	7265	6	7342	7344	2	7490	7490	0	7332	7331	-1
	6	7408	7412	4	7302	7304	2	7382	7377	-5	7503	7500	-3	7183	7180	-3
	7	7368	7369	1	7266	7263	-3	7341	7335	-6	7448	7442	-6	7128	7128	0
	8	7208	7209	1	7132	7136	4	7185	7182	-3	7281	7278	-3	7171	7172	1
	9	7133	7133	0	7084	7084	0	7111	7109	-2	7155	7152	-3	7060	7058	-2
	10													7063	7062	-1
Stabilizers	11	6734	6732	-2	6681	6681	0	6759	6754	-5				7076	7080	4
Wingtip	12	6545	6543	-2	6586	6582	-4	6728	6724	-4				7047	7044	-3

Tolerance: 10 mm.

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

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
A		510	512	2	357	360	3
A'		610	608	-2	464	468	4
B		510	510	0	409	410	1
C		510	509	-1	510	509	-1

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

	RISERS	Non accéléré			Accéléré		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff
A		539	541	2	386	389	3
A'		639	637	-2	493	497	4
B		539	539	0	438	439	1
C		539	538	-1	539	538	-1

Tolérance +/- 5mm

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	4854	4594	BR1	4751	4491	CR1	4888	4628	d1	1261	1061	BRmain	3314	3014
AR2	4972	4712	BR2	4864	4604	CR2	4987	4727	d2	1224	1024	BRML1	2442	2242
AR3	4992	4732	BR3	5015	4755	CR3	5127	4867	d3	1182	982	BRML2	2276	2076
a1	2551	2351	b1	2558	2358	CM1	1674	1474	d4	1161	961	BRML3	2802	2602
a2	2483	2283	b2	2484	2284	CM2	1619	1419	d5	1141	941	BRM1	1554	1354
a3	2568	2368	b3	2561	2361	CM3	1711	1511	d6	1086	886	BRM2	1367	1167
a4	2425	2225	b4	2421	2221	CM4	1606	1406	d7	950	750	BRM3	1599	1399
a5	2341	2141	b5	2341	2141	CM5	1526	1326	d8	888	688	BRM4	1473	1273
a6	2382	2182	b6	2384	2184	CM6	1594	1394	d9	782	582	BRM5	863	663
a7	2222	2022	b7	2197	1997	CM7	1535	1335				BRM6	1007	807
a8	2062	1862	b8	2063	1863	CM8	1430	1230	STABILO LINES			br1	1655	1455
a9	1987	1787	b9	2015	1815	CM9	1410	1210	NAME	CUT	SEWN	br2	1394	1194
a10	840	640	b10	787	587	c1	1077	877	STMain	5219	5019	br3	1386	1186
						c2	1045	845	STA	769	569	br4	1263	1063
						c3	1024	824	STB	797	597	br5	1093	893
						c4	1002	802	sta	651	451	br6	944	744
						c5	991	791	stb	664	464	br7	1015	815
						c6	963	763	stc	806	606	br8	1058	858
						c7	841	641				br9	1031	831
						c8	790	590				br10	1034	834
						c9	736	536				br11	853	653
						c10	837	637				br12	824	624

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

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pâ-au-Corné 8 • CH 1644 Villeneuve • +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Paraglider inspection certificate

Inspection certificate number: PG_1277.2017

Manufacturer data

Manufacturer name: Supair Sàrl
Representative: Laurent Châleaut
Street: 34, rue Adrasle
Post code / place: 74660 Chavanod
Country: France

Sample data

Name	Eona 2	Size	M
Min weight in flight (kg)	80	Max weight in flight (kg)	105
Weight (kg)	4.7	Number of seat	Single-seater
Sample load serial number	n/a	Date of reception	n/a
Sample flight serial number	ENA2-M-05-171220	Date of reception	24.01.2018

Test report summary	Result	Place	Date of test
T1.8.3 Shock loading test	Test done on size L, inspection PG_1312.2018		08.03.2018
T1.8.3 Sustained loading test	Test done on size L, inspection PG_1312.2018		08.03.2018
T1.8.2 Flight test	A	Villeneuve	29.01.2018
T1.4.3 Measurement	POSITIVE	Villeneuve	21.02.2018
T1.8.1 Line banding test	POSITIVE	Villeneuve	18.02.2018

Issue data

Place of declaration: Villeneuve
Date of issue: 01.06.2018
Managing Director: Randi Erkaen
Signature: 

The signature approves the validity of the test reports T1.8.2, T1.8.3, T1.4.3 and T1.8.3 (2) by Para-Test on application.

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certified its conformity with the following standards: EN 926-2:2013, EN 926-1:2015 & LTF 91/09.

This inspection certificate certifies that the above sample identified by its serial number and only this is in conformity with the standards.

This inspection certificate contains the following test and is complete with the test report number: T1.8.2, T1.8.3, T1.4.3, T1.8.3 (2) (if the T1.8.3 tests are not done, it has been done for another size of a sample within the tolerance of same model).

This declaration must not be reproduced in part without the written permission of Air Turquoise SA.

Certification EONA2M
EN 926 - 1 : 2015 & 926 - 2 : 2013 Classe A.
N° PG-0889.2014
LTF 91/09

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Classification: **A**

In accordance with standards EN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1277.2017

01.05.2018

Supair Sàrl

Eona 2 M

ENA2-M-05-171220

Configuration during flight tests

Paraglider

Maximum weight in flight (kg) **105**
Minimum weight in flight (kg) **80**
Glider's weight (kg) **4.7**
Number of risers **3**
Projected area (m2) **22.35**

Accessories

Range of speed system (cm) **13**
Speed range using brakes (km/h) **13**
Total speed range with accessories (km/h) **23**
Range of trimmers (cm) **0**

Harness used for testing (max weight)

Harness type **ABS**
Harness brand **Supair**
Harness model **Evo XC 3 L**
Harness to risers distance (cm) **44**
Distance between risers (cm) **44**

Inspections (whichever happens first)

every 24 months or every 100 flying hours
Warning! Before use refer to user's manual
Person or company having presented the glider for testing: **None**

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
A 0

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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

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