

 SUPAIR

English


SKYPPER
User's manual

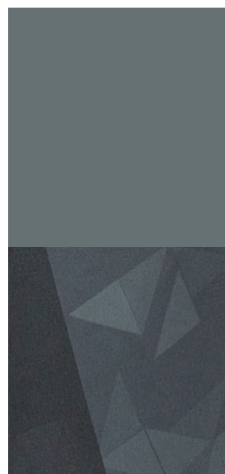
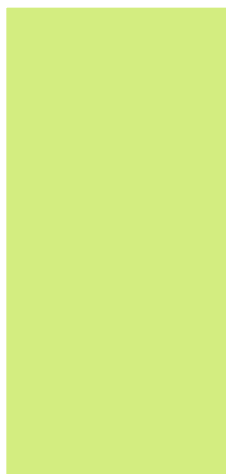
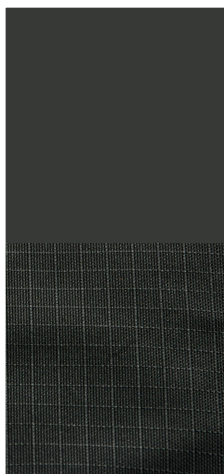
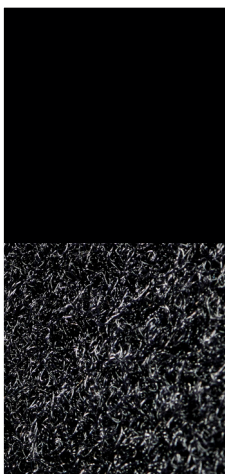


SUPAIR-VLD
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74650 ANNECY CHAVANOD
FRANCE

45°54.024'N / 06°04.725' E

RCS 387956790

Revision index : 24/09/2020



Thank you for choosing the SKYPPER2 We are glad to be able to share our common paragliding passion with you.

SUPAIR has been designing, producing and selling free flying equipment since 1984. By choosing a SUPAIR product you benefit from almost thirty years of expertise, innovation and listening. This is also our philosophy : working endlessly to develop better products and to maintain a high quality production.

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 last up to date information about this product, On our website www.supair.com. If you have any further questions, feel free to ask one of our retailers for answers. And naturally, the entire SUPAIR team is at your disposal on info@supair.com

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

Team SUPAIR

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Welcome to the world of paragliding according to SUPAIR, a world of shared passion.

A technically advanced design harness, aiming at the Cross-Country and demanding pilots engaged on a regular practice. Inspired by the first SKYPPER, this new one is outfitted with a cocoon in addition to a standard ergonomically fitting efficient top to bottom back protector with a reasonable weight and size for a high performance and precision.

Accurate feedback without parasitic instability, enables precise and efficient steering. It was designed with schooling and fun in mind to provide full comfort and a worry free learning curve.

The SKYPPER2 harness was certified EN 1651 : 1999 et LTF Nfl II 91/09. Indicating that it meets European and German safety requirements.

After reading this manual, we suggest you to check your harness in static hang-posts to adjust it before your first flight.

N.B : Three important icons will help you when reading this manual :



Advice



Caution !

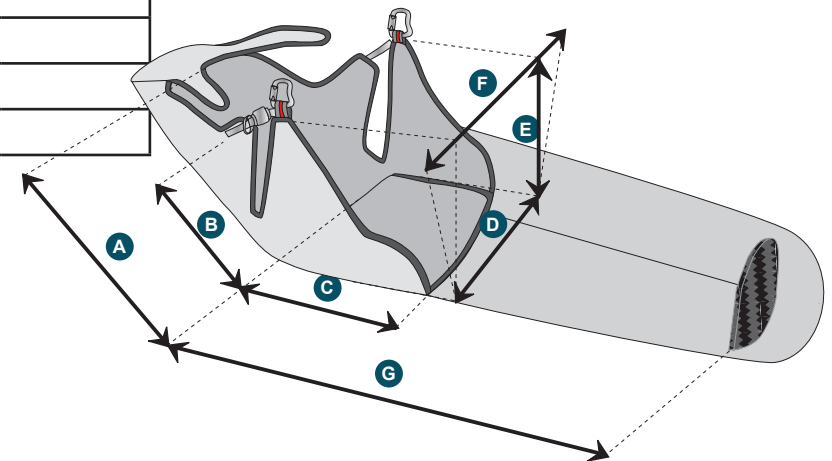


Danger !!

Technical specifications

Model	S	M	L	XL
Pilot size (cm)	150 - 165	160 - 183	180 - 195	> 195
Pilot weight (mini - maxi) (kg)	50-60	65-85	75-105	90-115
Harness weight (+ carabiners+speedbar)(kg)	5500	5700	5900	6100
Designed for	Parapente uniquement			
Back length (cm)	61	65	72	77
Back inclination adjustment (cm)	29	31	35	39
Seat length (cm)	41,5	41,5	45	47
Seat width (cm)	34	34	36	38
Carabiners height (cm)	45	46	48	50
Carabiners distance (cm)	38-44	39-45	39-48	39-48
Speedbag length (cm)	79	86	99	105
Impact damping system : Airbag	No			
Impact damping system : BUMPAIR	Yes - 18 cm + Plastazote			
Certification	EN 1651 : 1999 - LTF Nfl II 91/09			
Tandem (Pilot or Passenger)	No			
Acrobatic flying	No			
Towing	Yes			
Reserve parachute pocket volume (L)	7 Liter volume capacity			

- A** Back length
- B** Back inclination adjustment
- C** Seat length
- D** Seat width
- E** Carabiners height
- F** Carabiners distance
- G** Speedbag length




Size choice

Choosing your harness' size is important. You will find here below a height/weight table that will help you in your size choice. With its hammock architecture and its "lying flat" flying position, we advise you to try out the harness under a hanging device at one of our retailers in order to choose the correct size.

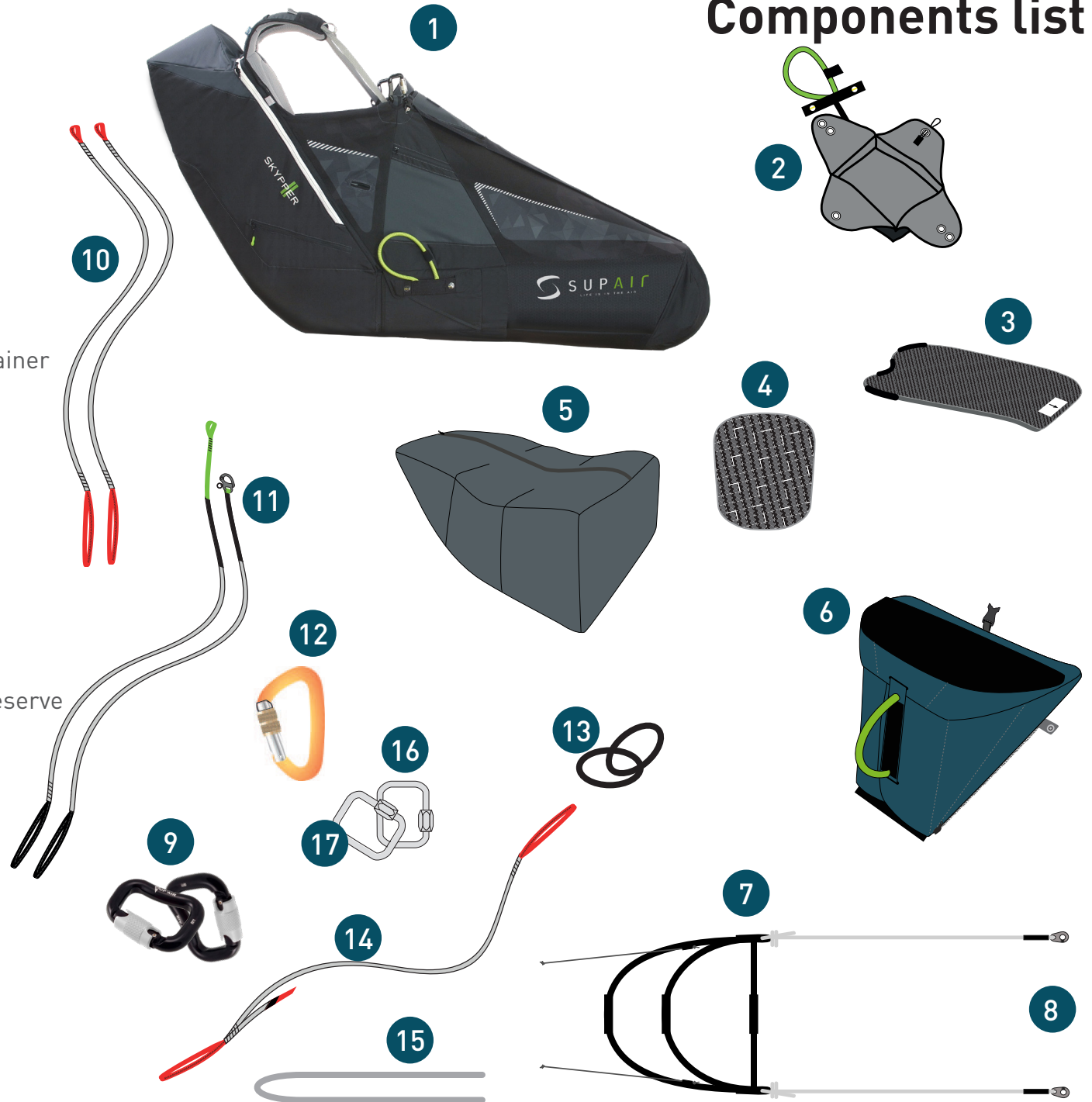
Find a complete list of our retailers on www.supair.com

Size Weight	1m55	1m60	1m65	1m70	1m75	1m80	1m85	1m90	1m95	2m
50	S	S	S							
55	S	S	S							
60	S	S								
65		M	M	M	M	M				
70		M	M	M	M	M				
75			M	M	M			L	L	
80			M	M	M			L	L	
85			M	M		L	L	L	L	
90						L	L	L		XL
95						L	L	L		XL
100						L	L		XL	XL
105						L	L		XL	XL
110									XL	XL
115									XL	XL

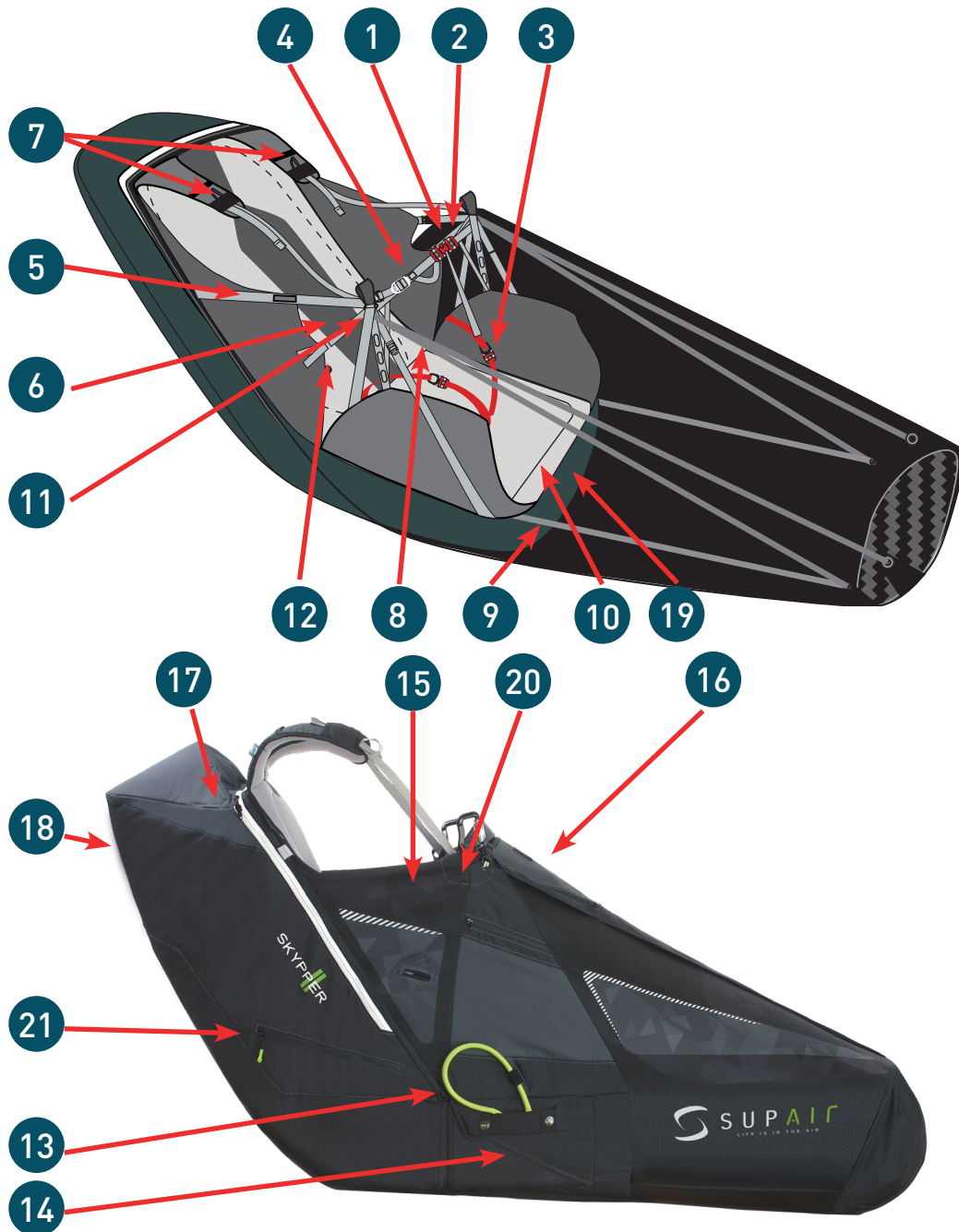
 Preliminary test under hanging device

Components list

- 1 Harness
- 2 SK2 reserve parachute handle with POD
- 3 Carbon fiber seatplate
- 4 Carbon fiber foot plate
- 5 BUMPAIR 18 SK2
- 6 Removable front reserve parachute container with handle
- 7 Accelerator 3B Speedbag
- 8 Speed-bar crimped hooks
- 9 Zicral 30 mm carabiners
- 10 Dyneema® risers
- 11 Asymmetric Dyneema® risers for front reserve
- 12 GRIVEL Plume Carabiner
- 13 Toric ring
- 14 Safety lanyard
- 15 Reserve parachute pocket safety pin.
- 16 6mm square Maillons Rapides®
- 17 7mm square Maillon Rapide®



Harness overview



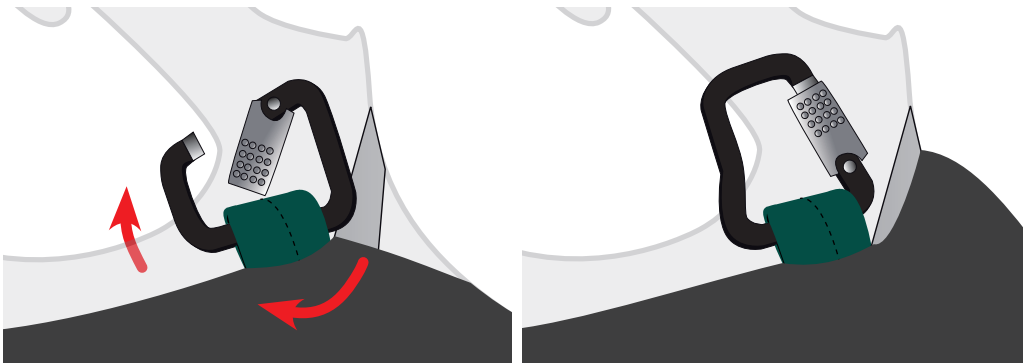
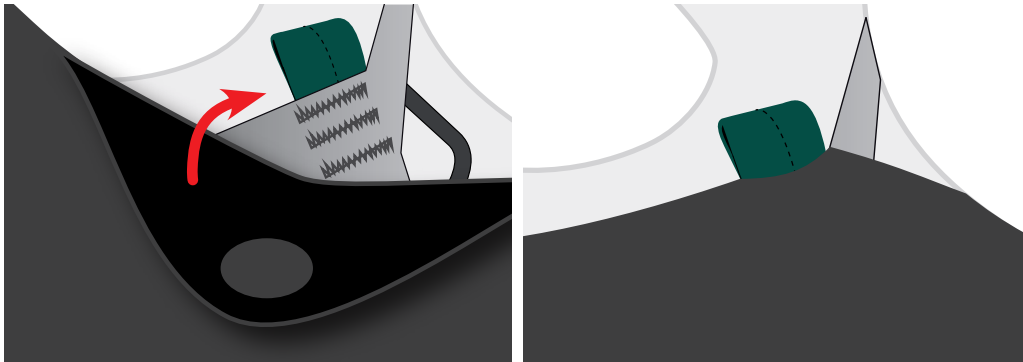
- 1 chest Buckles
- 2 Safe-T-Bar
- 3 Leg Buckles
- 4 Chest strap adjustment
- 5 Backrest angle adjustment
- 6 Lumbar adjustments
- 7 Shoulder strap adjustment
- 8 Speedbag upper length adjustments
- 9 Speedbag lower length adjustments
- 10 Speedbag carbon fiber foot plate.
- 11 Speedbag closing buckles
- 12 Harken® Pulleys
- 13 Rescue parachute handle
- 14 Rescue parachute pocket
- 15 Safety kit
- 16 Instrument Cockpit and/or front mounted reserve parachute container
- 17 Hydration tube opening.
- 18 Back storage pocket
- 19 Ballast
- 20 Radio pocket
- 21 Drogue-Chute

Accessories assembly

Carabiners

Compatible carabiners:

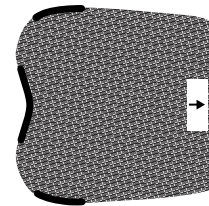
Zical 30 mm carabiners
Réf. : MAILCOMOUS30



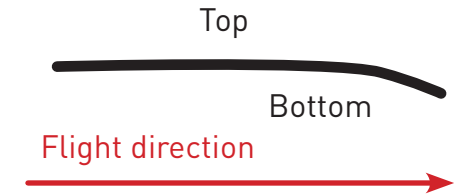
Seatplate

Carbon fiber seatplate:

Size S and M Réf. : MPPL022
Size L Réf. : MPPL026
Size XL Réf. : MPPL027



Profile view :



Front view :

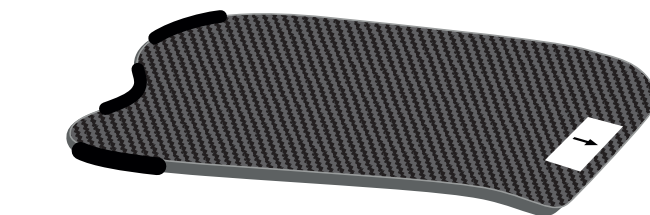


Installing the seatplate :

1. Open the pocket located beneath and at the front of the seat.
2. Open the velcro located at the top of the pocket and access the seat-plate compartment.
2. Insert the seatplate in its compartment and close the velcro.

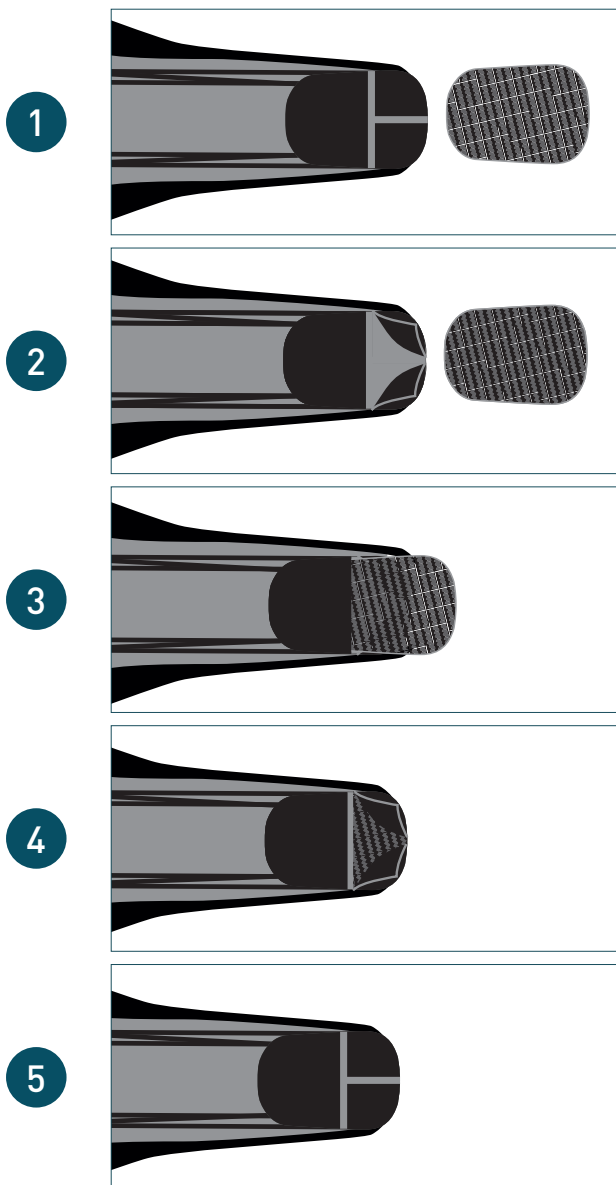
Rear

Front



Flight direction

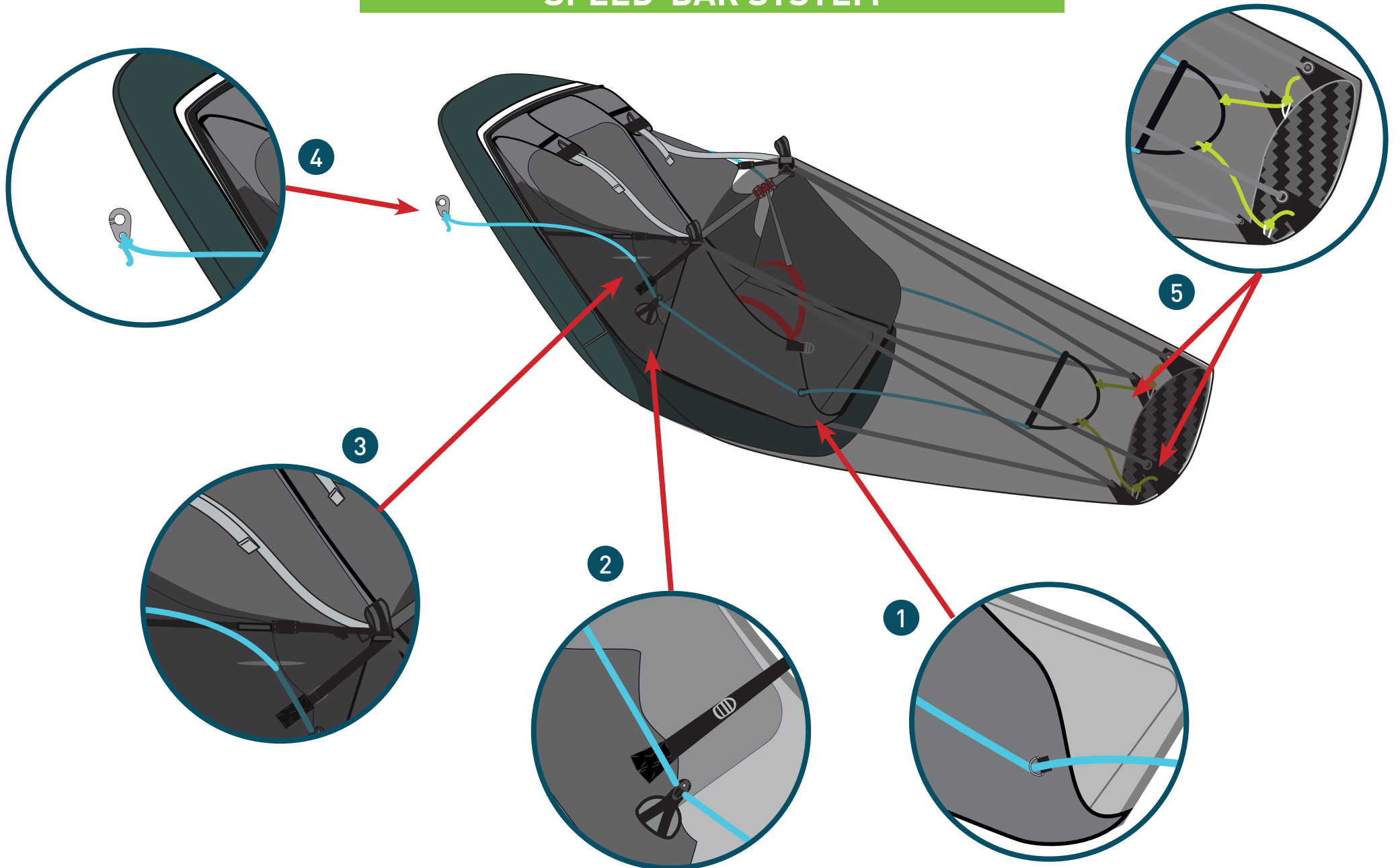
FOOT PLATE for Speedbag



BUMPAIR



SPEED-BAR SYSTEM



Installing the main reserve parachute



Thank you for reading carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.

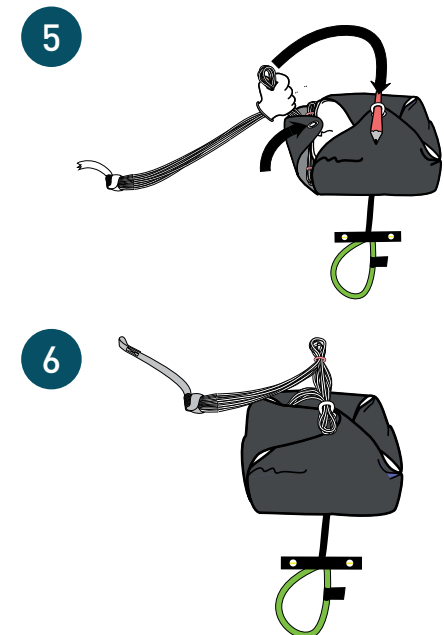
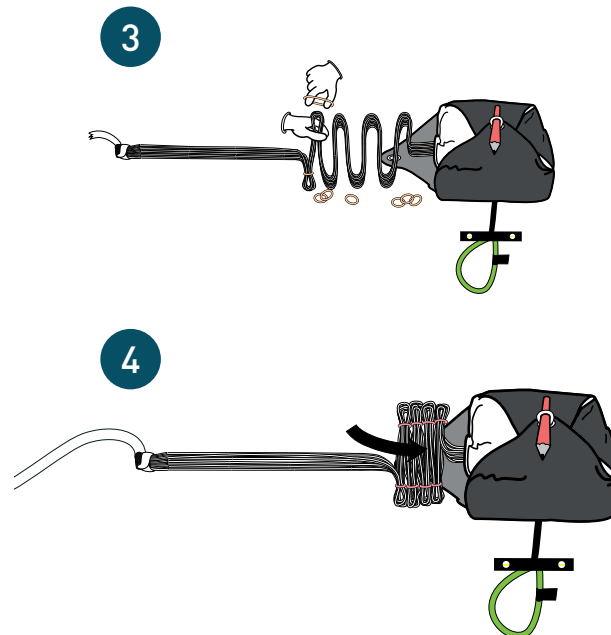
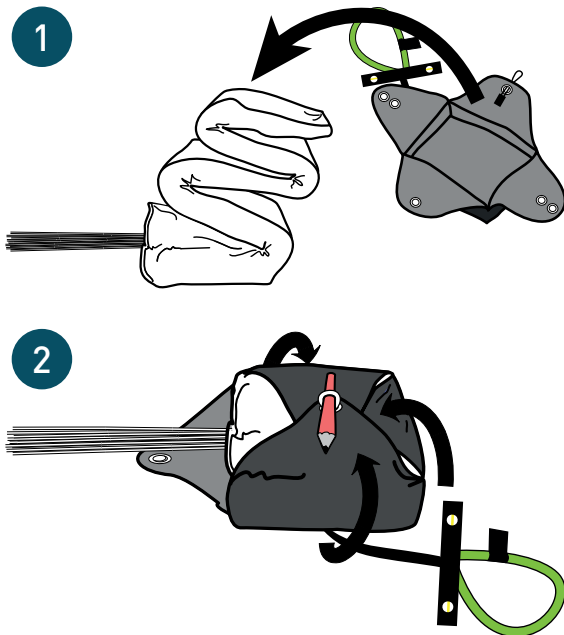
Folding and installation of the reserve parachute inside the harness must conform to the specific line guide found in this manual.

Rescue parachute pocket characteristics



- Container closed by flaps
- Locked via a double cable system
- Right sided handle and opening
- 7 liter volume capacity
- Compatible with the SUPAIR rescue parachutes and other solo rescue parachutes

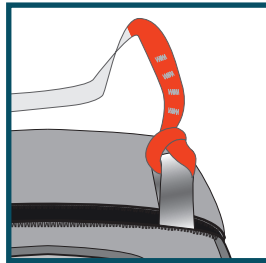
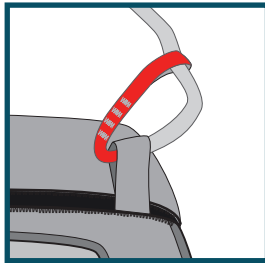
Reserve parachute installation in the POD



Installing the main reserve parachute

Connecting parachute risers & harness

Connecting the reserve parachute risers to the harness



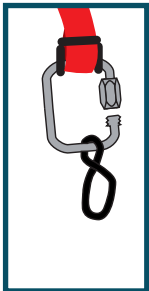
- Assemble everything correctly.
- Make sure for the risers not to be longer than one another.
- Tighten each connection securely.



Connecting parachute & risers

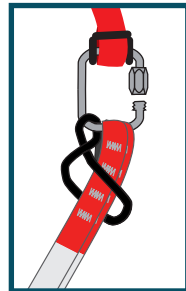
One maillon Rapide® 7mm and two toric flexible rings are needed

1



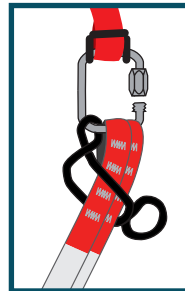
- Open the 7mm square Maillon Rapide
- Connect the bridle's loop to the Maillon Rapide®
- Push the maillon through the plastic ring
- Twist

2



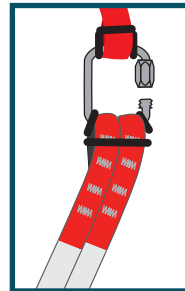
- Push the end risers through the toric ring
- Push the maillon through the risers buckles

3



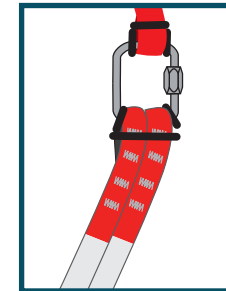
- Give a second twist to the plastic ring
- Push the buckle through the maillon

4



- Tidy up the assembly
- Be certain for the riser end loops to be securely fastened
- Close the Maillon Rapides® by hand first
- Tighten it using pliers by making a clockwise 1/4 turn

5



Installing the main reserve parachute

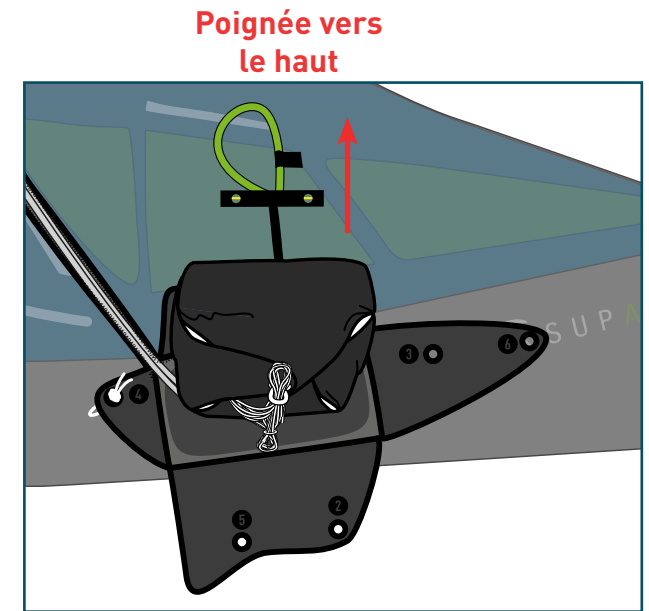
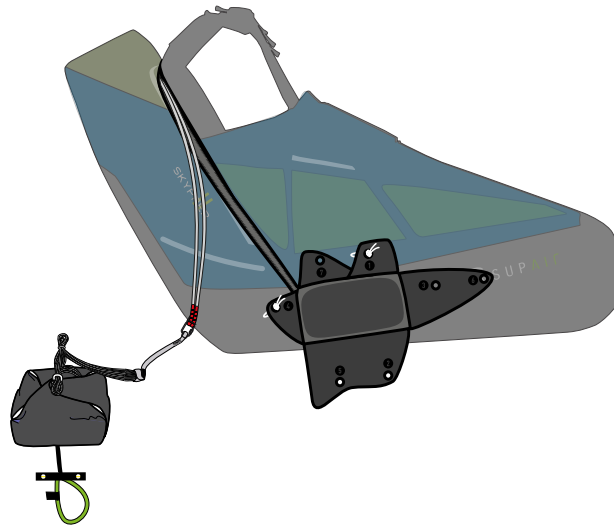
Rescue parachute assembly

- 1 Place the excess lines and then the reserve parachute in the reserve parachute container.

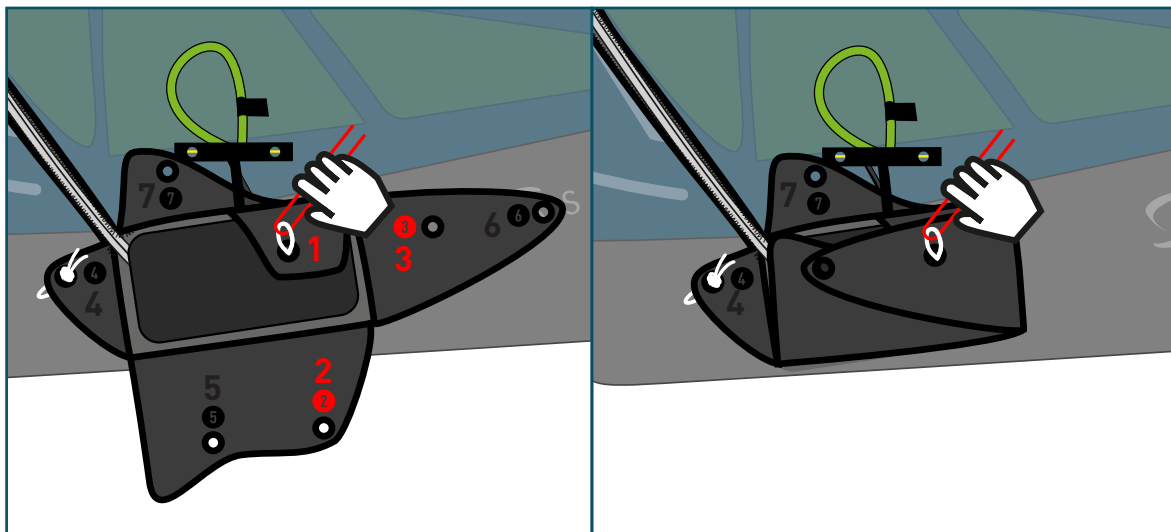
WARNING !

The pod must be positioned with the handle exiting at the top

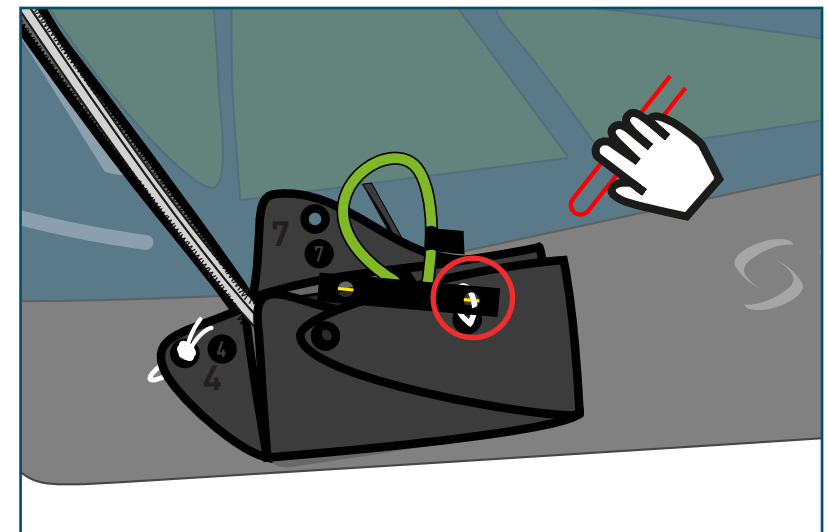
Push the reserve parachute to the end of the reserve parachute pocket.



- 2 Take the safety pin
With the help of a small cord, pull loop #1 through grommets #2 and #3

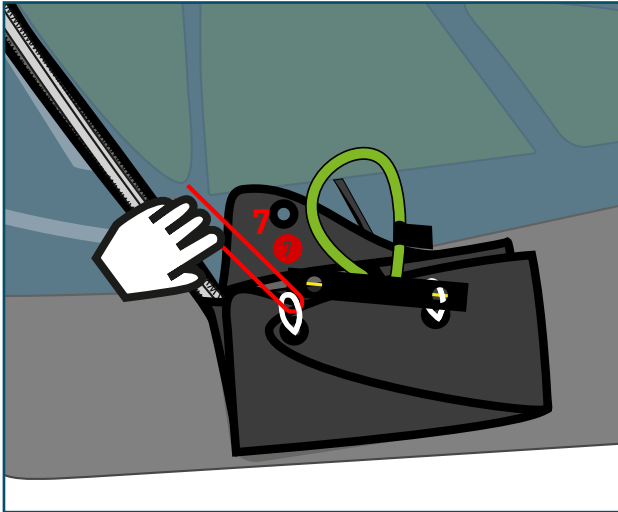


- 3 Push the yellow right plastic pin through the loop to fasten and secure the assembly. Remove the pin.

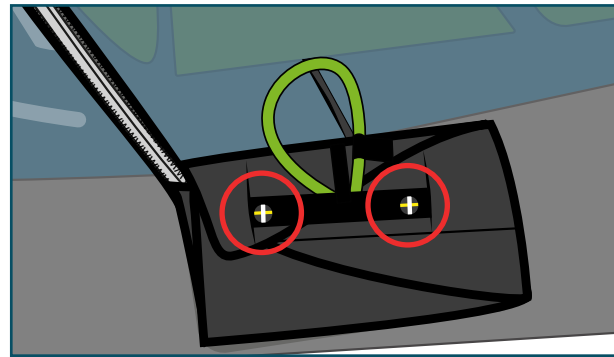


Installing the main reserve parachute

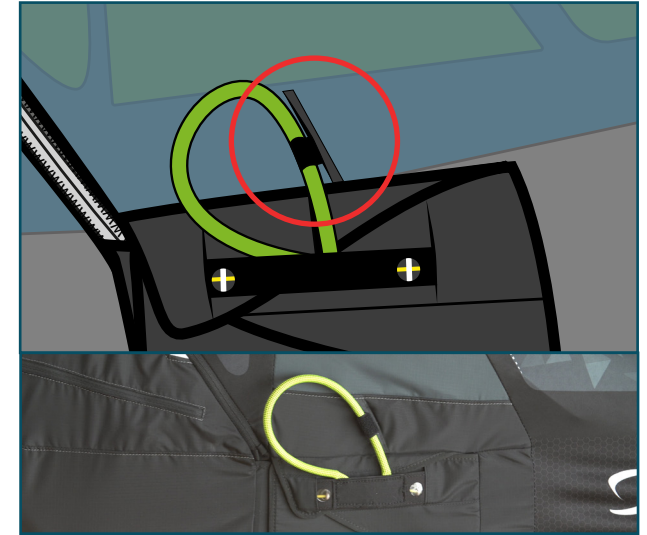
- 4 Using the cord, pull loop #4 through grommets #5,6 and 7



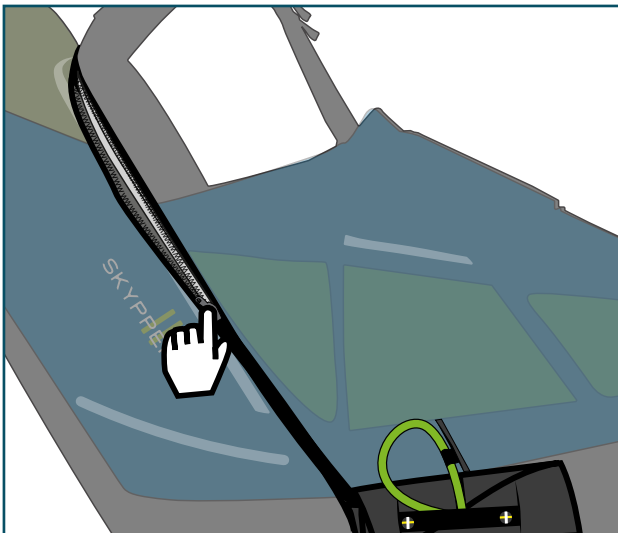
- 5 Push the yellow left plastic pin through loop #4 to fasten and secure the assembly
Remove the pin
Tuck away the two yellow plastic pins inside their respective housing



- 6 Fasten the handle using the Velcro inside the upper small pocket



- 7 Close the risers zipper sleeve by pulling the tab to the end then back to the beginning



Mandatory extraction test procedure

Check the completed installation during a Hang-test.



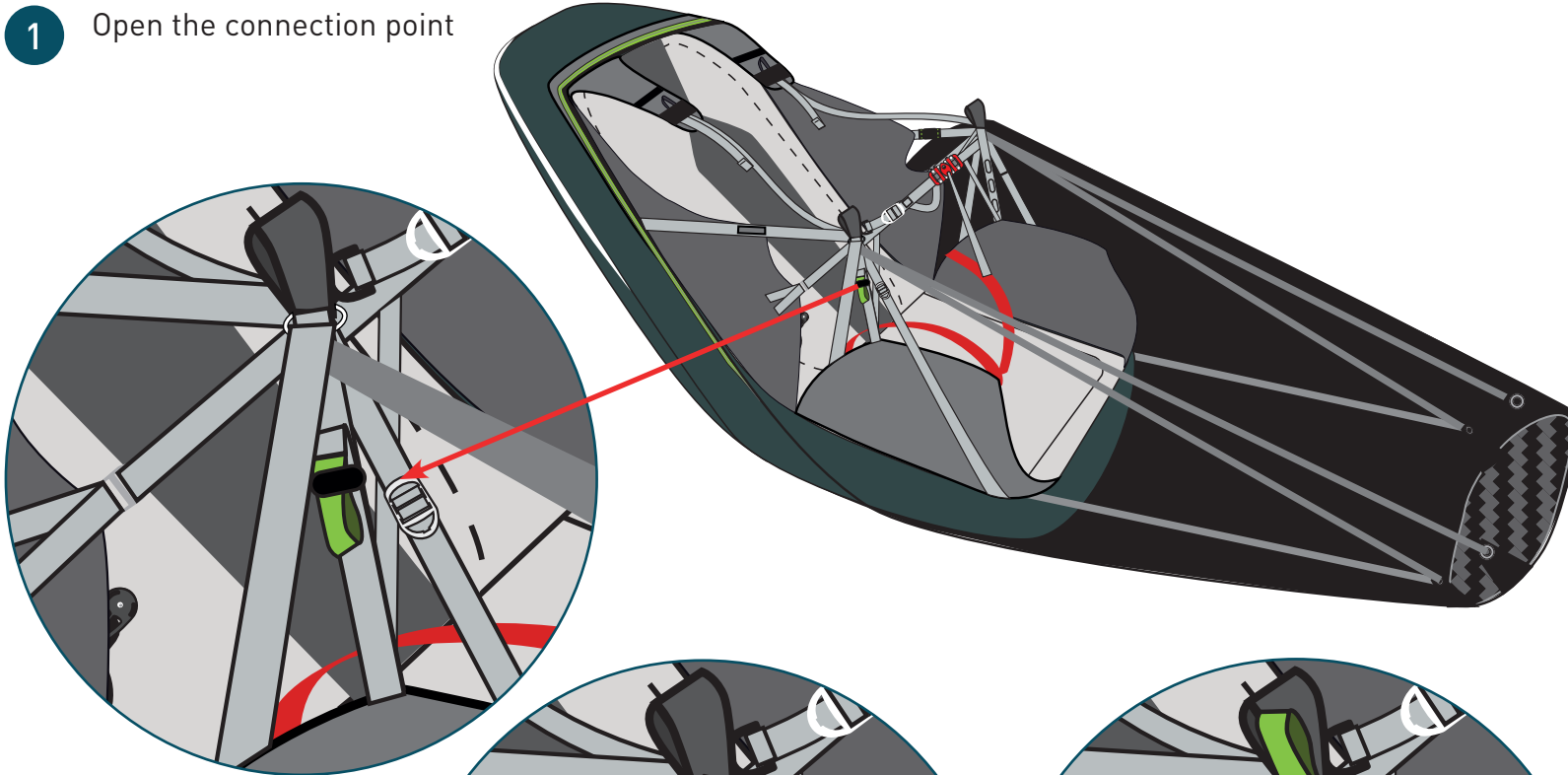
Have the installation checked by a professional outfit.
Conduct an extraction test every six (6) months to assure proper system functionality

Note :
Conducting and extraction test does not imply deploying the reserve parachute which will stay inside its POD.

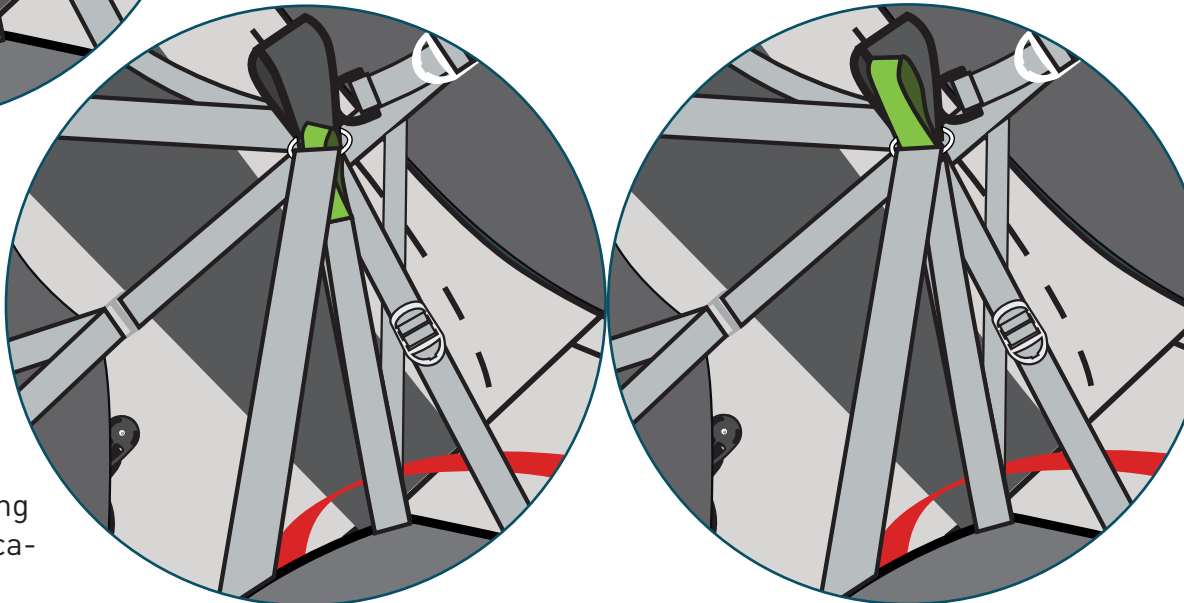
Installing the front reserve parachute

Installing the right connection point

1 Open the connection point



2 Push the loop through the ring located beneath the main location between the two straps



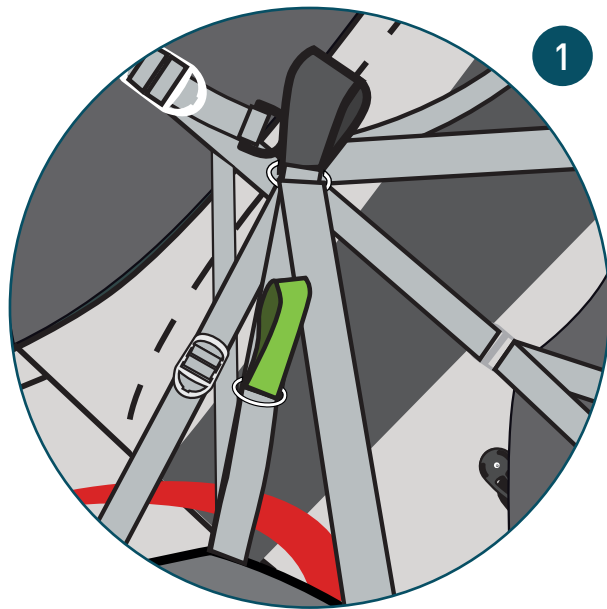
3 Bring both the connection point and the carabiner main connection point out of the cocoon



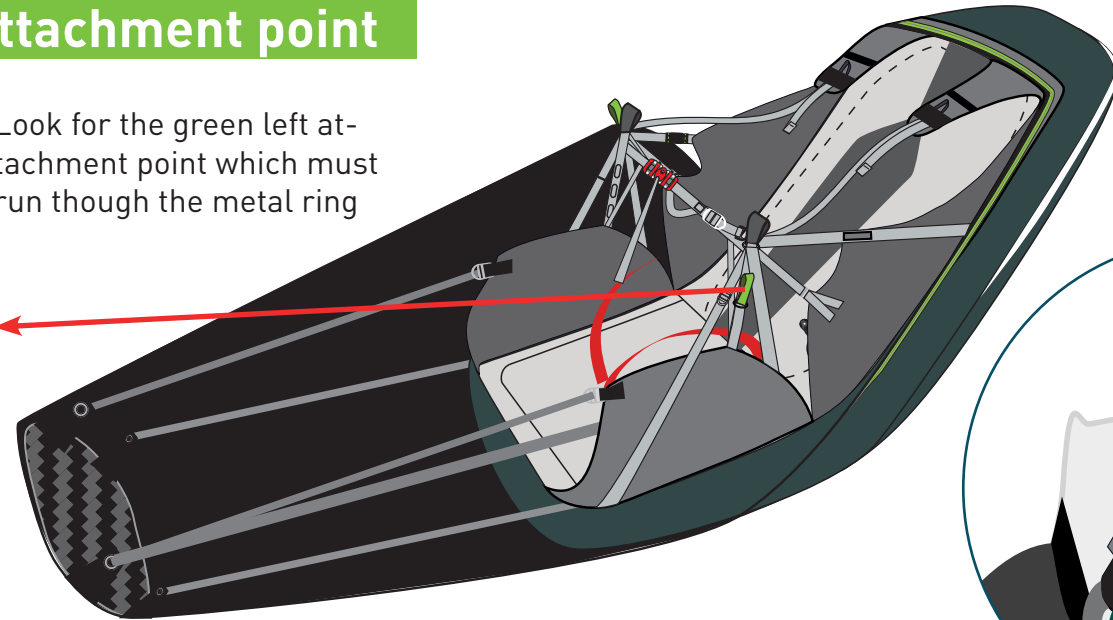
Do not connect the main self-locking carabiners to this junction point

Installing the front reserve parachute

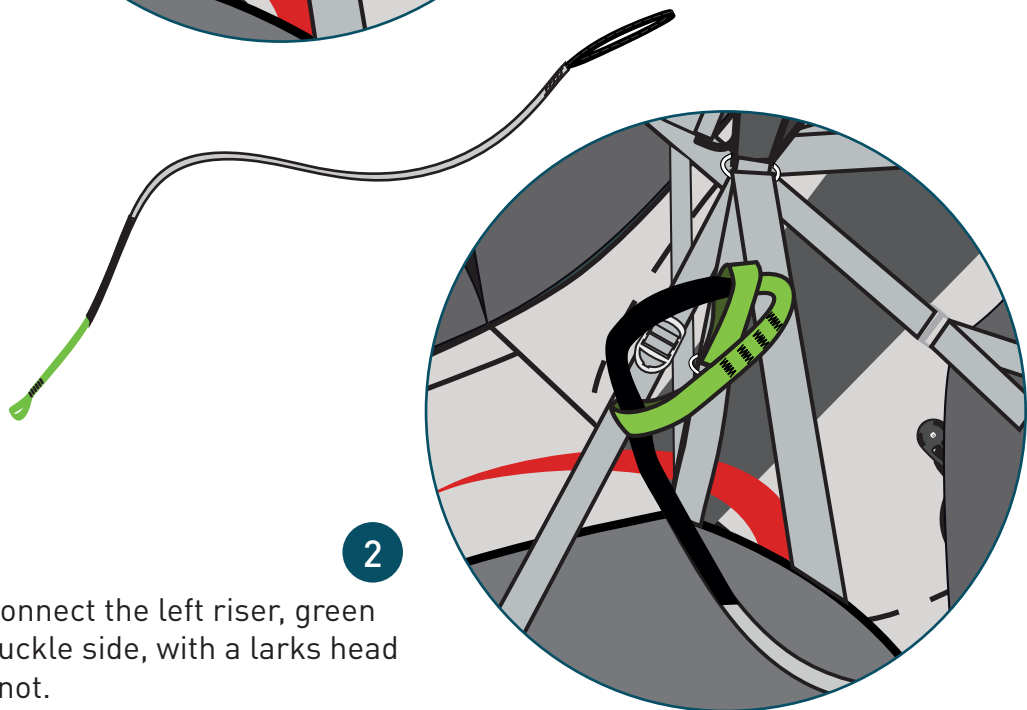
Installing the left riser attachment point



1 Look for the green left attachment point which must run through the metal ring



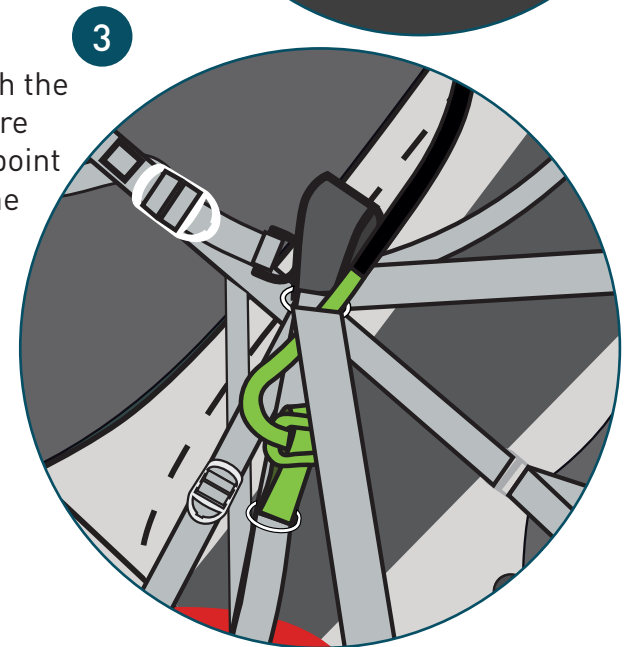
4 Pull the riser with the main carabiner connection through the cocoon opening slot



2

Connect the left riser, green buckle side, with a larks head knot.

3 Push the riser through the upper metal ring where the main connection point is located, between the two straps

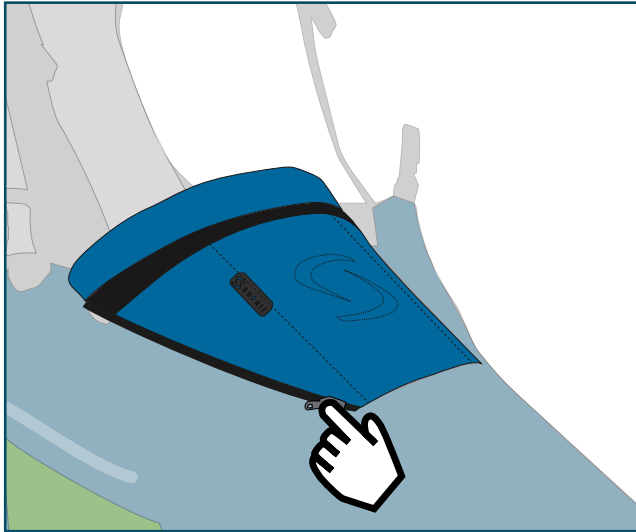


3

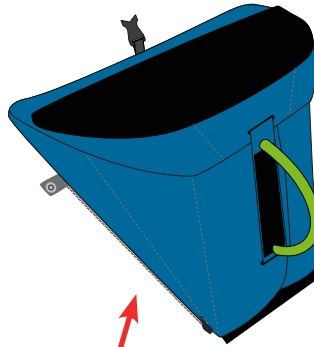
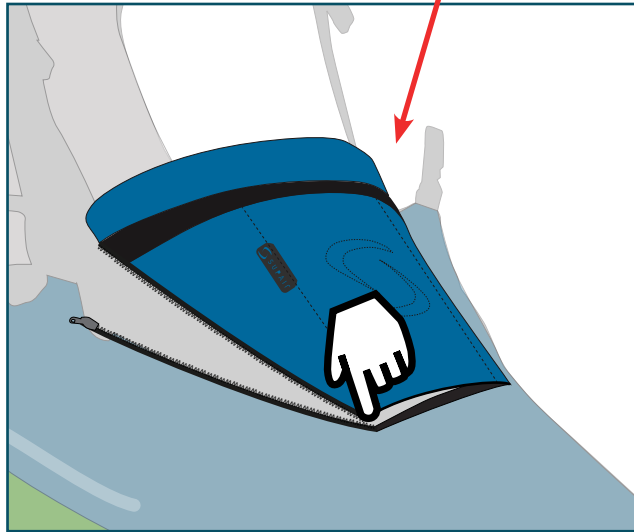
Installing the front reserve parachute

Installing the front container

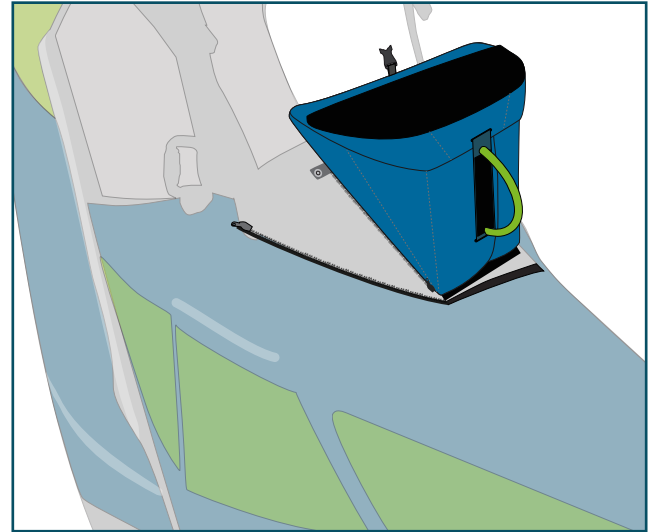
1 Disconnect the cockpit by opening the zip on each side of it



2 Unfasten the velcro



3 Duplicate steps 1 and 2 in reverse to install the front reserve parachute pocket



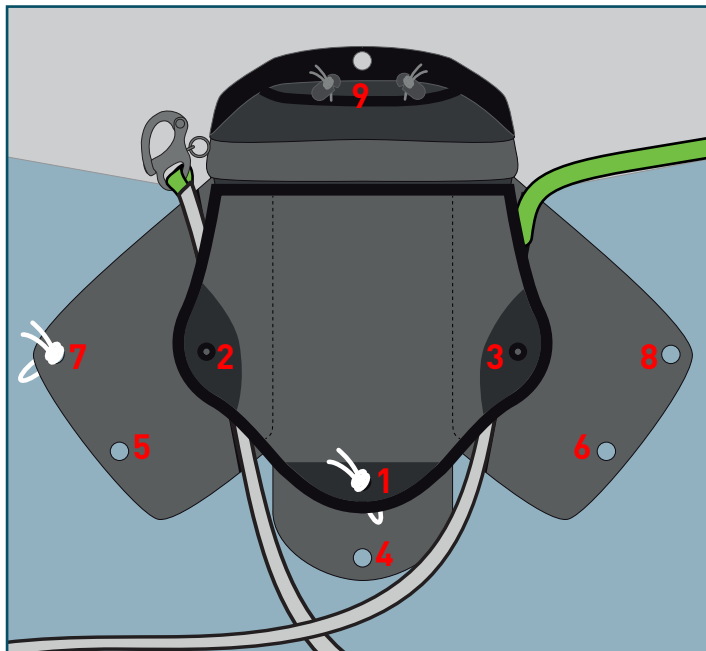
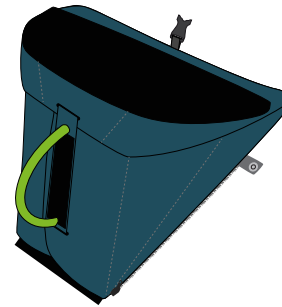
Installing the front reserve parachute



Thank you for reading carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.
Folding and installation of the reserve parachute inside the harness must conform to the specific line guide found in this manual.

Rescue front container characteristics

- Front container with flaps
- Locked via a double cable system.
- Right sided handle and opening.
- 7 liter volume capacity.
- Compatible with the SUPAIR rescue parachutes and other solo rescue parachutes.



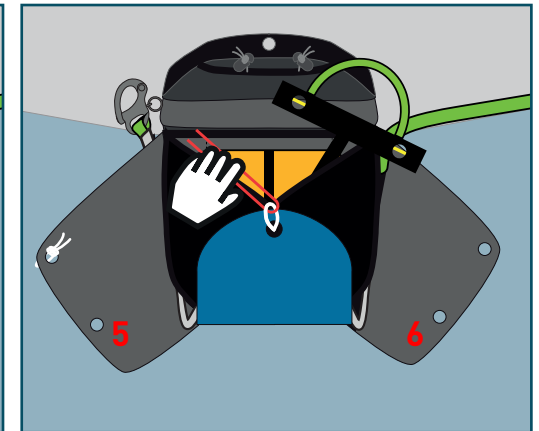
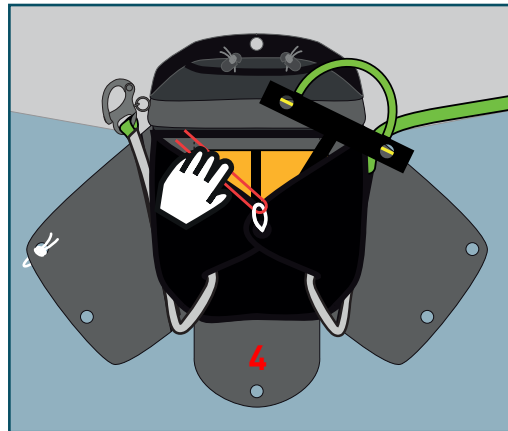
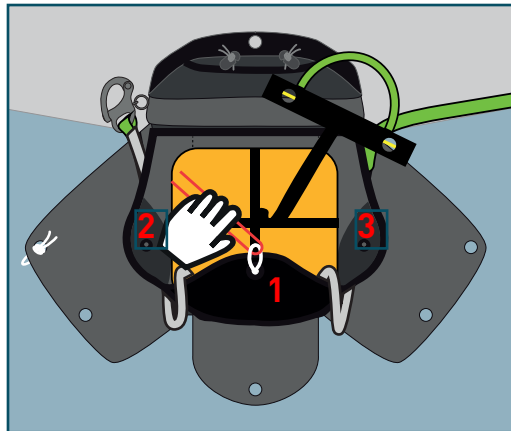
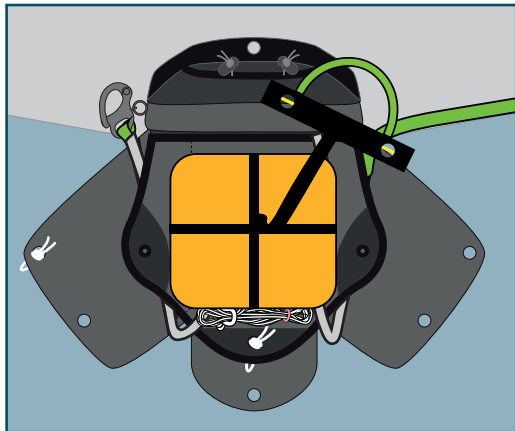
Connecting the reserve parachute

- 1 Connect the reserve parachute pod to the handle with a lark's head knot
- 2 Connect the reserve parachute to the asymmetrical risers following the instructions on page 13
- 3 Affix the other risers end to the Velcro® strips on each side of the container.

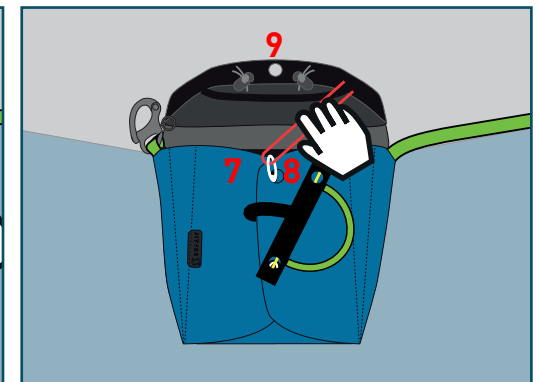
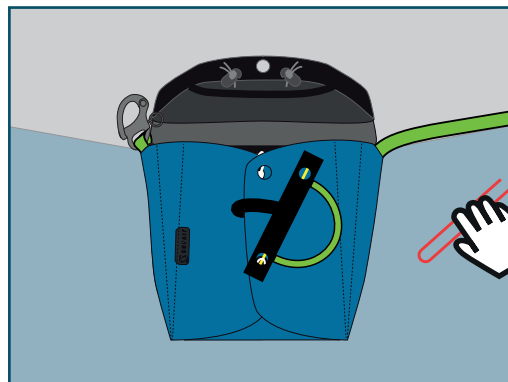
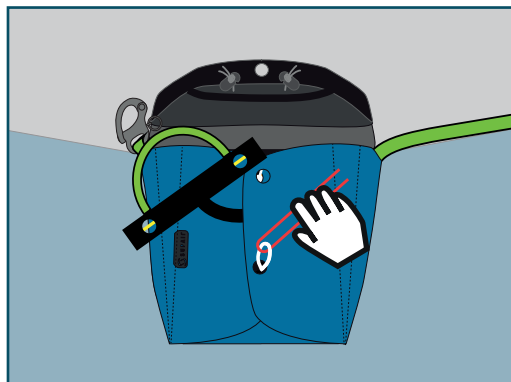
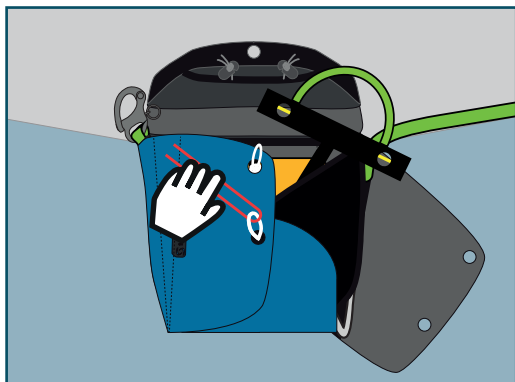
Placing the front reserve parachute

Installing the front parachute container

- 1 Place the line excess first followed by the reserve parachute inside the reserve parachute container
- 2 Take the pin
Using the pin, pull cord loop #1 through grommets #2 and #7
- 3 ... then through grommet #4

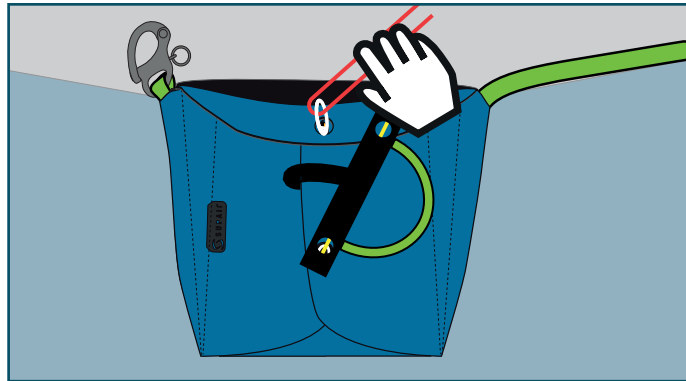


- 4 ... then through grommet #5
- 5 ... then through grommet #6
- 6 Push the yellow left plastic pin through loop #4 to fasten and secure the assembly. Remove the pin.
- 7 Take the pin
Using the pin, pull loop #7 through grommet #8

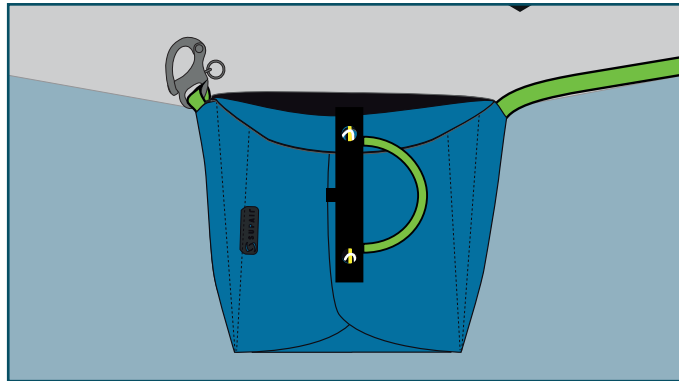


Installing the front reserve parachute

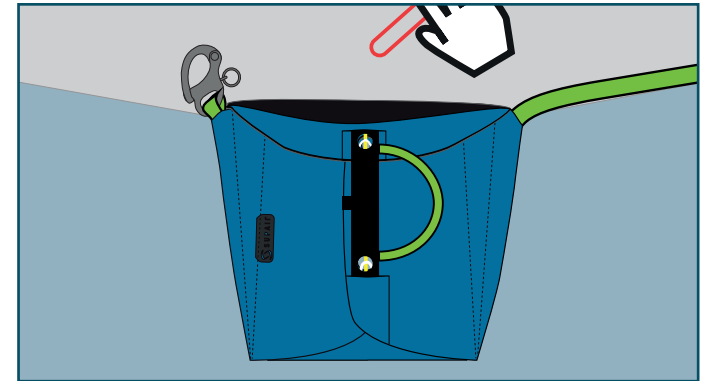
8 ... then through grommet #9



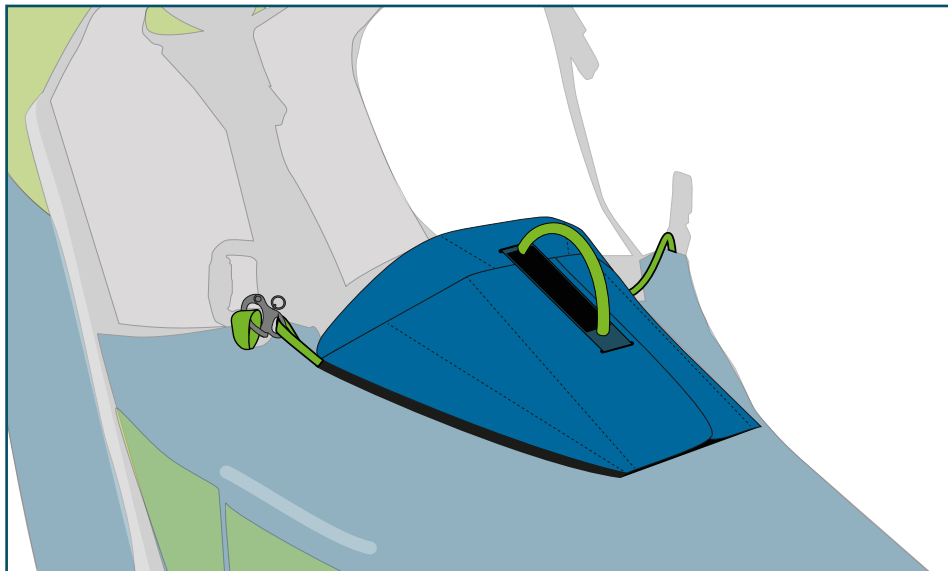
9 Push the right yellow handle pin through loop #7 to fasten and secure the assembly



10 Tuck away the two yellow plastic pins inside their respective housing



11 Once fastened to the harness, close the cocoon clip, then connect the Wichard connector to the right reserve parachute attachment point



Mandatory extraction test procedure




Check the completed installation during a Hang-test.

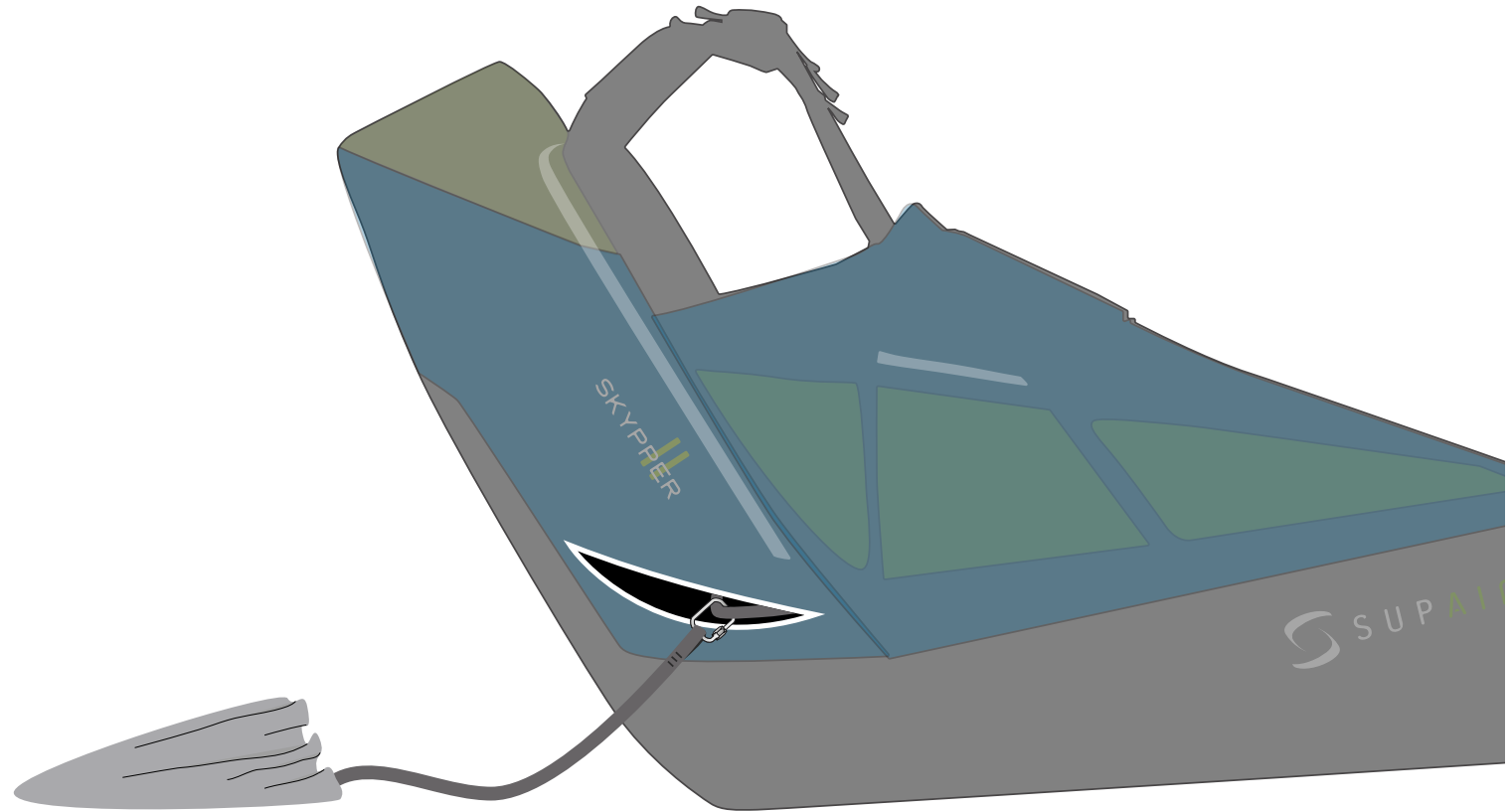
Have the installation checked by a professional outfit.
Conduct an extraction test every six (6) months to assure proper system functionality.

Note :
Conducting and extraction test does not imply deploying the reserve parachute which will stay inside its POD.

Installing the Anti-G parachute

- 1 Open the right or left zipper to access the container
- 2 Connect the Anti-G drogue-chute to the Maillon Rapide®
- 3 Tuck the Anti-G drogue-chute away inside the container and close it the zipper

 The Anti-G drogue-chute is connected at the center of the harness's frame. It can be extracted from the right or left side



Packing and Tips

1 Hydration tube opening.



2 Tag pocket

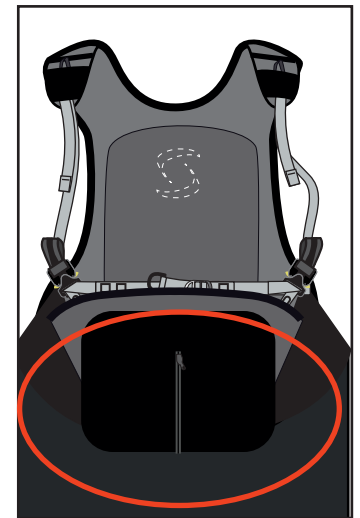
3 Radio pocket.

4 Safety kit

5 Removable Cockpit



6 5 liter ballast pocket under the seat.

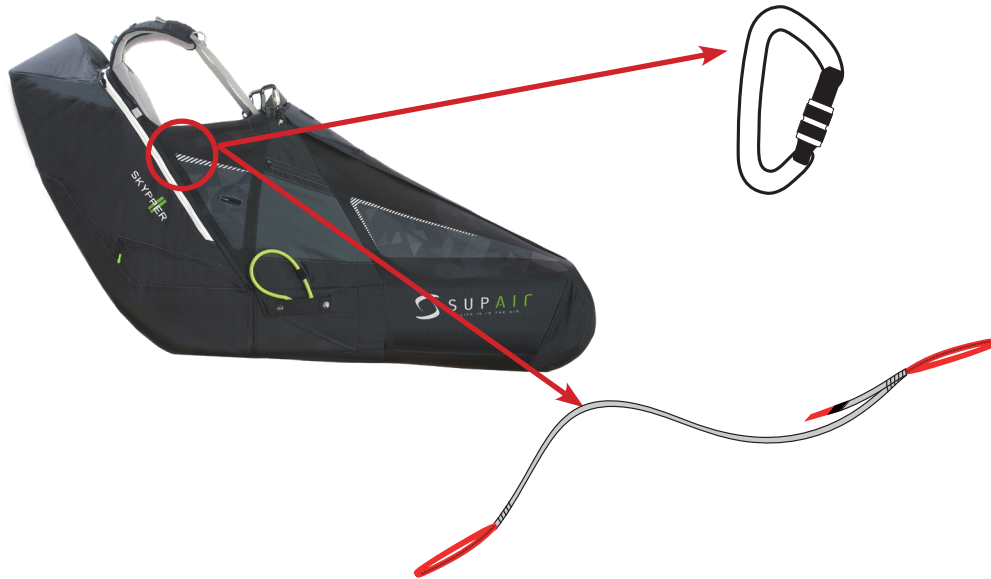


8 Back storage pocket

7 Small storage pocket

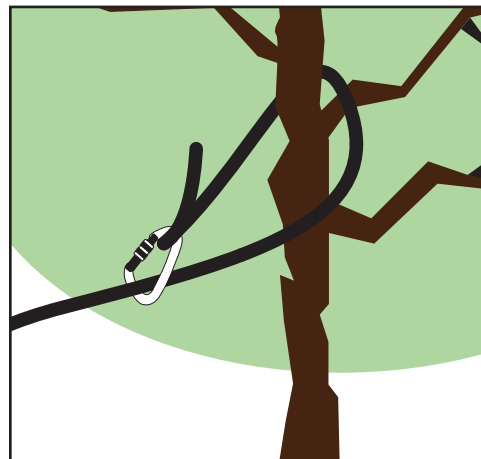


How to secure oneself after a tree landing



1 Make a lark's head knot on one of the main carabiners

2 Secure yourself by wrapping the lanyard around the tree trunk or a thick limb before closing the loop with the carabiner



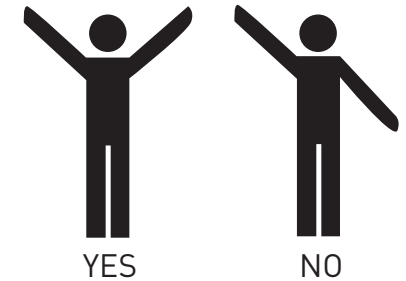
Call for help after an accident

Emergency call numbers



EUROPE / INDIA	112
USA / CANADA	911
CHINA / JAPAN	119
NEPAL	101
IRAN	112
AUSTRALIA	000
NEW ZEALAND	111

Help needed?



SOS lumineux :



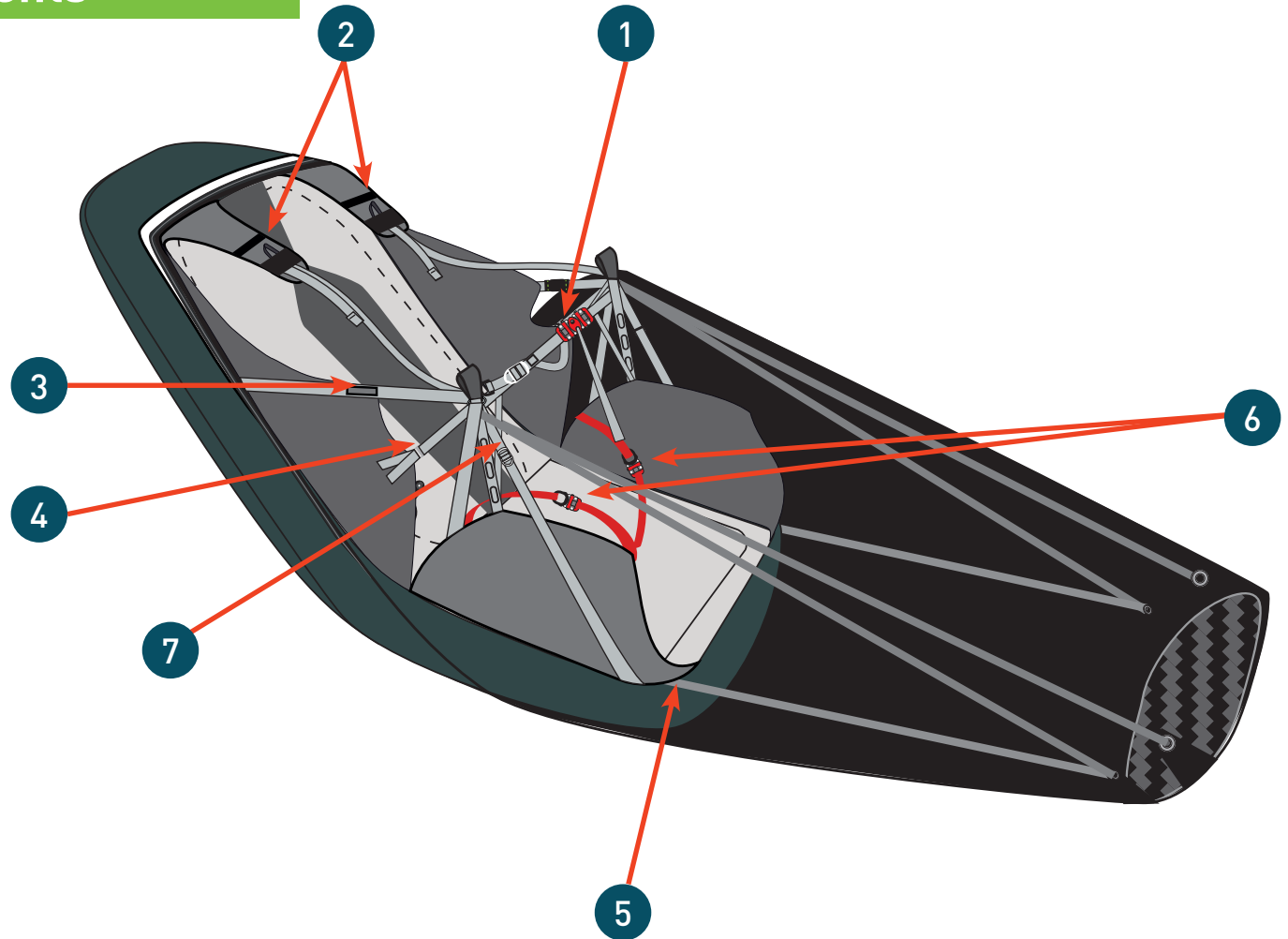


Adjusting the harness prior each takeoff is vital.

Adjusting the harness


The various adjustments

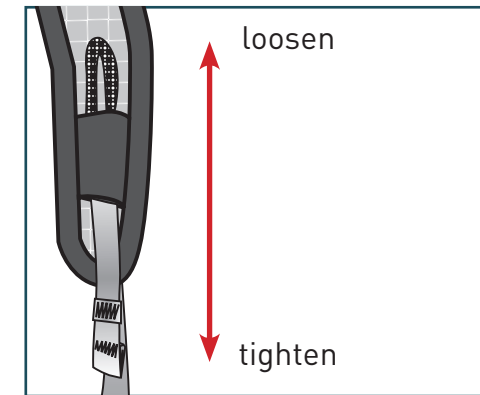
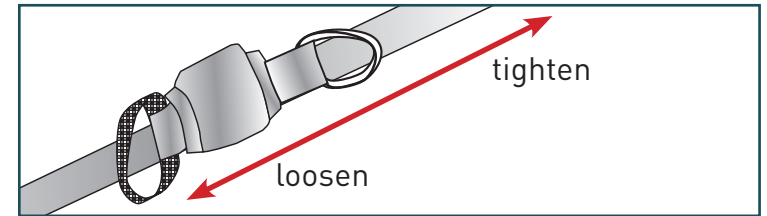
- 1 Adjusting the chest strap
- 2 Adjusting the shoulder straps
- 3 Adjusting the backrest
- 4 Lumbar adjustments
- 5 Lower Speedbag length adjustment
- 6 Leg straps adjustment
- 7 Upper Speedbag length adjustment



Harness adjustments

Adjusting the harness

- 1 Sit in the harness connected to a hang-test device. Fasten the self-locking buckles.
 - 2 Adjust the shoulder straps using the shoulders adjustment buckles.
 - 3 Adjust the backrest using the two lateral buckles relative to your piloting posture.
 - 4 Adjust the Speedbag length with its upper and lower adjustment buckles.
-  Tension on the shoulder straps helps with comfort, and must be precisely adjusted.
- 5 The internal lateral adjustment enables the lower backrest section to be fine tuned and reduce the empty space commonly found on the lower part of the spine while seating.

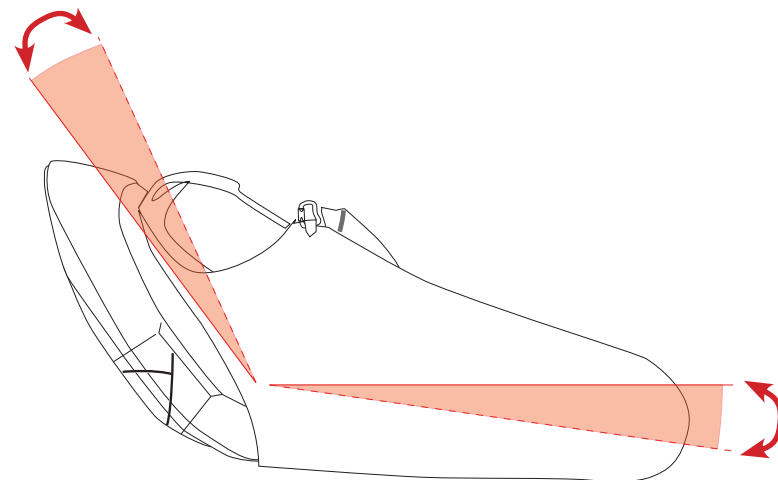


Adjusting the Speedbag

Once well seated inside the harness, there is only the backrest to adjust.

- >> Tilting the Speedbag angle.
- Shorten the Speedbag upper adjustment straps.

- >> Tilt the lower Speedbag section
- Lengthen the upper Speedbag straps.



Connecting the wing to the harness

Without twisting the risers, connect them to the harness attachment 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 diagram).

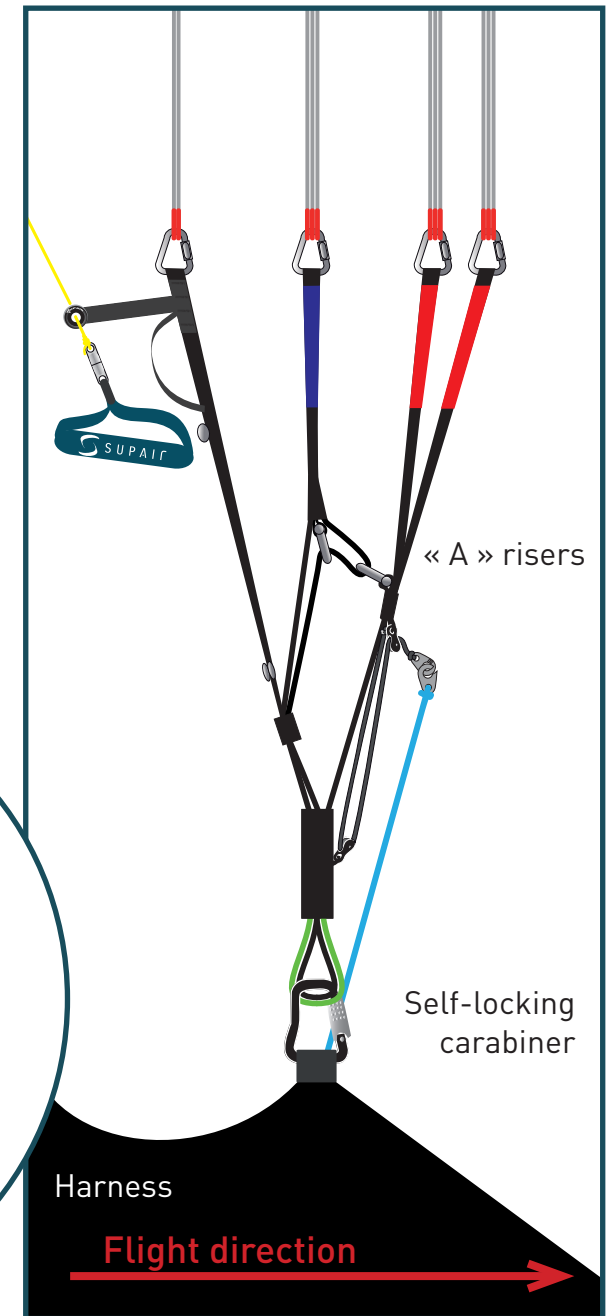
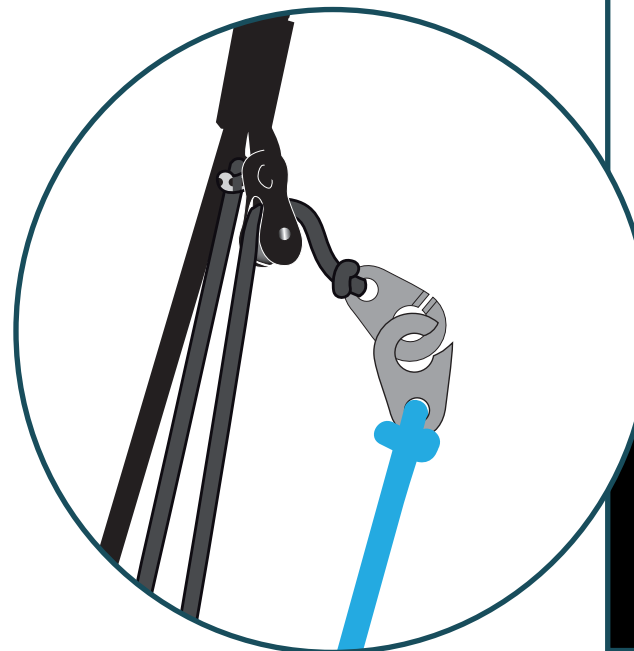
Lastly, check for the main self-locking carabiners to be fully closed and locked in place.

Installing the accelerator

Install the accelerator by following the instructions found on page 11.

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 fully relaxed.



Flight behavior

The SKYPPER2 is designed to long technical flights. Its behavior is predictable, precise and stable enough to be used with a precis high level reactive wing, not necessitating heavy weight shifting or high performance modern wings reactive enough to necessitate heavy weight shifting.

Pre-Flight control



- Check that the harness and the carabiners are not damaged..
- Make sure that the reserve parachute safety cables to ride through the closing tabs keeping the reserve rescue pocket flaps closed
- Check that your personal settings haven't changed.
- Check that all zippers and buckles are closed.
- Check that the speedbar is correctly connected and set up.
- Check that no rigging line or other object comes in contact with rescue parachute handle.
- Make sure that the self-locking carabiners are locked and connected to the paraglider.

Take-off

After a thorough weather conditions analysis, when the decision to fly has been taken, put your harness on and follow the next steps



- Fully close the chest strap buckles.
- Close the Speedbag closing buckle to the right side.
- Close the Speedbag closing buckle to the left side.
- Connect the front reserve's wichard if you have intalled it


During takeoff, maintain a standing posture and grab the Speedbag with one of your heels once far enough from the ridge. Using the foot-rest, push yourself inside the harness.

The Speedbag closes and the Cockpit positions itself automatically.





Do not release your hands from the brakes when you are close to terrain.

In flight


 Please set the distance between the two carabiners according to aerology and to the wing manufacturer's recommendations.

Speedbar use

 We recommend a cautious speed-bar use due to the increased risk of major partial or full frontal collapses. **Use the speed-bar/accelerator (transitions) only when far away from the ridge and in calm weather conditions as the wing becomes more sensitive to turbulence when accelerated. If you feel a loss of tension in the speed-bar/accelerator, stop pushing it and apply a light brake pressure on the toggles to prevent the glider from experiencing a potential frontal collapse.** To properly use the speed-bar, keep one foot at the foot-rest center space, and push with the second foot on the first speed-bar to obtain a symmetrical acceleration. **Use one foot for the first stage and the other for the second stage.**

 To decelerate, stop pushing and gradually release the accelerator/speedbar tension.

Landing

 When making a landing approach, take your legs out of the Speedbag well in advance. Stand up inside the harness and adopt an upright position in order to run and dissipate the horizontal speed. Always be certain to have enough altitude to make a landing approach corresponding to the weather conditions of the moment and terrain. During the landing approach, never make hasty maneuvers. Always land upwind in a standing posture and be ready to run upon touchdown if necessary. During your final approach, use as much airspeed as possible based on the weather conditions of the moment, then gradually reduce the glider air speed by pushing the toggles all the way down until contact with the ground is made. **Beware not to brake too soon and too rapidly and too deep which could lead to a stall and a dangerous landing.** Do not land in a seated position as it is dangerous. **Using the reserve parachute.**

Using the reserve parachute

Throwing the reserve parachute



It is strongly recommended to frequently check your reserve parachute handle location while in flight. This exercise should be executed instinctively and will increase your chances of a successful parachute extraction in case of an emergency.

Estimate your AGL (Altitude Above Ground Level), which if high enough may make it worth trying to bring your wing back to a normal flying configuration. If in doubt, quickly deploy your emergency parachute.

Deploying a rescue parachute should be done only in an emergency.



With a strong, lateral and then vertical tug, pull the handle towards you and then throw the parachute away from you (including the container and its handle) toward a clear unobstructed area of the sky. As soon as the parachute deploys, bring as much of the glider as possible toward you by pulling as symmetrically as possible on the "C" or "D" risers or on the toggles/brakes.

Be prepared to land by adopting an upright position, with knees together and legs slightly bent. Prepare to roll down with pivoting shoulders in a paragliding fall (PLF).

Towing

To takeoff under tow, you must be equipped with a quick release specially designed for the task.

Connect the tow bridle to the wing riser loops with a Dyneema adaptor with a resistance greater or equal to 300kg. The tow bridle will then be fastened by using a lark's head knot or an adapted metal link. To complete the installation, follow the tow bridle reales manufacturer's recommendations. Before towing, you should consult with a competent towing outfit about safety recommendations.

Mandatory controls

Mandatory biannual inspection



- Ascertain parachute deployment functionality by pulling the handle to activate a clean POD extraction sequence
- Inspect the harness for wear and tear.

Annual check



- An annual deployment and repacking of the reserve parachute must be conducted by competent and certified personnel.

Harness cleaning and maintenance

It is a good idea to clean your harness from time to time. We recommend using a brush and soft solvents only (soap or mild cleaning agents). Rinse thoroughly. Never use aggressive chemicals such as strong solvents which could be harmful to the harness's fabric, webbings, stitching and weaken its integrity. The zip fasteners should be lubricated from time to time, using a silicon spray.

If you regularly use your harness in a dusty environment (dirt, sand, etc...), we advise you to regularly check and maintain your carabiners and buckles : clean them with a mild detergent, then blow dry them fully but **DO NOT LUBRICATE !**

Prior to using them, conduct a thorough carabiners and buckles checkup to insure their full functionality.

If you use your harness in a marine/sandy/salty environment, pay particular attention to your gear and follow a rigorous care/maintenance routine.

Storage and transport

When not in use, your harness should be stored inside your paragliding backpack, in a dry, cool and clean place, protected from UV exposure. If your harness is wet, please dry it thoroughly before storing.

For transport, protect the harness from any mechanical or UV deterioration (use a bag). Please avoid long transports in wet conditions.

Life span



Once every two (2) years, a thorough harness inspection must be conducted :

- Webbing wear and tear (no excessive wear, no rip beginning, no unwanted folds)
- Buckles and carabiners (functionality, wear and tear).

The threads and fabric used for the manufacturing of the SKYPPER2 were specifically selected for their quality and resilience levels. However, in particular instances such as long term UV exposure, abrasion, contact with damaging chemicals, general wear and tear, the harness will need to be inspected at a professional certified repair facility. Safety comes first!



The self-locking carabiners are NEVER to be used for any activities other than paragliding. Supair advice to replace the carabiners every 5 years or after 500 hours of use.



Independently of the pre-flight check-out, you have to open and unfold your rescue parachute once every year.

Repair

In spite of using the highest quality products to manufacture the SKYPPER2 , it is possible for your harness to deteriorate through general use. If showing any sign of wear and tear, it should be sent for inspection and/or repairs at a professional certified facility.



SUPAIR now offers an extended warranty period reaching beyond the product standard protection plan against manufacturing defects. Please contact us either by telephone or by E-mail sav@supair.com in order to receive a quotation.

Hardware & Parts

- Self-locking Zicral 30mm carabiners (Reference: MAILCOMOUS 30).
- BUMPAIR 18 SK2 (Reference : PROBUMP18SK2).
- Accelerator/speedbar Split-hooks (Reference : MPPM050).
- Crochets d'accélérateur (référence : MPPM050)
- Carbon fiber plate (référence : MPPL022 taille S, M ou MPPL026 tailles L, ou MPPL027 tailles XL)
- Speedbag carbon fiber plate (référence : MPPL010 taille S, M ou MPPL024 L, XL)
- White loop to close the reserve parachute pocket
- POD with handle for front reserve container
- Front reserve parachute container handle

Materials

Fabrics	Speedbag	Webbings
N/210D 3line Honey Comb	LYCRA MEMBRANE	Polyamide 20 mm (500 daN) Polyester 25 mm (1250 daN)

Recycling

Tous nos matériaux sont sélectionnés pour leurs excellentes caractéristiques techniques et environnementales. Aucun des composants de nos sellettes n'est dangereux pour l'environnement. Un grand nombre de nos composants sont recyclables.

If you estimate that your SKYPPER2 has reached the end of its life span, you can separate plastics from metals and recycle them according to your community rules in effect. As for the fabric itself, contact your local authorities to find out how to proceed to discard it.

Warranty

SUPAIR takes the greatest care in its products design and manufacturing and hence offers a five (5) year limited warranty from the date of purchase against manufacturing defects or flaws 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 specific skills and sound judgement. Learn how to fly within the environment of a certified paragliding school. Carry an insurance policy with you in addition to you pilot certification. Always mind and gauge your personal skills relative to the elements you want to be flying in. Better be safe than sorry ! SUPAIR can not be held responsible for your paragliding decisions or activities.



This SUP'AIR product has been designed exclusively for paragliding. Any other activity such as skydiving or BASE jumping is absolutely forbidden.

Pilot's gear



It is essential for you to wear a suitable head protection (certified paragliding helmet), boots and right clothing for the activity. Moreover, carrying a reserve parachute connected to your harness in flight is highly recommend.

BUMPAIR Shock Absorber

The harness you have just purchased has a AIRBAG type shock absorber.

This protection is intended to protect you against potential impacts. It complies with EU Regulations 2016/425 relating to personal protective equipment (PPE) and certified by expert following protocol SP-002 12/2016.

The shock absorber UE conformity of your harness is certified by the following laboratory: ALIENOR CERTIFICATION n ° 2754, Z.A. du Sanital, 21 Rue Albert Einstein, 86100 Chatellerault, FRANCE

The storage, transport and maintenance of the AIRBAG is the same as it is for the harness. The inspection of the protector is the same as it would be for the harness.



Please note that no shock absorber can guarantee total protection against injury. The back protector does not prevent potential injuries to the spine and/or pelvis. In addition, only the parts of the body covered by the shock absorber are likely to benefit from adequate protection against possible impacts.

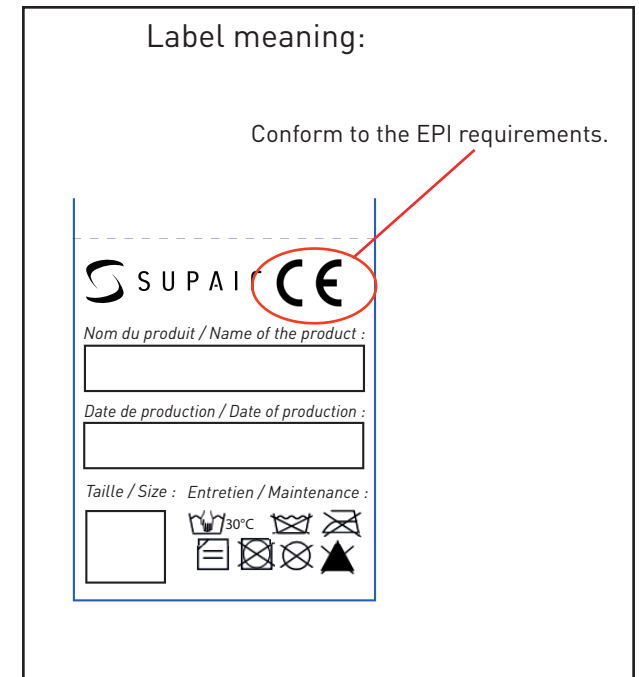


Please note that the performance of the equipment can be dangerously affected by any modification made or improper use of the shock absorber, and negatively affect the proper functionality of the protector which must be whole and properly installed. You must check that all is in order prior each flight:

- 1 / The correct shape and inflation of the AIRBAG/shock absorber.
- 2 / The AIRBAG seams and overall condition of the fabrics - look for holes, tears, snags



The protection can have a five (5) year lifespan under normal use conditions.
Warning! Following a major hard landing would justify the protector to be discarded.



If your AIRBAG is damaged, have it inspected and repaired at a professional qualified facility or contact us at sav@supair.com

The test results and the EU declaration of conformity can be found at: www.supair.com

This page will help you keep record of your SKYPPER2 scheduled maintenance.

Purchase date	
Owner's name	
Name and stamp of the shop	

<input type="checkbox"/> Care	
<input type="checkbox"/> Resale	
Date	
Workshop's name/ Buyer's name	

<input type="checkbox"/> Care	
<input type="checkbox"/> Resale	
Date	
Workshop's name/ Buyer's name	

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Date	
Workshop's name/ Buyer's name	

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<input type="checkbox"/> Resale	
Date	
Workshop's name/ Buyer's name	

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