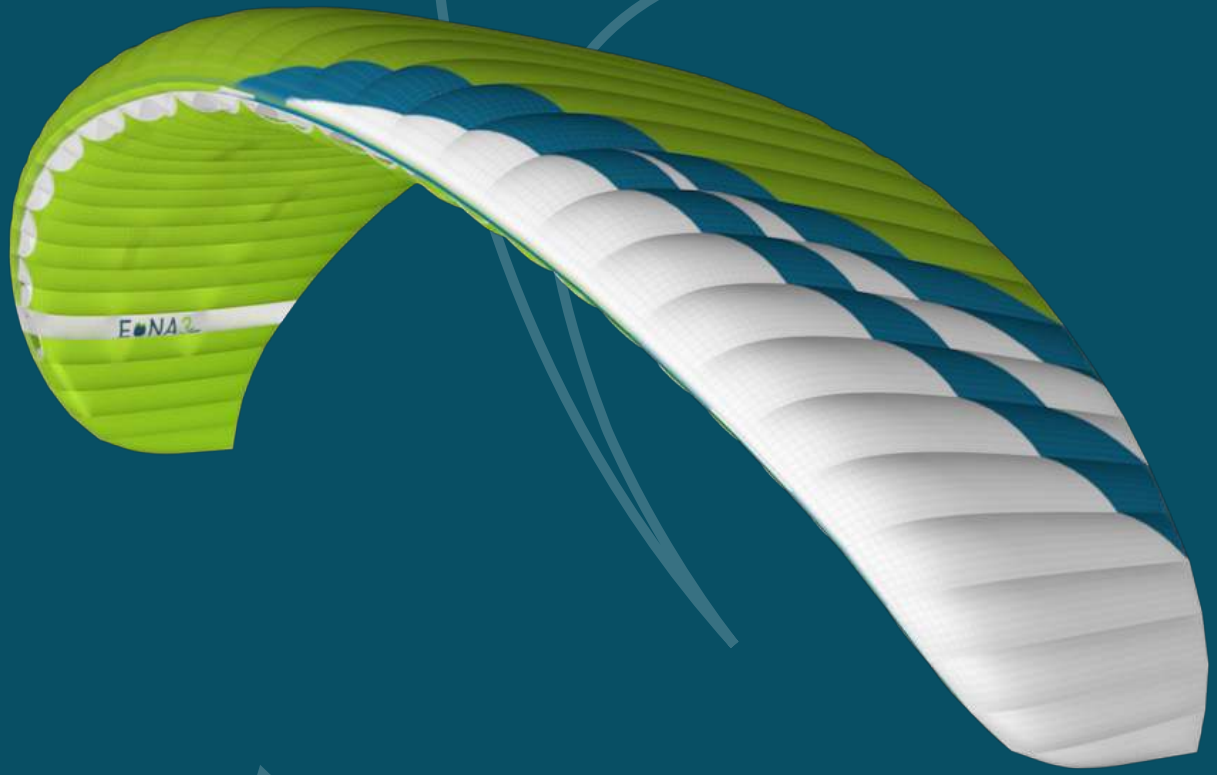
SUPAIR

English



EONA3

User's manual

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RCS 387956790

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Thank you for choosing to fly our EONA 3 to paraglide with. We are delighted to have you on-board to share our passion for paragliding.

SUPAIR has been designing producing and selling accessories for free flying activities since 1984. By choosing a SUPAIR 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 SUPAIR team remains at your disposal at info@supair.com
We wish you many safe and enjoyable flying hours and happy landings.

Team SUP'AIR

Contents

Introduction

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

The EONA 3 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 though out design and choice of materials were guided by the same quality and longevity objectives.

The EONA 3 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 SUPAIR 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.


Conseil


Attention !


Danger !

Technical data

Voile EONA 3	XS	S	M	ML	L
Number of cells	38	38	38	38	38
Flat surface area (m²)	21,8	24	26,6	28,7	31
Span (m)	10,23	10,73	11,3	11,74	12,2
Chord (m)	2,65	2,78	2,93	3,04	3,16
Flat Aspect Ratio	4,8	4,8	4,8	4,8	4,8
Projected surface (m²)	3,56	3,56	3,56	3,56	3,56
Projected span (m²)	18,59	20,46	22,68	24,47	26,43
Projected aspect ratio	8,14	8,54	8,99	9,34	9,7
Glider weight (kg)	4,4	4,7	5,0	5,4	5,7
In-flight weight range (kg)	50-70	65-85	80-105	90-115	105-130
Certification	"Classe A, EN : 926-2 : 2013 & 926-1 : 2015, LTF NFL II-91/09"				
Acrobatic flying	Non				
Number of risers	3+1				
Speed bar	Yes, course : 130 mm	Yes, course : 140 mm	Yes, course : 140 mm	Yes, course : 150 mm	Yes, course : 150 mm
Trim	Non				
Other variable device	Non				
Break travel at maximal weight (cm)	65	68	70	73	75
Harness dimensions used for certification	Lenght between attachment points : 40 +/- 2 cm Height of main suspension points : 40 +/- 1 cm	Lenght between attachment points : 42 +/- 2 cm Height of main suspension points : 42 +/- 1 cm	Lenght between attachment points : 44 +/- 2 cm Height of main suspension points : 42 +/- 1 cm	Lenght between attachment points : 46 +/- 2 cm Height of main suspension points : 44 +/- 1 cm	Lenght between attachment points : 48 +/- 2 cm Height of main suspension points : 44 +/- 1 cm

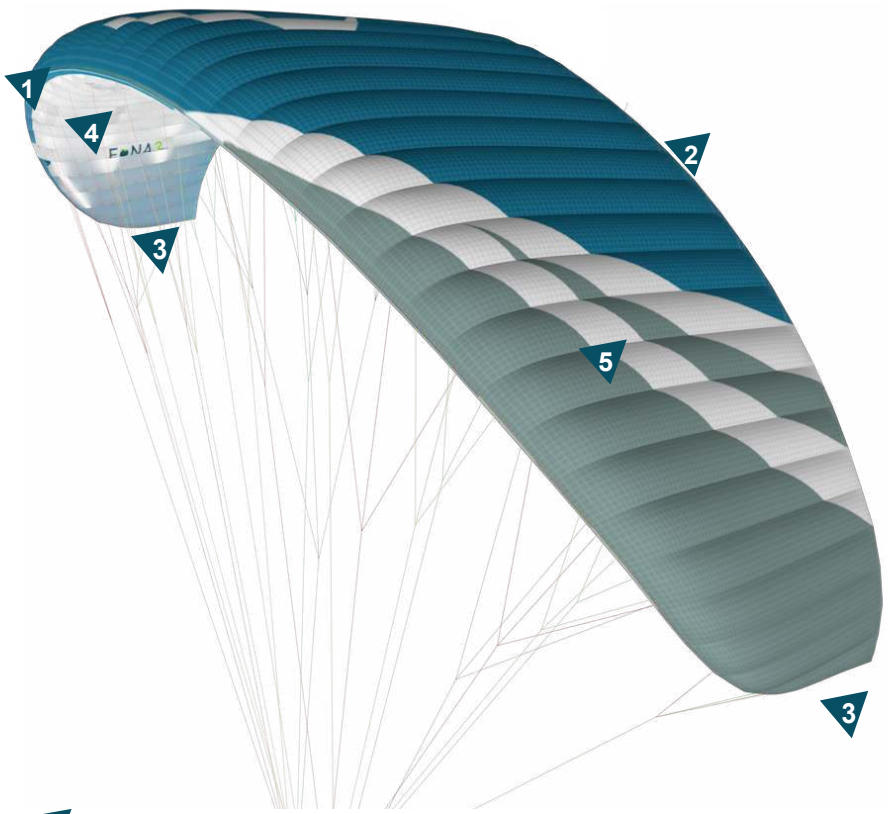
In-flight weight range

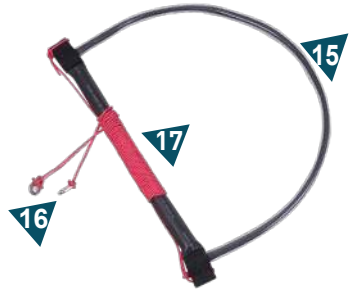
PTV (kg)	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130
EONA 3 XS																	
EONA 3 S																	
EONA 3 M																	
EONA 3 ML																	
EONA 3 L																	

In-flight weight range (kg)

Perfect In-flight weight range (kg) to optimize flight performances

Equipment overview





1. Leading edge
2. Trailing edge
3. Stab
4. Inner Surface
5. Outer surface
6. A riser
7. A' riser (for big ears)
8. B riser
9. C riser
10. Brake line
11. Brake retaining strap
12. Brake handle
13. Riser hook-up loop
14. TREK 130 L backpack
15. Speedbar
16. Speedbar Split-hook
17. Speedbar bar
18. Inner bag
19. 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 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 BIRDY glider was certified EN B with a EN1651 & LTF certified harness and hence can be flown with most harnesses models found on the market today. Meaning that it 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 :
40 cm for a BIRDY size XS
42 cm for a BIRDY size S
44 cm for a BIRDY size M
46 cm for a BIRDY size ML
48 cm for a BIRDY size L

Installing the speedbar

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.

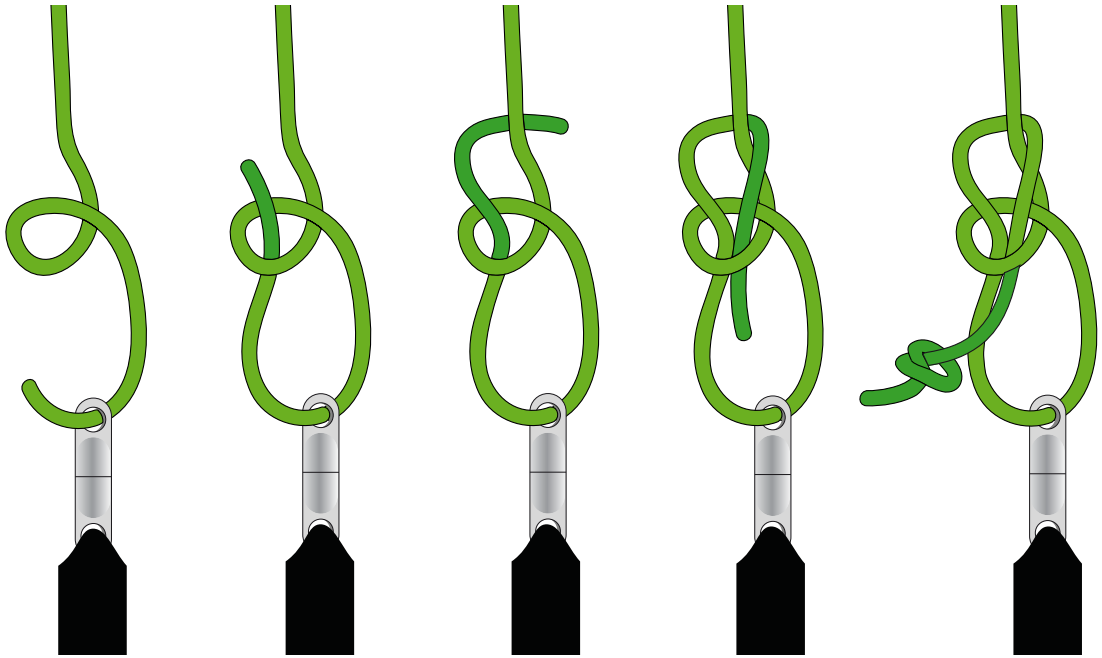
CONNECTING THE GLIDER

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.

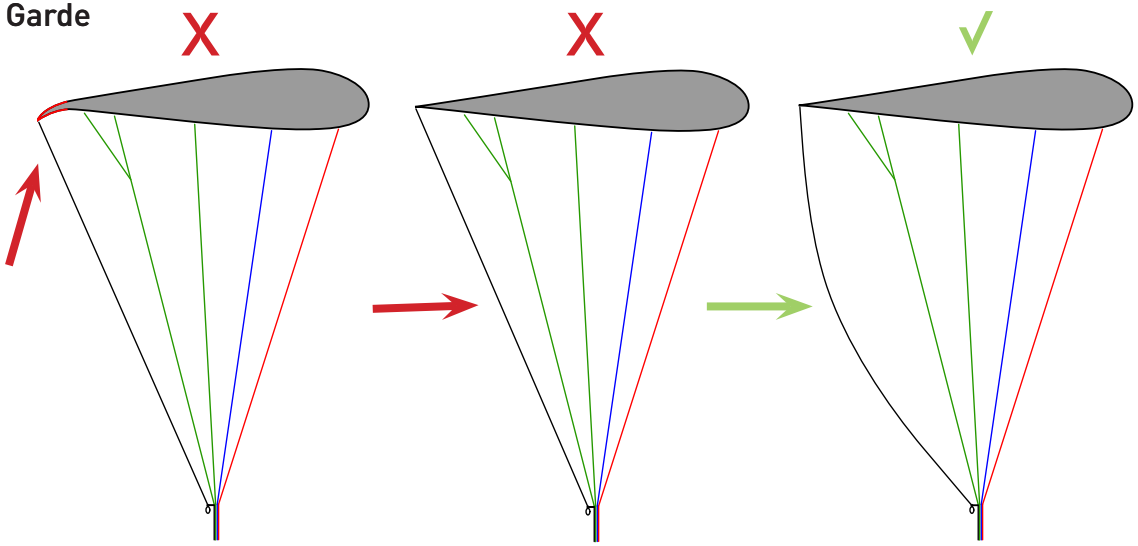
We will advise using a fisherman's knot and to keep your length changes to a minimum (approx 5cm maximum).

fisherman's knot



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

Garde



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.

Pre-flight preparation

The EONA 3 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 is crucial to carry out a thorough pre-flight check and in particular to ensure that the passenger and pilot are correctly fastened in their harnesses and that the harnesses are correctly connected to the spreaders.

Before every take-off, check the following :

- that harnesses and karabiners are in good working order
- that the reserve parachute container is correctly closed and that the handle is in the correct position
- that your personal settings have not been changed
- that the glider is correctly connected to the karabiners and that they are safely locked

Take-off

The design team has strived to produce optimum characteristics for easy inflation in all conditions, whether in light or high winds you will enjoy the progressive behaviour while launching. However before the first flight, practice ground-handling in order to become familiar with your new glider. It is possible to inflate with the front- or reverse-launch methods.

Forward launch

To inflate the glider grab the upper ends of the "A" risers with your hands and progressively move foreward 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.

Flight Caracteristics

Here are a few tips to take advantage of your EONA 3 wing's performance in flight: :

« Hands up » speed or trim speed

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

Turning

To produce a turn, once you have checked that the airspace is clear, lean into the harness inside the turn – you may also ask the passenger to do likewise – and progressively pull down the brake on the side where you wish to turn until you have achieved the desired angle of bank. You can then modulate the speed and radius of the turn by using the external brake. If you are flying at low speed, initiate the turn by releasing the outside brake first. This will avoid the risk of spinning.

Using the accelerator/speedbar.

According to the EN A norm, the BIRDY 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 a EONA 3 size XS
- 14 cm for a EONA 3 size S
- 14 cm for a EONA 3 size M
- 15 cm for a EONA 3 size ML
- 15 cm for a EONA 3 size L

Piloting without the toggles/brakes

If for whatever reason, the toogles/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.

End of the flight

Landing

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

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

Folding

Fold each side of your wing in an accordion-like shape. Stack-up the leading edge reinforcements on top of one another.
Bring one side of the glider over the other while keeping the leading edge reinforcements flat. Roll the wing on itself, starting from the leading edge toward the trailing edge. During the entire packing procedure, do not bend the leading edge's reinforcements. The COMPACT CASE delivered with the BIRDY enables you to fold your glider in a concertina style and carry the lot in a small and neat pack.

Specific usage

Towing

The EONA 3 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

Your wing was not designed for aerobatic maneuvers.
Repeated practice of said exercise exceeding 4xG (or 2xG if they are asymmetrical) will cause premature aging of your glider and is to be avoided. “SAT” maneuvers are the most damaging to your equipment.

Tandem

The EONA 3 wing was not designed for tandem flying

Fast Descents

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

Big Ears

Pulling big ears increases the glider's sink rate. We do not recommend the use of big ears close to the ground. In order to pull in big ears, grab the specific riser (outer A riser) while keeping the brakes in hand and lower it until the wintip collapses. It is preferable to collapse one side after the other and not simultaneously in order to prevent a frontal collapse. To reopen big ears, release both risers symmetrically. You may apply brake on one side and then the other to facilitate reopening.
IIt is possible to combine big ears with the use of trimmers in order to further increase the sink rate and speed. Once you have induced big ears as described above, release trimmers fully.

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.

Fast Descents

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 EONA 3 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.

Incidents de vol

Stall

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

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, we want to remind you that the best course of action to take is:
- Shift all 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, we want to remind you that the best course of action to take is :
- Brakes must be fully released during the collapse, we recommend that brake handles be clipped back on the stoppers when you are producing the collapse
- Wait for the wing to reopen and come back overhead – do not keep the 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 has overshot you

Parachutal stall

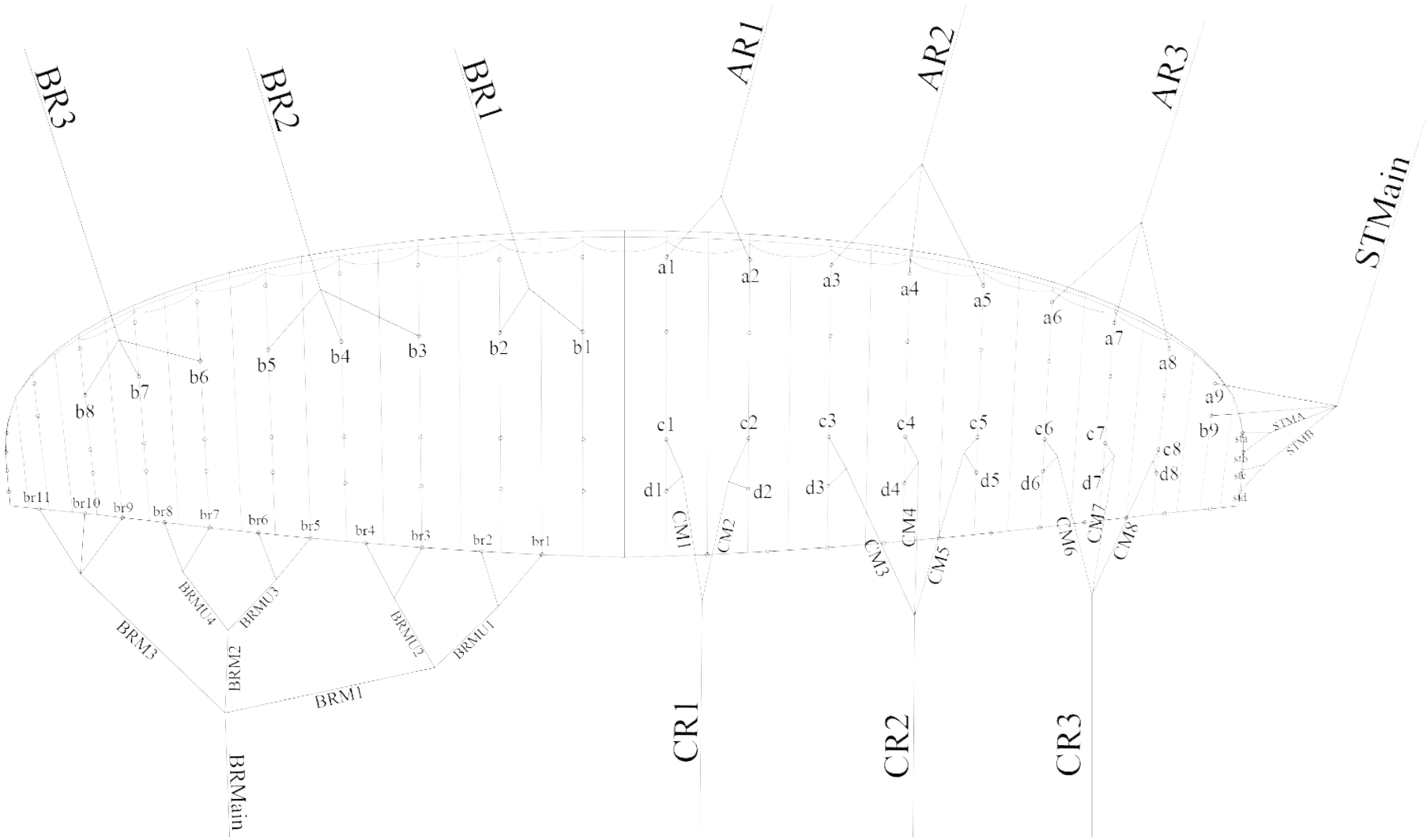
Even though this configuration only rarely occurs, you may find yourself in a situation called "parachutal stall " where the glider descends vertically with no forward motion. If it happens, release the brakes/toggles fully and trims symmetrically and push the speed bar. You might also need to push forward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

Spin / asymetric 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

Eona 3 all sizes lines layout



Materials

Fabrics	Producer	Reference
Outer surface	Dominico Tex	Dominico D30 soft
Inner Surface	Dominico Tex	Dominico D20 soft
Supported ribs	Porcher Sport	9017E29 Skytex 40 Hard
Compression straps and D ribs	Porcher Sport	9017E29 Skytex 40 Hard
Unsupported ribs	Porcher Sport	9017E29 Skytex 40 Hard
Rib reinforcements	Porcher Sport	Ripstop autocollant 50 mm

Main lines	Producer	Reference
Top cascade	Liros	PPSL 120 / DSL 70
Middle cascade	Edelrid	PPSL 120 / DSL 70
Low cascade	Edelrid	7343-280/7343-230

Stabilo lines	Producer	Reference
Top cascade	Liros	DSL 70
Middle cascade	Liros	DSL 70
Low 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-240-041

Connexion lines / risers
Joo Tech Korea maillon

Maintenance sheet

Glider EONA 3 Size XS

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	6250	*6248*	-2	6180	*6182*	2	6331	*6332*	1	6457	*6454*	-3	6548	*6540*	-8
2	6219	*6215*	-4	6139	*6138*	-1	6277	*6276*	-1	6393	*6392*	-1	6350	*6345*	-5
3	6234	*6234*	0	6142	*6141*	-1	6265	*6268*	3	6371	*6372*	1	6128	*6120*	-8
4	6161	*6165*	4	6070	*6073*	3	6178	*6179*	1	6271	*6267*	-4	6128	*6120*	-8
5	6217	*6216*	-1	6123	*6123*	0	6217	*6213*	-4	6273	*6274*	1	5955	*5951*	-4
6	6141	*6139*	-2	6068	*6069*	1	6126	*6127*	1	6195	*6197*	2	5899	*5897*	-2
7	6051	*6047*	-4	5998	*6002*	4	6047	*6050*	3	6100	*6102*	2	5886	*5886*	0
8	6012	*6009*	-3	5973	*5973*	0	6009	*6012*	3	6048	*6051*	3	5969	*5961*	-8
9													5861	*5852*	-9
10	5765	*5765*	0	5771	*5772*	1							5818	*5820*	2
11	5677	*5678*	1	5726	*5726*	0	5803	5803	0	5912	*5910*	-2	5870	*5861*	-9

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	492	493	1	367	367	0
A'	592	594	2	467	468	1
B	492	494	2	406	409	3
C	492	496	4	492	496	4

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 3 Size XS

Lines individual lenghts

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	4293	4033	BR1	4234	3974	CR1	4382	4122	d1	1155	935	BRmain	2765	2465
AR2	4075	3815	BR2	3965	3705	CR2	4106	3846	d2	1129	909	BRM1	2322	2102
AR3	4297	4037	BR3	4332	4072	CR3	4399	4139	d3	1058	838	BRM2	2374	2154
a1	1969	1749	b1	1958	1738	CM1	1173	953	d4	1015	795	BRM3	3023	2803
a2	1938	1718	b2	1917	1697	CM2	1135	915	d5	967	747	BRMU1	1681	1461
a3	2171	1951	b3	2189	1969	CM3	1460	1240	d6	675	455	BRMU2	1434	1214
a4	2098	1878	b4	2117	1897	CM4	1403	1183	d7	677	457	BRMU3	1354	1134
a5	2154	1934	b5	2170	1950	CM5	1453	1233	d8	649	429	BRMU4	1405	1185
a6	1756	1536	b6	1748	1528	CM6	1374	1154				br1	858	638
a7	1666	1446	b7	1678	1458	CM7	1277	1057	STABILO LINES			br2	660	440
a8	1627	1407	b8	1653	1433	CM8	1253	1033	NAME	CUT	SEWN	br3	685	465
a9	1128	908	b9	1134	914	c1	1029	809	STMain	4610	4390	br4	685	465
						c2	1013	793	STMA	646	426	br5	540	320
						c3	952	732	STMB	720	500	br6	484	264
						c4	922	702	sta	626	406	br7	420	200
						c5	911	691	stb	675	455	br8	503	283
						c6	606	386	stc	678	458	br9	911	691
						c7	624	404	std	787	567	br10	813	593
						c8	610	390				br11	865	645

Tolérance +/- 10mm

Lines lenghts under 5 kg of tension:
*the cut value may differ according to the type of stitching/machine and the thread used
**the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

Glider EONA 3 Size S

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	6545	*6551*	6	6471	*6476*	5	6606	*6613*	7	6773	*6776*	3	6917	*6919*	2
2	6513	*6516*	3	6430	*6437*	7	6550	*6554*	4	6706	*6711*	5	6671	*6669*	-2
3	6534	*6531*	-3	6436	*6440*	4	6545	*6550*	5	6690	*6692*	2	6464	*6465*	1
4	6458	*6460*	2	6362	*6366*	4	6455	*6459*	4	6585	*6590*	5	6440	*6442*	2
5	6518	*6517*	-1	6418	*6419*	1	6497	*6503*	6	6576	*6582*	6	6268	*6259*	-9
6	6444	*6437*	-7	6361	*6362*	1	6428	*6435*	7	6503	*6508*	5	6192	*6190*	-2
7	6350	*6347*	-3	6289	*6295*	6	6346	*6353*	7	6403	*6411*	8	6182	*6179*	-3
8	6309	*6302*	-7	6262	*6267*	5	6307	*6313*	6	6349	*6357*	8	6262	*6254*	-8
9													6187	*6189*	2
10	6051	*6054*	3	6057	*6057*	0							6147	*6145*	-2
11	5959	*5962*	3	6010	*6012*	2	6090	6088	-2	6204	*6207*	3	6165	*6165*	0

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	514	517	3	378	374	-4
A'	614	612	-2	475	471	-4
B	514	517	3	425	421	-4
C	514	515	1	514	515	1

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 3 Size S

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	4480	4220	BR1	4419	4159	CR1	4549	4289	d1	1237	1017	BRmain	2790	2490
AR2	4257	3997	BR2	4140	3880	CR2	4268	4008	d2	1210	990	BRM1	2322	2102
AR3	4502	4242	BR3	4528	4268	CR3	4604	4344	d3	1134	914	BRM2	2374	2154
a1	2057	1837	b1	2044	1824	CM1	1220	1000	d4	1088	868	BRM3	3023	2803
a2	2025	1805	b2	2003	1783	CM2	1180	960	d5	1026	806	BRMU1	1681	1461
a3	2269	2049	b3	2288	2068	CM3	1521	1301	d6	701	481	BRMU2	1434	1214
a4	2193	1973	b4	2214	1994	CM4	1462	1242	d7	702	482	BRMU3	1354	1134
a5	2253	2033	b5	2270	2050	CM5	1515	1295	d8	673	453	BRMU4	1405	1185
a6	1834	1614	b6	1825	1605	CM6	1431	1211				br1	1172	952
a7	1740	1520	b7	1753	1533	CM7	1330	1110	STABILO LINES			br2	926	706
a8	1699	1479	b8	1726	1506	CM8	1305	1085	NAME	CUT	SEWN	br3	966	746
a9	1175	955	b9	1181	961	c1	1070	850	STMain	4829	4609	br4	942	722
						c2	1054	834	STMA	668	448	br5	798	578
						c3	989	769	STMB	745	525	br6	722	502
						c4	958	738	sta	647	427	br7	661	441
						c5	947	727	stb	698	478	br8	741	521
						c6	626	406	stc	701	481	br9	1182	962
						c7	645	425	std	815	595	br10	1087	867
						c8	631	411				br11	1105	885

Tolérance +/- 10mm

Lines lenghts under 5 kg of tension:
*the cut value may differ according to the type of stitching/machine and the thread used
**the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

Glider EONA 3 Size M

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	6901	*6905*	4	6818	*6822*	4	6957	*6953*	-4	7135	*7129*	-6	7334	*7330*	-4
2	6869	*6873*	4	6776	*6777*	1	6901	*6892*	-9	7067	*7059*	-8	7063	*7059*	-4
3	6891	*6888*	-3	6785	*6779*	-6	6892	*6889*	-3	7048	*7046*	-2	6857	*6856*	-1
4	6813	*6812*	-1	6708	*6704*	-4	6799	*6797*	-2	6938	*6934*	-4	6811	*6804*	-7
5	6876	*6875*	-1	6767	*6760*	-7	6844	*6844*	0	6929	*6926*	-3	6645	*6651*	6
6	6794	*6791*	-3	6707	*6703*	-4	6776	*6777*	1	6859	*6856*	-3	6566	*6568*	2
7	6696	*6692*	-4	6632	*6629*	-3	6691	*6696*	5	6754	*6758*	4	6554	*6556*	2
8	6652	*6647*	-5	6603	*6599*	-4	6650	*6653*	3	6697	*6697*	0	6619	*6623*	4
9													6557	*6562*	5
10	6382	*6381*	-1	6387	*6388*	1							6515	*6519*	4
11	6283	*6281*	-2	6336	*6332*	-4	6420	*6414*	-6	6540	*6533*	-7	6505	*6508*	3

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	514	516	2	378	382	4
A'	614	611	-3	475	478	3
B	514	516	2	425	426	1
C	514	516	2	514	516	2

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 3 Taille M

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	4732	4472	BR1	4662	4402	CR1	4795	4535	d1	1297	1077	BRmain	2810	2510
AR2	4497	4237	BR2	4370	4110	CR2	4497	4237	d2	1270	1050	BRM1	2322	2102
AR3	4759	4499	BR3	4781	4521	CR3	4860	4600	d3	1190	970	BRM2	2374	2154
a1	2161	1941	b1	2148	1928	CM1	1276	1056	d4	1141	921	BRM3	3023	2803
a2	2129	1909	b2	2106	1886	CM2	1235	1015	d5	1075	855	BRMU1	1681	1461
a3	2386	2166	b3	2407	2187	CM3	1594	1374	d6	732	512	BRMU2	1434	1214
a4	2308	2088	b4	2330	2110	CM4	1533	1313	d7	733	513	BRMU3	1354	1134
a5	2371	2151	b5	2389	2169	CM5	1590	1370	d8	702	482	BRMU4	1405	1185
a6	1927	1707	b6	1918	1698	CM6	1500	1280				br1	1549	1329
a7	1829	1609	b7	1843	1623	CM7	1394	1174	STABILO LINES			br2	1278	1058
a8	1785	1565	b8	1814	1594	CM8	1368	1148	NAME	CUT	SEWN	br3	1319	1099
a9	1232	1012	b9	1237	1017	c1	1119	899	STMain	5103	4883	br4	1273	1053
						c2	1104	884	STMA	693	473	br5	1135	915
						c3	1034	814	STMB	774	554	br6	1056	836
						c4	1002	782	sta	672	452	br7	993	773
						c5	990	770	stb	725	505	br8	1058	838
						c6	649	429	stc	728	508	br9	1512	1292
						c7	670	450	std	848	628	br10	1415	1195
						c8	655	435				br11	1405	1185

Tolérance +/- 10mm

Lines lenghts under 5 kg of tension:
*the cut value may differ according to the type of stitching/machine and the thread used
**the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

Glider EONA 3 size ML

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7173	*7175*	2	7088	*7087*	-1	7233	*7226*	-7	7420	*7413*	-7	7638	*7634*	-4
2	7141	*7138*	-3	7046	*7047*	1	7175	*7169*	-6	7350	*7344*	-6	7354	*7349*	-5
3	7160	*7157*	-3	7050	*7047*	-3	7160	*7163*	3	7324	*7325*	1	7145	*7138*	-7
4	7080	*7078*	-2	6971	*6969*	-2	7064	*7066*	2	7211	*7212*	1	7086	*7080*	-6
5	7146	*7145*	-1	7033	*7029*	-4	7112	*7114*	2	7202	*7203*	1	6923	*6923*	0
6	7066	*7060*	-6	6976	*6972*	-4	7046	*7044*	-2	7134	*7132*	-2	6843	*6851*	8
7	6964	*6960*	-4	6898	*6892*	-6	6959	*6959*	0	7026	*7027*	1	6829	*6828*	-1
8	6919	*6911*	-8	6869	*6867*	-2	6917	*6920*	3	6967	*6969*	2	6885	*6888*	3
9													6828	*6835*	7
10	6629	*6630*	1	6634	*6636*	2							6784	*6793*	9
11	6527	*6526*	-1	6582	*6581*	-1	6669	6666	-3	6794	*6787*	-7	6759	*6765*	6

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	537	537	0	389	391	2
A'	637	635	-2	489	492	3
B	537	536	-1	438	440	2
C	537	538	1	537	538	1

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 3 Taille ML

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	4909	4649	BR1	4838	4578	CR1	4975	4715	d1	1342	1122	BRmain	2805	2505
AR2	4662	4402	BR2	4530	4270	CR2	4660	4400	d2	1314	1094	BRM1	2322	2102
AR3	4944	4684	BR3	4963	4703	CR3	5044	4784	d3	1230	1010	BRM2	2374	2154
a1	2236	2016	b1	2222	2002	CM1	1316	1096	d4	1180	960	BRM3	3023	2803
a2	2204	1984	b2	2180	1960	CM2	1274	1054	d5	1111	891	BRMU1	1681	1461
a3	2470	2250	b3	2492	2272	CM3	1647	1427	d6	754	534	BRMU2	1434	1214
a4	2390	2170	b4	2413	2193	CM4	1584	1364	d7	755	535	BRMU3	1354	1134
a5	2456	2236	b5	2475	2255	CM5	1644	1424	d8	723	503	BRMU4	1405	1185
a6	1994	1774	b6	1985	1765	CM6	1549	1329				br1	1823	1603
a7	1892	1672	b7	1907	1687	CM7	1440	1220	STABILO LINES			br2	1539	1319
a8	1847	1627	b8	1878	1658	CM8	1413	1193	NAME	CUT	SEWN	br3	1577	1357
a9	1272	1052	b9	1277	1057	c1	1155	935	STMain	5290	5070	br4	1518	1298
						c2	1139	919	STMA	712	492	br5	1383	1163
						c3	1066	846	STMB	796	576	br6	1303	1083
						c4	1033	813	sta	690	470	br7	1238	1018
						c5	1021	801	stb	745	525	br8	1294	1074
						c6	666	446	stc	748	528	br9	1753	1533
						c7	688	468	std	873	653	br10	1654	1434
						c8	673	453				br11	1629	1409

Tolérance +/- 10mm

Lines lenghts under 5 kg of tension:
*the cut value may differ according to the type of stitching/machine and the thread used
**the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

Glider EONA 3 Size L

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7450	*7451*	1	7370	*7368*	-2	7527	*7529*	2	7723	*7726*	3	7912	*7908*	-4
2	7418	*7416*	-2	7327	*7323*	-4	7468	*7470*	2	7652	*7654*	2	7618	*7617*	-1
3	7446	*7445*	-1	7332	*7331*	-1	7446	*7451*	5	7618	*7624*	6	7404	*7400*	-4
4	7363	*7361*	-2	7251	*7247*	-4	7348	*7350*	2	7503	*7503*	0	7333	*7332*	-1
5	7432	*7430*	-2	7316	*7314*	-2	7398	*7401*	3	7493	*7495*	2	7171	*7168*	-3
6	7358	*7356*	-2	7256	*7251*	-5	7312	*7314*	2	7408	*7412*	4	7091	*7089*	-2
7	7269	*7264*	-5	7190	*7186*	-4	7235	*7237*	2	7309	*7311*	2	7074	*7072*	-2
8	7273	*7271*	-2	7209	*7207*	-2	7239	*7244*	5	7295	*7299*	4	7137	*7136*	-1
9													7104	*7103*	-1
10	6977	*6977*	0	6979	*6978*	-1							7100	*7100*	0
11	6875	*6877*	2	6924	*6917*	-7	7007	7006	-1	7127	*7126*	-1	7101	*7096*	-5

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	537	538	1	389	394	5
A'	637	635	-2	489	491	2
B	537	539	2	438	442	4
C	537	538	1	537	538	1

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 3 Taille L

Lines individual lenghts

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	5101	4841	BR1	5035	4775	CR1	5183	4923	d1	1391	1171	BRmain	2805	2505
AR2	4852	4592	BR2	4716	4456	CR2	4850	4590	d2	1363	1143	BRM1	2322	2102
AR3	5152	4892	BR3	5160	4900	CR3	5227	4967	d3	1275	1055	BRM2	2374	2154
a1	2321	2101	b1	2307	2087	CM1	1362	1142	d4	1224	1004	BRM3	3023	2803
a2	2289	2069	b2	2264	2044	CM2	1319	1099	d5	1151	931	BRMU1	1681	1461
a3	2566	2346	b3	2588	2368	CM3	1706	1486	d6	781	561	BRMU2	1434	1214
a4	2483	2263	b4	2507	2287	CM4	1642	1422	d7	782	562	BRMU3	1354	1134
a5	2552	2332	b5	2572	2352	CM5	1705	1485	d8	748	528	BRMU4	1405	1185
a6	2078	1858	b6	2068	1848	CM6	1613	1393				br1	2132	1912
a7	1989	1769	b7	2002	1782	CM7	1513	1293	STABILO LINES			br2	1838	1618
a8	1993	1773	b8	2021	1801	CM8	1533	1313	NAME	CUT	SEWN	br3	1871	1651
a9	1436	1216	b9	1438	1218	c1	1195	975	STMain	5474	5254	br4	1800	1580
						c2	1179	959	STMA	856	636	br5	1666	1446
						c3	1103	883	STMB	928	708	br6	1586	1366
						c4	1069	849	sta	710	490	br7	1518	1298
						c5	1056	836	stb	759	539	br8	1581	1361
						c6	685	465	stc	770	550	br9	2064	1844
						c7	708	488	std	890	670	br10	2005	1785
						c8	692	472				br11	2006	1786

Tolérance +/- 10mm

Lines lenghts under 5 kg of tension:
*the cut value may differ according to the type of stitching/machine and the thread used
**the sewn value is the final length of the line, from one loop end to the other

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paragliding by air turquoise

Paraglider inspection certificate

Inspection certificate number: **PG_1764.2020**

Manufacturer data

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

Sample data

Name:	**Eona 3**	Size:	**XS**
Min weight in flight [kg]:	**50**	Max weight in flight [kg]:	**70**
Weight [kg]:	**4.3**	Number of seat:	**Single-seater**
Sample load serial number:	**n/a**	Date of reception:	**n/a**
Sample flight serial number :	**SA-ENA3-XS-2009-001P**	Date of reception:	**09.02.2021**

Test report summary	Result	Place	Date of test
91.23 | Shock loading test:	Test done on size L, inspection PG_1763.2020		04.02.2021
91.23 | Sustained loading test:	Test done on size L, inspection PG_1763.2020		05.02.2021
91.22 | Flight test:	A	Villeneuve	04.03.2021
91.24 | Measurement:	POSITIVE	Villeneuve	19.03.2021
91.27 | Suspension line calculation:	POSITIVE	Villeneuve	16.02.2021

Issue data

Place of declaration:	**Villeneuve**
Date of issue:	**19.03.2021**
Managing Director:	**Alain Zoller**
Signature:	

This signature approve the validity of the test reports 91.22, 91.23, 91.24 and 91.27 (Only if test report are applicable).

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

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

The inspection certificate contain the following test and is complete with the test report number: 91.22, 91.23, 91.24, 91.27 (If the 91.23 tests are not done, it has been done for another size of a sample within the definition of same model)

Certification

EONA 3 XS
EN 926 -1 : 2015 & 926 - 2 : 2013 Class A.
N° PG-1764.2020

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SUPAIR

Classification: **A**

In accordance with standards EN 926-1:2015, EN 926-2:2013 and LTF NFL II-91/09:	PG_1764.2020
Date of issue (DMY):	19.03.2021
Manufacturer:	Supair s.a.s.
Model:	Eona 3 XS
Serial number:	SA-ENA3-XS-2009-001P

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**70**	Range of speed system (cm)	**13**
Minimum weight in flight (kg)	**50**	Speed range using brakes (km/h)	**13**
Glider's weight (kg)	**4.3**	Total speed range with accessories (km/h)	**21**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**18.59**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	Every 2 years or every 100 flight hours, whichever comes first.
Harness brand	**Advance**	Warning! Before use refer to user's manual
Harness model	**Success 4 M**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**44**	
Distance between risers (cm)	**40**	

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

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Certification

EONA 3 S
EN 926 -1 : 2015 & 926 - 2 : 2013 Class A.
N° PG-1732.2020

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paragliding by air turquoise

Paraglider inspection certificate

Inspection certificate number: **PG_1732.2020**

Manufacturer data

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

Sample data

Name:	**Eona 3**	Size:	**S**
Min weight in flight [kg]:	**65**	Max weight in flight [kg]:	**85**
Weight [kg]:	**4.7**	Number of seat:	**Single-seater**
Sample load serial number:	**n/a**	Date of reception:	**n/a**
Sample flight serial number :	**ENA3-S-2006317-P2**	Date of reception:	**06.10.2020**

Test report summary	Result	Place	Date of test
91.23 | Shock loading test:	Test done on size L, inspection PG_1763.2020		**04.02.2021**
91.23 | Sustained loading test:	Test done on size L, inspection PG_1763.2020		**05.02.2021**
91.22 | Flight test:	**A**	Villeneuve	**11.01.2021**
91.24 | Measurement:	POSITIVE	Villeneuve	**13.01.2021**
91.27 | Suspension line calculation:	POSITIVE	Villeneuve	**16.02.2021**

Issue data

Place of declaration: **Villeneuve**
Date of issue: **18.02.2021**
Managing Director: **Alain Zoller**
Signature:

This signature approve the validity of the test reports 91.22, 91.23, 91.24 and 91.27 (Only if test report are applicable).

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

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

The inspection certificate contain the following test and is complete with the test report number. 91.22, 91.23, 91.24, 91.27
(If the 91.23 tests are not done, it has been done for another size of a sample within the definition of same model)

BR | Rev 18 | 21.11.2019 ISO 91.28

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paragliding by air turquoise

SUPAIR

Classification: **A**

In accordance with standards EN 926-1:2015, EN 926-2:2013 and LTF NFL II-91/09:	PG_1732.2020
Date of issue (DMY):	18.02.2021
Manufacturer:	Supair s.a.s.
Model:	Eona 3 S
Serial number:	ENA3-S-200317-P2

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**85**	Range of speed system (cm)	**14**
Minimum weight in flight (kg)	**65**	Speed range using brakes (km/h)	**13**
Glider's weight (kg)	**4.7**	Total speed range with accessories (km/h)	**21**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**20.46**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	Every 2 years or every 100 flight hours, whichever comes first.
Harness brand	**Advance**	Warning! Before use refer to user's manual
Harness model	**Success 4 M**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**44**	
Distance between risers (cm)	**44**	

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

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Certification

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Paraglider inspection certificate

Inspection certificate number: **PG_1738.2020**

Manufacturer data

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

Sample data

Name:	**Eona 3**	Size:	**M**
Min weight in flight [kg]:	**80**	Max weight in flight [kg]:	**105**
Weight [kg]:	**5**	Number of seat:	**Single-seater**
Sample load serial number:	**n/a**	Date of reception:	**n/a**
Sample flight serial number :	**ENA3-M-200626-P4**	Date of reception:	**06.10.2020**

Test report summary	Result	Place	Date of test
91.23 | Shock loading test:	Test done on size L, inspection PG_1763.2020		**04.02.2021**
91.23 | Sustained loading test:	Test done on size L, inspection PG_1763.2020		**05.02.2021**
91.22 | Flight test:	**A**	Villeneuve	**16.12.2020**
91.24 | Measurement:	**POSITIVE**	Villeneuve	**05.01.2021**
91.27 | Suspension line calculation:	**POSITIVE**	Villeneuve	**16.02.2021**

Issue data

Place of declaration:	**Villeneuve**
Date of issue:	**18.02.2021**
Managing Director:	**Alain Zoller**
Signature:	

This signature approve the validity of the test reports 91.22, 91.23, 91.24 and 91.27 (Only if test report are applicable)

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

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

The inspection certificate contain the following test and is complete with the test report number: 91.22, 91.23, 91.24, 91.27
(If the 91.23 tests are not done, it has been done for another size of a sample within the definition of same model)

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BR | Rev 18 | 21.11.2019 ISO 91.28

EONA 3 M
EN 926 -1 : 2015 & 926 - 2 : 2013 Class A.
N° PG-1738.2020

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Classification: **A**

In accordance with standards EN 926-1:2015, EN 926-2:2013 and LTF NFL II-91/09:	PG_1738.2020
Date of issue (DMY):	18.02.2021
Manufacturer:	Supair s.a.s.
Model:	Eona 3 M
Serial number:	ENA3-M-200626-P4

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**105**	Range of speed system (cm)	**13**
Minimum weight in flight (kg)	**80**	Speed range using brakes (km/h)	**13**
Glider's weight (kg)	**5**	Total speed range with accessories (km/h)	**21**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**22.68**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	Every 2 years or every 100 flight hours, whichever comes first.
Harness brand	**Supair**	Warning! Before use refer to user's manual
Harness model	**Evo XC 3 M**	Person or company having presented the glider for testing: **Pierre-Yves Allloix**
Harness to risers distance (cm)	**44**	
Distance between risers (cm)	**48**	

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

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Paraglider inspection certificate

Inspection certificate number: **PG_1760.2020**

Manufacturer data

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

Sample data

Name:	**Eona 3**	Size:	**ML**
Min weight in flight [kg]:	**90**	Max weight in flight [kg]:	**115**
Weight [kg]:	**5.4**	Number of seat:	**Single-seater**
Sample load serial number:	**n/a**	Date of reception:	**n/a**
Sample flight serial number :	**SA-ENA3-ML-2009-002P**	Date of reception:	**10.12.2020**

Test report summary	Result	Place	Date of test
91.23 | Shock loading test:	Test done on size L , inspection PG_1763.2020		**04.02.2021**
91.23 | Sustained loading test:	Test done on size L , inspection PG_1763.2020		**05.02.2021**
91.22 | Flight test:	**A**	Villeneuve	**14.12.2020**
91.24 | Measurement:	POSITIVE	Villeneuve	**05.01.2021**
91.27 | Suspension line calculation:	POSITIVE	Villeneuve	**16.02.2021**

Issue data

Place of declaration: **Villeneuve**
Date of issue: **18.02.2021**
Managing Director: **Alain Zoller**
Signature:

This signature approve the validity of the test reports 91.22, 91.23, 91.24 and 91.27 (Only if test report are applicable).

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

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

The inspection certificate contain the following test and is complete with the test report number: 91.22, 91.23, 91.24, 91.27
(If the 91.23 tests are not done, it has been done for another size of a sample within the definition of same model)

EONA 3 ML
EN 926 -1 : 2015 & 926 - 2 : 2013 Class A.
N° PG-1760.2020

Certification

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Classification: **A**

In accordance with standards EN 926-1:2015, EN 926-2:2013 and LTF NFL II-91/09:	PG_1760.2020
Date of issue (DMY):	18.02.2021
Manufacturer:	Supair s.a.s.
Model:	Eona 3 ML
Serial number:	SA-ENA3-ML-2009-002P

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**115**	Range of speed system (cm)	**15**
Minimum weight in flight (kg)	**90**	Speed range using brakes (km/h)	**13**
Glider's weight (kg)	**5.4**	Total speed range with accessories (km/h)	**21**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**24.47**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	Every 2 years or every 100 flight hours, whichever comes first.
Harness brand	**Supair**	Warning! Before use refer to user's manual
Harness model	**Evo XC 3 L**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**44**	
Distance between risers (cm)	**48**	

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

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Paraglider inspection certificate

Inspection certificate number: **PG_1763.2020**

Manufacturer data

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

Sample data

Name:	**Eona 3**	Size:	**L**
Min weight in flight [kg]:	**105**	Max weight in flight [kg]:	**130**
Weight [kg]:	**5.7**	Number of seat:	**Single-seater**
Sample load serial number:	**SA-ENA2-L-2012-007P**	Date of reception:	**01.02.2021**
Sample flight serial number :	**SA-ENA3-L-2009-003P**	Date of reception:	**05.02.2021**

Test report summary	Result	Place	Date of test
91.23 | Shock loading test:	POSITIVE	Noville	**04.02.2021**
91.23 | Sustained loading test:	POSITIVE	Yverdon(airport)	**05.02.2021**
91.22 | Flight test:	**A**	Villeneuve	**08.02.2021**
91.24 | Measurement:	POSITIVE	Villeneuve	**12.02.2021**
91.27 | Suspension line calculation:	POSITIVE	Villeneuve	**16.02.2021**

Issue data

Place of declaration:	**Villeneuve**
Date of issue:	**18.02.2021**
Managing Director:	**Alain Zoller**
Signature:	

This signature approve the validity of the test reports 91.22, 91.23, 91.24 and 91.27 (Only if test report are applicable).

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

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

The inspection certificate contain the following test and is complete with the test report number: 91.22, 91.23, 91.24, 91.27
(If the 91.23 tests are not done, it has been done for another size of a sample within the definition of same model)

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EONA 3 L
EN 926 -1 : 2015 & 926 - 2 : 2013 Class A.
N° PG-1763.2020

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Classification: **A**

In accordance with standards EN 926-1:2015, EN 926-2:2013 and LTF NFL II-91/09:	PG_1763.2020
Date of issue (DMY):	18.02.2021
Manufacturer:	Supair s.a.s.
Model:	Eona 3 L
Serial number:	SA-ENA3-L-2009-003P

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**130**	Range of speed system (cm)	**14**
Minimum weight in flight (kg)	**105**	Speed range using brakes (km/h)	**13**
Glider's weight (kg)	**5.7**	Total speed range with accessories (km/h)	**21**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**26.43**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	Every 2 years or every 100 flight hours, whichever comes first.
Harness brand	**Supair**	Warning! Before use refer to user's manual
Harness model	**Evo XC 3 L**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**44**	
Distance between risers (cm)	**48**	

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

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Maintenance

Washing and glider maintenance

It is a good idea to wash your glider from time to time. We recommend using a soft solvent (such as soap) use a brush and rinse thoroughly.

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 make sure you dry it out properly

Product longevity and mandatory controls

Irrespective of pre-flight checks, you must have the glider serviced regularly. We recommend that the wing should be checked every 2 years or every 100 flight hours, whichever comes first, and in particular :

- Lines (no excessive wear, no breakages or folds), maillons, attachment points and carabiners
- Materials selected for the EONA 3 ensure the best compromise for lightness and longevity. However in certain conditions, for example excessive exposure to UV or abrasion or exposure to chemical products, the glider must be submitted to a full check in a qualified facility. Your safety is at stake.

- Carabiners must be replaced by new ones every five (5) years by identical models or models recommended by the manufacturer (SUPAIR).

Repair

Even if we have used the best quality materials, your glider may be subject to wear and tear. In this case you must have it checked by a qualified workshop.

Please contact us either by telephone or by E-mail sav@supair.com for more information.

Spare parts

In case of premature wear or tear of your gear, you may order the following parts:
* Suspension and brake lines, through a specialized workshop
* Riser maillons, through SUPAIR directly
* Whole risers, through SUPAIR directly
* Brake handles, through SUPAIR directly

Recycling

All our materials are selected for their technical and environmentally friendly characteristics. None of thre components found in our products will harm the environment. Most of them are recyclable.
If your EONA 3 has reached the end of its life, you can separate all metallic and plastic parts from the cloth and sort out refuse according to your country's practices. We advise you to contact appropriate organisations for the recycling of textile parts.

Eco-responsibility

Paragliding is an outdoor activity. You are responsible for the environment in which you play . So please mind:
* respecting the local flora and fauna
* not throwing your trash out in nature
* keeping your noise level low.

By doing so you participate in securing a future for the planet and for the sport.

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

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

Pilot's gear

This is essential that you passenger and you carry a helmet suitable boots and clothing. Carrying a reserve parachute suitable for your weight and correctly connected to your harness is also very important.

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IN ANNECY

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IN EUROPE

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