



User's manual

# leaf

Light

A graphic element for the 'leaf' brand, consisting of a stylized white triangle with internal geometric patterns, including a circle and lines.

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Parc Altaïs  
74650 Annecy - Chavanod  
FRANCE

45°54.024'N / 06°04.725'E

Photo : Romain ROUSSET

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[www.supair.com](http://www.supair.com)



Photo : Romain ROUSSET

Thank you for choosing to fly our LEAF Light 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](http://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](mailto: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 wing LEAF Light meets all intermediate pilots requirements. It is targeting leisure and XC ( Cross-country ) flying. It will provide, excellent inboard comfort all throughout the pilot progression.

The well though out design and choice of materials were guided by the same quality and longevity objectives.

The LEAF Light glider is EN EN 926 -1 : 2006 & 926 - 2 : 2013 Classe B. Certified.

Meaning that this paragliding wing has an excellent level of passive safety margin built-in, in addition to being well behaved and collapse resistant in turbulent aerology.

It also underlines that it is fully adapted to all insiders pilot levels.

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 cross-country 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 !!

Glider LEAF Light	XS	S	M
Cell number	54	54	54
Flat surface area (m <sup>2</sup> )	22,5	24,3	25,9
Span (m)	11,0	11,4	11,8
Chord (m)	2,5	2,6	2,7
Flat Aspect Ratio	5,4	5,4	5,4
Projected surface area (m <sup>2</sup> )	18,9	20,4	21,8
Projected span (m)	8,5	8,9	9,2
Projected aspect ratio	3,8	3,8	3,8
Glider weight (kg)	3,0	3,2	3,4
In-flight weight range (kg)	60-80	75-95	80-105
Certification	EN / LTF B		
Riser number.	3+1		
Trimmer	no		



sunset



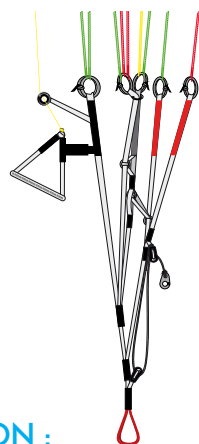
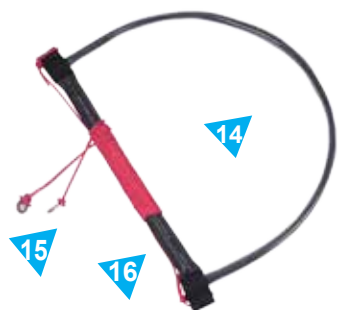
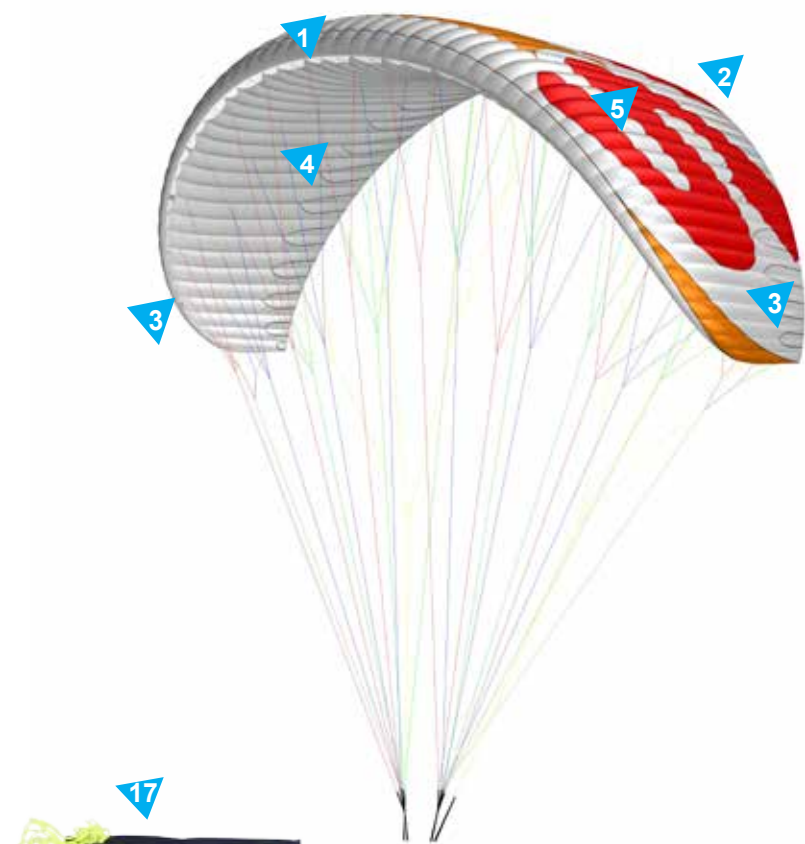
volcano



snow



# Equipment overview



OPTION :  
LIGHT RISERS



- 1 Leading edge
- 2 Trailing edge
- 3 Stabilizer
- 4 Intrados
- 5 Extrados
- 6 A riser
- 7 « A » split risers (for Big Ears)
- 8 B riser
- 9 C riser
- 10 Brake line
- 11 Brake holder
- 12 Brake handle
- 13 Riser hook-up loop
- 14 Accelerator/Speedbar.
- 15 Accelerator/Speedbar Split-hook.
- 16 Accelerator/Speedbar bar.
- 17 Pocket with repair kit.



# Connecting the glider

## 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 that the soft links connecting the lines to the risers are fully closed. Identify, separate and arrange the A,B,C, risers as well as the brake lines neatly. Make sure there are no Knots or tangles.

## Choosing an adapted harness.

The LEAF Light was certified EN B with a EN1651 & LTF certified harness and hence can be flown with most harnesses models found on the market today. You 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 that the main self-locking carabiners are fully closed and locked in place.

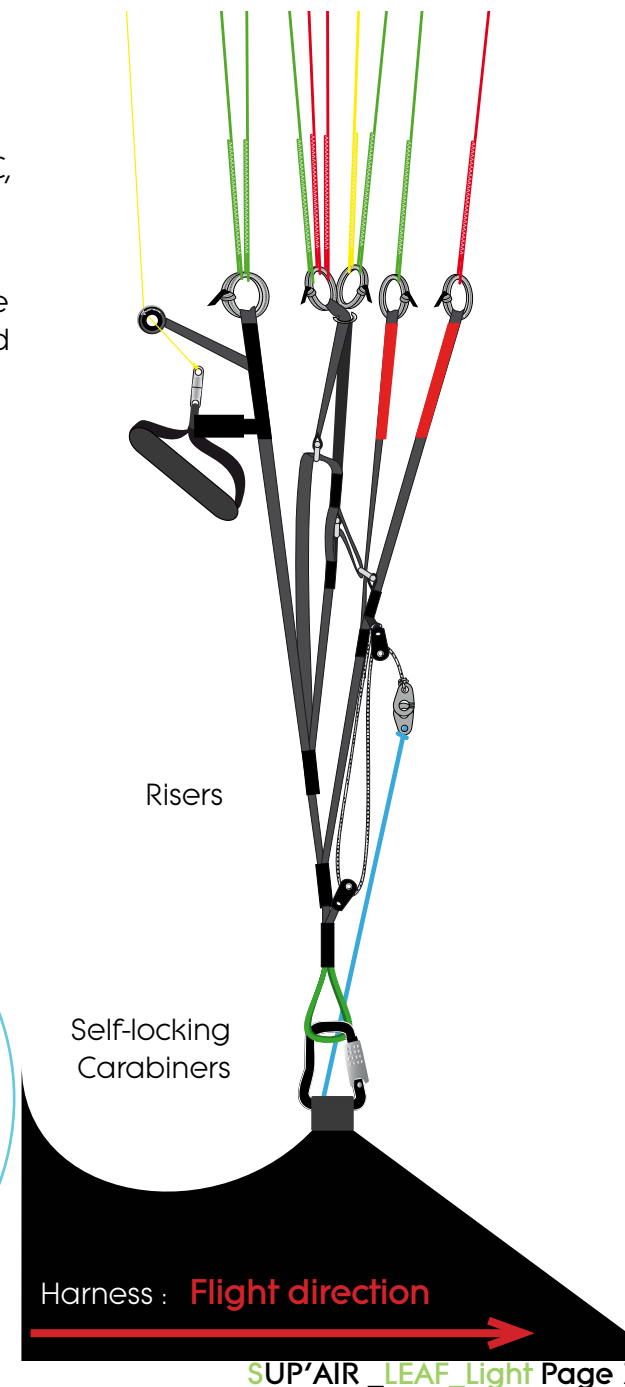
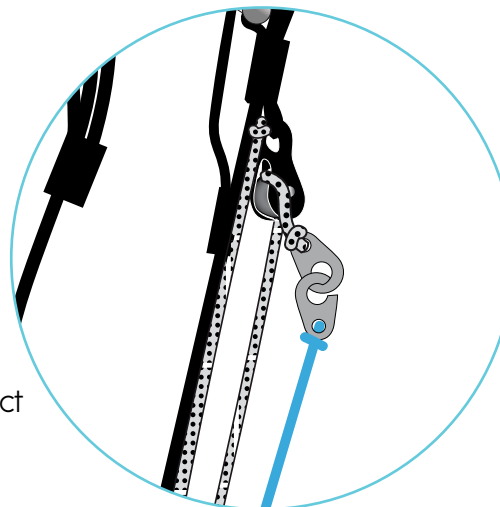
## Harness chest strap spacing

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

- 42 cm for an LEAF Light size XS
- 43 cm for an LEAF Light size S
- 44 cm for an LEAF Light size M

## 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.



## 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 recommend to use a fisherman's knot and keeping 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..

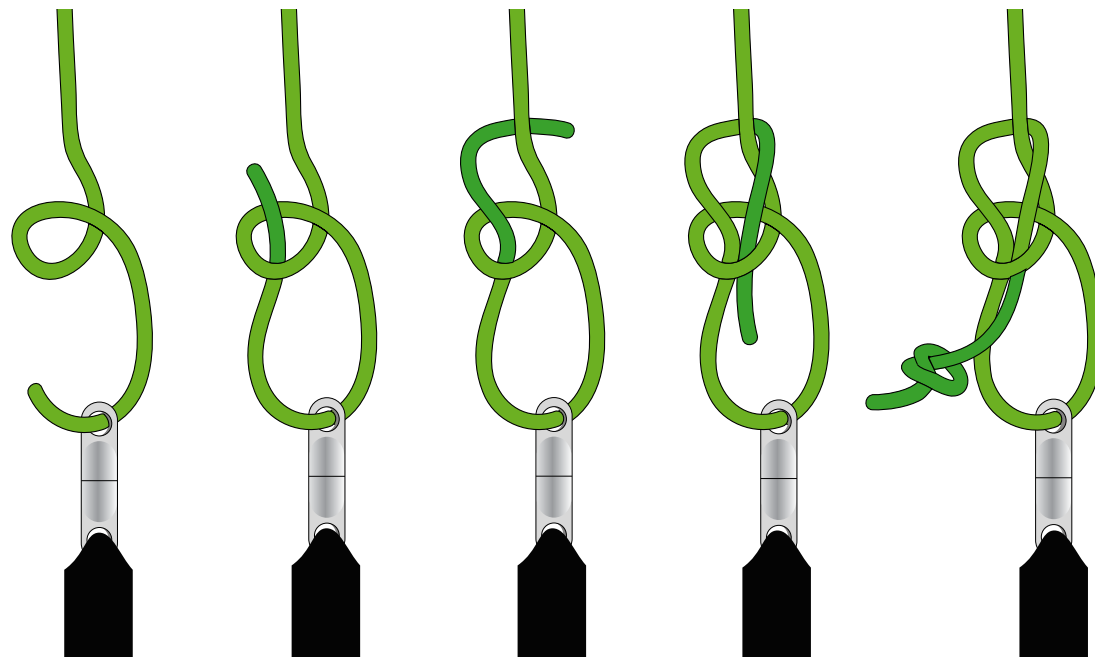


The default factory maximum brake line length is :  
63 cm cm for an LEAF Light size XS  
65 cm cm for an LEAF Light size S  
65 cm cm for an LEAF Light size M

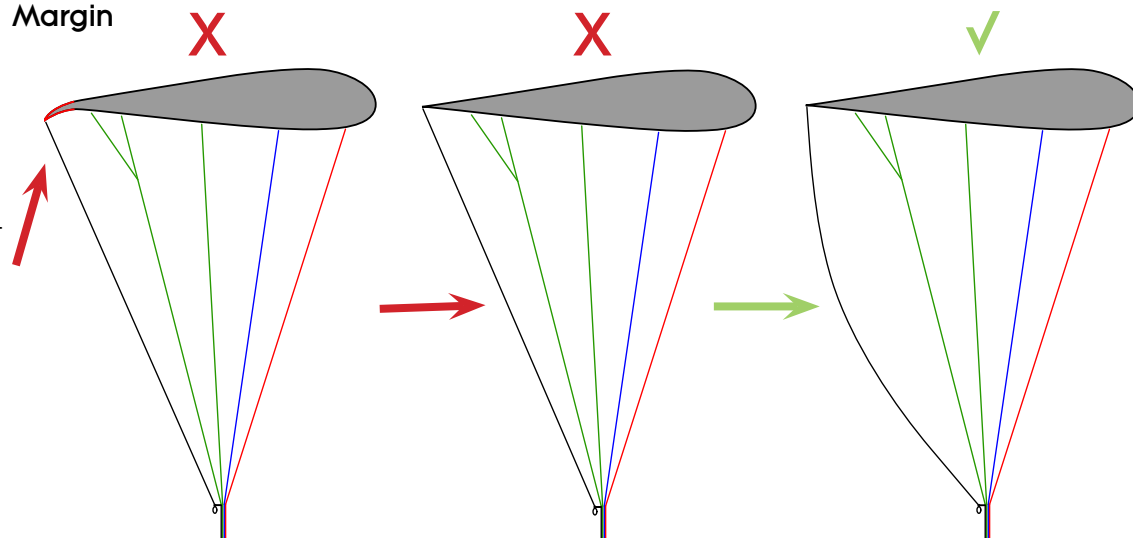


Be certain to adjust and leave a small amount of line slack to keep steering toggle play, prevent wing profile deformation and hinder the accelerator functionality.  
During acceleration, the glider's trailing edge must not be deformed.

## fisherman's knot



## Margin



# Connecting the glider



# PRE-FLIGHT PREPARATION

The LEAF Light glider was designed for pilots in 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 that the risers and lines don't have any twists or knots or aren't caught in twin, 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 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 the LEAF Light 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 center (A) riser 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 recommend using the reverse inflation method. Which allows 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, (use only the center A riser) .

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 LEAF Light 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 B norm, the LEAF Light glider was designed to be stable throughout its speed range.

Once Accelerated, the wing becomes more sensitive to turbulence. If you sense a internal pressure decreasing while pushing on the accelerator; reduce pressure on the speedbar to bring it back to its neutral default setting while slightly applying a small amount of brake to a possible frontal collapse.

The accelerator/speedbar length travel is: 15 cm.

## Piloting without the toggles/brakes.

If for whatever reason, the toggles/brakes are no longer functioning, 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 stalling.

To land, let your wing glide for as long as possible before applying a full braking motion. Braking with 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, 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 wind, standing up and ready to run to a stop if necessary. Make your landing approach at trim 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 and fold the panels on the top of each other.

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 reinforcements.

## Specific usage

### Towing

The LEAF Light can be towed up. Fly only with certified gear operated by qualified personnel and only after proper training. 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 LEAF Light was not designed to fly aerobatic maneuvers. We highly discourage its use for this type of flying.

### Tandem



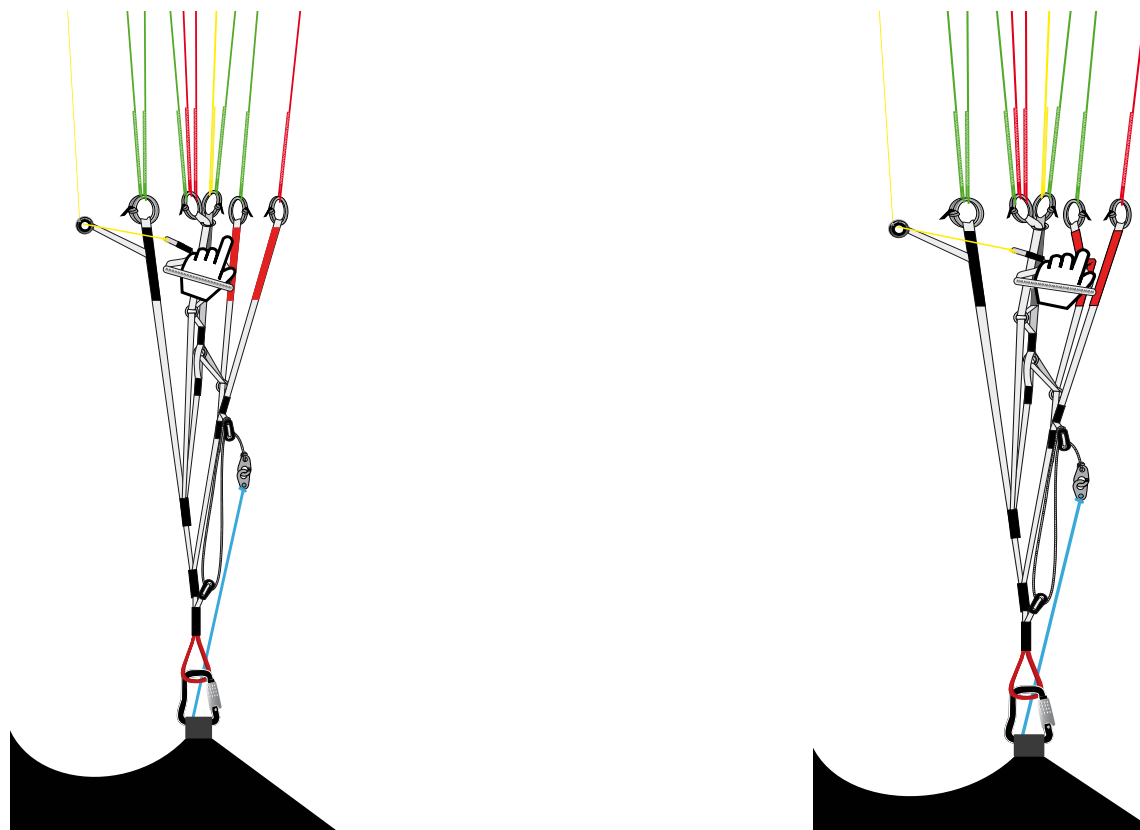
The LEAF Light was not designed for tandem flying, is prohibited this type of usage.

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

## Big Ears

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

In order to pull "big ears", grab the specific riser (outer "A" riser) while keeping the brakes in your hands and lower them until the wing tips collapse. It is preferable to collapse one side after the other and not simultaneously in order to prevent a possible frontal collapse. Once "ears" are folded and stabilized, we recommend using the accelerator/speedbar to regain your initial air speed.



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

## B-line stall

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

Loosing altitude using the "B" risers is done by grabbing the risers at the soft 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 normal flight, bring your hands up progressively to the "A" risers red markers, then let go of the "B" risers altogether. The wing will experience a moderate surge forward which will need to be instantly neutralized and controlled.

## 360° spiral dive

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, which will require immediate control. 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 EN standards, the LEAF Light 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 brakes are released.



**DANGER :** This manoeuvre places a lot of stress on the glider. The high speed and "G" force might be disorientating and, in extreme cases, cause 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.

In the event of an asymmetrical collapse induced by turbulence or purposely by the pilot, the best course of action to take is:

- Shift your weight on the open side of the wing.
- If necessary, slightly brake on the open side of the wing to prevent it from rotating.
- Once the wing is balanced and stabilized, ( straight flight ), if the folded side does not spontaneously reopen, give ample up and down pumping motions until the collapsed glider side is fully reopened. 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 to release the wingtip.

## Front collapses

During a front collapse, according to the certification standard the glider is designed to reopen on its own.

In the event of a frontal collapse induced by turbulence or purposely by the pilot, the best course of action to take is :

- Brakes must be fully released during the collapse. If you intentionally provoke it, we recommend that brake handles be fastened back on the stoppers when you are producing the collapse
- Wait for the wing to reopen and come back overhead – do not keep brake pressure on, if the glider falls behind you – risk of stalling.
- Dampen the surge by using the brakes/toggles proportionally and symmetrically once the wing is in front of you.

## Parachutal stall

Even though this configuration 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. 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.

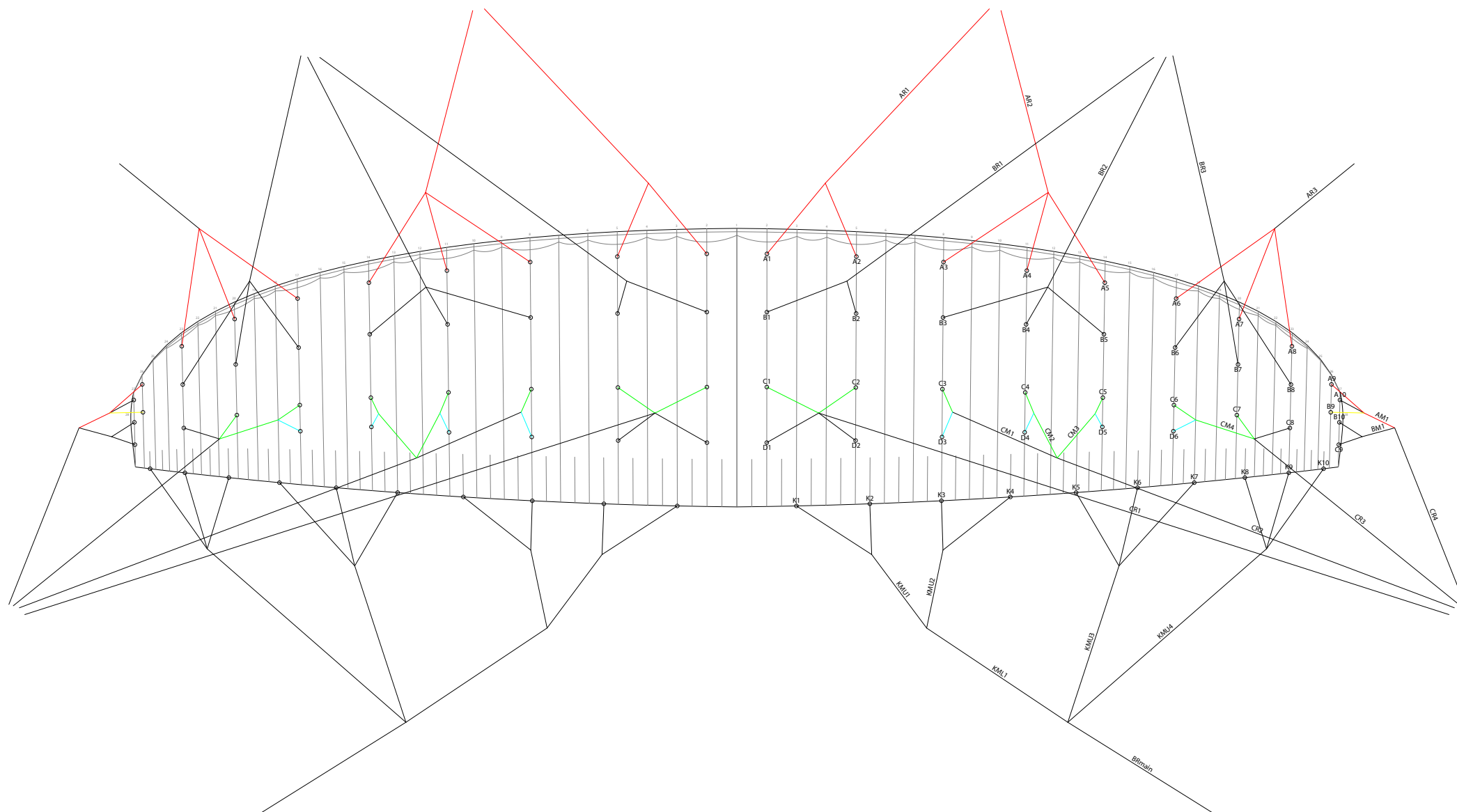
## Stall

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

## Spin / asymmetric 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 32 Universal - 70032E3W + Skytex 27 soft - 70000E4A
Inner Surface	Porcher Sport	Skytex 27 Soft - 70000E4A
Supported ribs	Porcher Sport	Skytex 32 Hard - 70032E4D
Compression straps and D ribs	Porcher Sport	Skytex 32 Hard - 70032E4D
Unsupported ribs	Porcher Sport	Skytex 27 Hard - 70000E91
Rib reinforcements	Porcher Sport	Sticky Skytex

Main lines	Producer	Reference
Top cascade	Edelrid	8000U-070 / 8000U/090 / 8000U-130
Upper middle cascade	Edelrid	8000U-090
Lower cascade	Edelrid	A7343-230 / A7343-190

Stabilo lines	Producer	Reference
Top cascade	Edelrid	8000U-050
Middle cascade	Edelrid	8000U-070
Lower cascade	Liros	DSL 70

Brake lines	Producer	Reference
Top cascade	Edelrid	8000U-070
Upper middle cascade	Edelrid	8000U-070
Lower middle cascade	Edelrid	8000U-090
Lower cascade	Edelrid	A7850X-240-041
Mailons	Ozone	Linklite

## LEAF Light glider

### Size XS

#### Line Check Maintenance Sheet

		A	B	C	D	Frein
Centre	1	6234	6133	6185	6298	7146
	2	6204	6106	6160	6258	6879
	3	6227	6128	6172	6264	6693
	4	6134	6041	6082	6144	6640
	5	6158	6080	6132	6167	6424
	6	5989	5926	5967	5997	6284
Stabilizers	7	5803	5766	5829		6273
	8	5739	5714	5790		6144
	9	5446	5454			6052
	10	5370	5411	5509		6024
Wingtip						

Tolerance: 10 mm. Measurement made under a tension of 50N

Riser length: 460mm Tolérance +/- 5mm

## LEAF Light glider

### Size S

#### Line Check Maintenance Sheet

		A	B	C	D	Frein
Centre	1	6474	6385	6441	6564	7442
	2	6445	6359	6417	6524	7166
	3	6478	6389	6435	6536	6973
	4	6382	6299	6342	6407	6918
	5	6407	6341	6395	6431	6697
	6	6227	6169	6224	6254	6551
	7	6035	6004	6074		6540
	8	5969	5949	6023		6409
Stabilizers	9	5679	5674			6313
Wingtip	10	5605	5638	5736		6283

Tolerance: 10 mm. Measurement made under a tension of 50N

Riser length : 460mm Tolérance +/- 5mm

## LEAF Light glider

### Size M

#### Line Check Maintenance Sheet

		A	B	C	D	Frein
Centre	1	6702	6589	6655	6783	7676
	2	6671	6561	6629	6742	7391
	3	6705	6594	6646	6747	7195
	4	6605	6501	6550	6619	7138
	5	6630	6544	6604	6644	6915
	6	6447	6379	6398	6433	6765
	7	6248	6208	6279		6753
	8	6179	6151	6247		6609
Stabilizers	9	5865	5859			6510
Wingtip	10	5794	5828	5927		6479

Tolerance: 10 mm. Measurement made under a tension of 50N

Riser length : 460mm Tolérance +/- 5mm



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Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65  
Test laboratory for paragliders, paraglider harnesses  
and paraglider reserve parachutes



## PG PARAGLIDERS

### INSPECTION CERTIFICATE

Inspection certificate number: **PG\_1090.2016**

#### MANUFACTURER DATA

Manufacturer name: **Supair Sàrl**  
Representative: **Laurent Chiabaut**  
Street: **34, rue Adrastée**  
Post code / place: **74650 Chavanod**  
Country: **France**

#### SAMPLE DATA

Name: **Leaf Light** Size: **XS**  
Min weight in flight [kg]: **60** Max weight in flight [kg]: **80**  
Weight [kg]: **3.2** Use: **Single-seater**  
Load serial number: **n/a** Date of reception: **n/a**  
Flight serial number: **SA-BL1-XS-1606-002** Date of reception: **16.07.2016**

TEST REPORT SUMMARY	RESULTS	PLACE	DATE
PG 1 71.8.1   SHOCK LOAD TEST:	Test done on size S, inspection PG_1091.2016		06.07.2016
PG 2 71.8.1   SUSTAINED LOAD TEST:	Test done on size S, inspection PG_1091.2016		06.07.2016
PG 3 71.8.2   FLIGHT TEST:	<b>B</b>	Villeneuve	15.07.2016
PG 4 71.4.3   MEASUREMENT:	<b>POSITIVE</b>	Villeneuve	01.12.2015
PG 5 71.8.3   LINE BREAK STRENGTH:	<b>POSITIVE</b>	Villeneuve	24.11.2016

#### ISSUE DATA

Place of declaration: **Villeneuve**  
Date of issue: **26.11.2016**  
Managing Director: **Alain Zoller**

Signature:

This signature approves the validity of the test reports PG 1 to PG 5 (Only if test report are applicable).

Air Turquoise SA, having thoroughly assessed the sample mentioned hereunder, declare it was found conform with all requirements defined by the following norms:

EN 926-2:2013 / EN 926-1:2015 / LTF: NFL 9 9109 / 2-40-14 / 2:201-16

Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place as mentioned here above.

This inspection report contain the following test and is complete with the test report number:  
71.8.1 | PG1, PG2, 71.8.2 | PG3, 71.4.3 | PG4, 71.8.3 | PG5  
(71.8.1 | PG1 and PG2, 71.8.2 are done for one size only, ref. to the size tested for strength)

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## LEAF Light XS

# CERTIFICATES

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Test laboratory for paragliders, paraglider harnesses  
and paraglider reserve parachutes



Class: **B**

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

PG\_1090.2016  
25. 11. 2016

Date of issue (DMY):

Manufacturer: **Supair Sàrl**  
Model: **Leaf Light XS**  
Serial number: **SA-BL1-XS-1606-002**

### Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	<b>80</b>	Range of speed system (cm)	<b>12</b>
Minimum weight in flight (kg)	<b>60</b>	Speed range using brakes (km/h)	<b>15</b>
Glider's weight (kg)	<b>3.2</b>	Range of trimmers (cm)	<b>0</b>
Number of risers	<b>3</b>	Total speed range with accessories (km/h)	<b>28</b>
Projected area (m2)	<b>18.9</b>		

Harness used for testing (max weight)		Inspections (whichever happens first)
Harness type	<b>ABS</b>	every 12 months or every 100 flying hours
Harness brand	<b>Supair</b>	Warning! Before use refer to user's manual
Harness model	<b>Access M</b>	Person or company having presented the glider for testing: <b>None</b>
Harness to risers distance (cm)	<b>43</b>	
Distance between risers (cm)	<b>44</b>	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24  
A A A A A A A A A A A A A A B A A A A A A A A 0

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Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses  
and paraglider reserve parachutes



## PG PARAGLIDERS

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Representative: **Laurent Chlabaut**  
Street: **34, rue Adrastée**  
Post code / place: **74650 Chavanod**  
Country: **France**

#### SAMPLE DATA

Name: **Leaf Light** Size: **S**  
Min weight in flight (kg): **75** Max weight in flight (kg): **95**  
Weight (kg): **3.4** Use: **Single-seater**  
Load serial number: **SA-BL1-S-1604-001** Date of reception: **05.07.2016**  
Flight serial number: **SA-BL1-S-1606-003** Date of reception: **15.07.2016**

#### TEST REPORT SUMMARY RESULTS

	TEST REPORT SUMMARY	RESULTS	PLACE	DATE
PG 1	71.8.1   SHOCK LOAD TEST:	<b>POSITIVE</b>	Yverdon(airport)	06.07.2016
PG 2	71.8.1   SUSTAINED LOAD TEST:	<b>POSITIVE</b>	Yverdon(airport)	06.07.2016
PG 3	71.8.2   FLIGHT TEST:	<b>B</b>	Villeneuve	15.07.2016
PG 4	71.4.3   MEASUREMENT:	<b>POSITIVE</b>	Villeneuve	15.07.2016
PG 5	71.8.3   LINE BREAK STRENGTH:	<b>POSITIVE</b>	Villeneuve	24.11.2016

#### ISSUE DATA

Place of declaration: **Villeneuve**  
Date of issue: **25.11.2016**  
Managing Director: **Alain Zoller**

Signature: 

This signature approves the validity of the test reports PG 1 to PG 5 (Only if test report are applicable)

Air Turquoise SA, having thoroughly assessed the sample mentioned hereunder, declare it was found conform with all requirements defined by the following norms:

EN 926-2:2013 / EN 926-1:2015 / LTF: NFL 8 95/99 / 2-40-14 / 2-201-16

Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place as mentioned here above.

This inspection report contain the following test and is complete with the test report number:  
71.8.1 | PG1, PG2, 71.8.2 | PG3, 71.4.3 | PG4, 71.8.3 | PG5  
(71.8.1 | PG1 and PG2, 71.8.2 are done for one size only, ref. to the size tested for strength)

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## LEAF Light S

# CERTIFICATES

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Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses  
and paraglider reserve parachutes



Class: **B**

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

Date of issue (DMY):

Manufacturer: **Supair Sàrl**

Model: **Leaf Light S**

Serial number: **SA-BL1-S-1606-003**

**PG\_1091.2016**

**25. 11. 2016**

### Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	<b>95</b>	Range of speed system (cm)	<b>14</b>
Minimum weight in flight (kg)	<b>75</b>	Speed range using brakes (km/h)	<b>15</b>
Glider's weight (kg)	<b>3.4</b>	Range of trimmers (cm)	<b>0</b>
Number of risers	<b>3</b>	Total speed range with accessories (km/h)	<b>28</b>
Projected area (m2)	<b>20.4</b>		

#### Harness used for testing (max weight)

Harness type: **ABS**  
Harness brand: **Flugsau**  
Harness model: **XX-Lite**  
Harness to risers distance (cm): **41**  
Distance between risers (cm): **44**

#### Inspections (whichever happens first)

every 12 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	24
A	A	A	A	A	A	A	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	0	

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and paraglider reserve parachutes



## PG PARAGLIDERS

### INSPECTION CERTIFICATE

Inspection certificate number: **PG\_1092.2016**

#### MANUFACTURER DATA

Manufacturer name: **Supair Sàrl**  
Representative: **Laurent Chiabaut**  
Street: **34, rue Adrastée**  
Post code / place: **74650 Chavanod**  
Country: **France**

#### SAMPLE DATA

Name: **Leaf Light** Size: **M**  
Min weight in flight [kg]: **80** Max weight in flight [kg]: **105**  
Weight [kg]: **3.6** Use: **Single-seater**  
Load serial number: **n/a** Date of reception: **n/a**  
Flight serial number: **SA-BL1-M-1606-004** Date of reception: **15.07.2016**

#### TEST REPORT SUMMARY RESULTS

TEST REPORT SUMMARY	RESULTS	PLACE	DATE
PG 1 71.8.1   SHOCK LOAD TEST:	Test done on size S, inspection PG_1091.2016		05.07.2016
PG 2 71.8.1   SUSTAINED LOAD TEST:	Test done on size S, inspection PG_1091.2016		05.07.2016
PG 3 71.8.2   FLIGHT TEST:	<b>B</b>	Villeneuve	15.07.2016
PG 4 71.4.3   MEASUREMENT:	<b>POSITIVE</b>	Villeneuve	26.11.2015
PG 5 71.6.3   LINE BREAK STRENGTH:	<b>POSITIVE</b>	Villeneuve	24.11.2016

#### ISSUE DATA

Place of declaration: **Villeneuve**  
Date of issue: **25.11.2016**  
Managing Director: **Alain Zoller**

Signature: 

This signature approves the validity of the test reports PG 1 to PG 5 (Only if test report are applicable)

Air Turquoise SA, having thoroughly assessed the sample mentioned hereunder, declares it was found conform with all requirements defined by the following norms:

EN 926-2:2013 / EN 926-1:2015 / LTF: NFL 8 93/08 / 2-60-14 / 2-251-16

Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place as mentioned here above.

This inspection report contain the following test and is complete with the test report number:  
71.8.1 | PG1, PG2, 71.8.2 | PG3, 71.4.3 | PG4, 71.6.3 | PG5  
(71.8.1 | PG1 and PG2, 71.8.2 are done for one size only, ref. to the size tested for strength)

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## LEAF Light M

# CERTIFICATES

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Test laboratory for paragliders, paraglider harnesses  
and paraglider reserve parachutes



Class: **B**

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

**PG\_1092.2016**  
**25. 11. 2016**

Date of issue (DMY):

Manufacturer: **Supair Sàrl**  
Model: **Leaf Light M**  
Serial number: **SA-BL1-M-1606-004**

### Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	105	Range of speed system (cm)	14
Minimum weight in flight (kg)	80	Speed range using brakes (km/h)	15
Glider's weight (kg)	3.6	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	28
Projected area (m2)	21.8		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 12 months or every 100 flying hours	
Harness brand	Gin Gliders	Warning! Before use refer to user's manual	
Harness model	Gingo 2 L	Person or company having presented the glider for testing: <b>None</b>	
Harness to risers distance (cm)	43		
Distance between risers (cm)	46		

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24  
A A A A A A A A A A B A A B B A A A A A A A 0

## Washing and glider maintenance.

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

We recommend wing inspections to be conducted at regular intervals:

- Repair eventual small fabric damages ( holes smaller than a 1 Euro 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 glider is wet please dry thoroughly before storing. If your glider is wet or humid. 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 recommend inspection once every 2 years or every one hundred (100) hours, and more specifically check the following :

- Lines (no excessive wear no breakages or folds) maillons and carabiners
- Materials selected for the LEAF Light 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 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](mailto: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 LEAF Light'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 recommend taking this opportunity to have your reserve repacked.

## Warranty

SUPAIR 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. Maximise safety 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. SUPAIR cannot be held responsible for your paragliding decisions or activities.



**This SUPAIR 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 proper clothing. Carrying a reserve emergency parachute corresponding to your weight and properly connected to the harness is also highly recommended.

The entire Sup'Air harness, accessory and reserve parachute selection (except for tandem gear), is compatible with the LEAF Light. For additional information, please access our internet site : [www.supair.com](http://www.supair.com)



# leaf

Light



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