

User's manual

# LEAF2

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

Thank you for choosing to fly our LEAF2 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](http://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](mailto:info@supair.com)  
We wish you many safe and enjoyable flying hours and happy landings.

Team SUPAIR

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The wing LEAF2 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 thought out design and choice of materials were guided by the same quality and longevity objectives.

The LEAF2 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 pilot levels in progression.

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.



Advice



Caution !



Danger !!

Glider LEAF2	XS	S	M	ML	L
Cell number	49	49	49	49	49
Flat surface area (m <sup>2</sup> )	21,2	24,4	26,2	28,6	30,4
Span (m)	10,6	11,4	11,8	12,3	12,7
Chord (m)	2,48	2,66	2,76	2,97	2,89
Flat Aspect Ratio	5,3	5,3	5,3	5,3	5,3
Projected surface area (m <sup>2</sup> )	17,7	20,4	21,9	23,9	25,5
Projected span (m)	8,2	8,8	9,1	9,5	9,8
Projected aspect ratio	3,8	3,8	3,8	3,8	3,8
Glider weight (kg)	4,5	4,8	5	5,2	5,4
In-flight weight range (kg)	55-75	70-90	80-100	90-110	105-125
Certification	Class B, EN : 926-2 : 2013 & 926-1 : 2015, LTF : 2. DV LuftGerPV §1, Nr 7 c				
Riser number	3+1				
Speed system	yes, travel: 140mm	Oui, travel: 150mm	Oui, travel: 150mm	Oui, travel: 160mm	Oui, travel: 160mm
Trimmer	No				
Other variable device	No				
Break travel at maximal weight (cm)	63	65	67	71	79
Harness dimensions used for certification	* Length between main suspension points: 40 ±2 cm * Height of main suspension points: 40 ±1 cm	* Length between main suspension points: 44 ±2 cm * Height of main suspension points: 42 ±1 cm	* Length between main suspension points: 44 ±2 cm * Height of main suspension points: 42 ±1 cm	* Length between main suspension points: 48 ±2 cm * Height of main suspension points: 44 ±1 cm	* Length between main suspension points: 48 ±2 cm * Height of main suspension points: 44 ±1 cm



EARTH



CANARY



VOLCANO

# In-flight weight range

Weight (kg)	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130
LEAF2 XS	Green	Green	Dark Blue	Dark Blue	Green											
LEAF2 S				Green	Green	Dark Blue	Dark Blue	Green								
LEAF2 M						Green	Green	Dark Blue	Dark Blue	Green						
LEAF2 ML								Green	Green	Dark Blue	Dark Blue	Green				
LEAF2 L											Green	Green	Dark Blue	Dark Blue	Green	

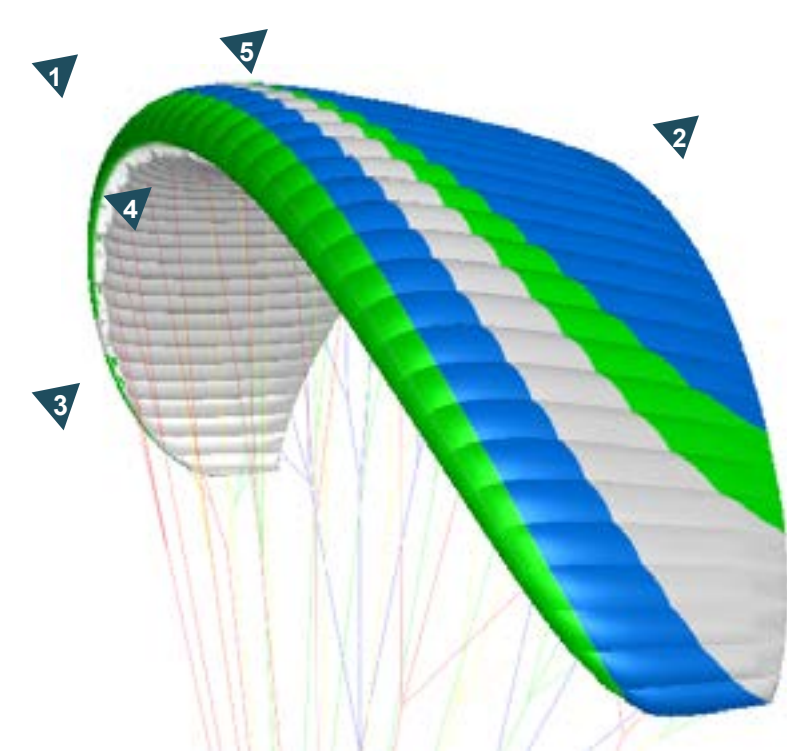


In-flight weight range (kg)



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

# Equipment overview



- 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 TREK 130 lt. capacity carrying rucksack
- 15 Speedbar
- 16 Speedbar Split-hook
- 17 Speedbar bar
- 18 ROLLING 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 LEAF2 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 :

41 cm for an LEAF2 size XS

45 cm for an LEAF2 size S

45 cm for an LEAF2 size M

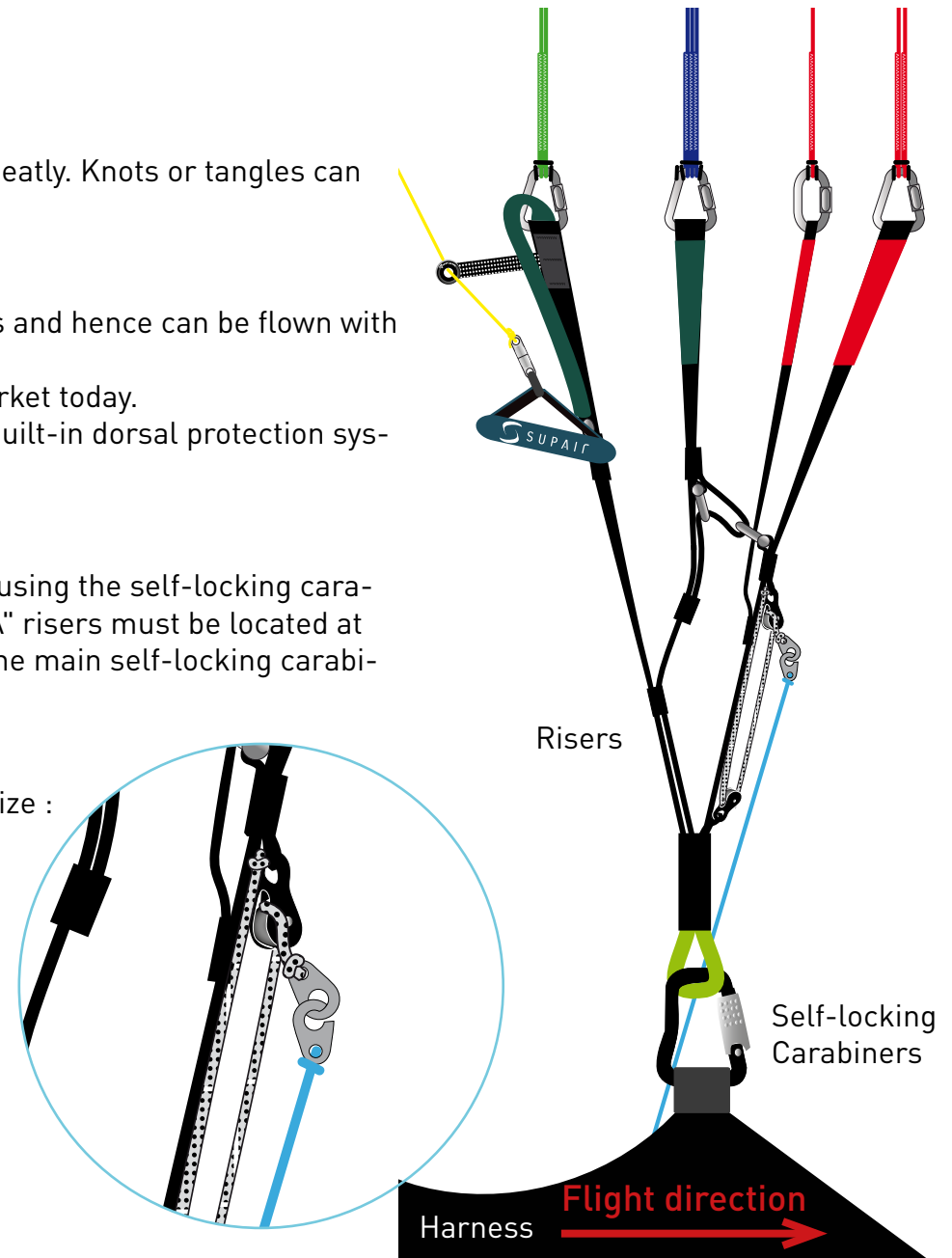
49 cm for an LEAF2 size ML

49 cm for an LEAF2 size L

## Installing the accelerator

Install the accelerator according to your harness manufacturer's recommendations. Connect it to the wing using the split hooks.

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





# Connecting the glider

## Brake line length

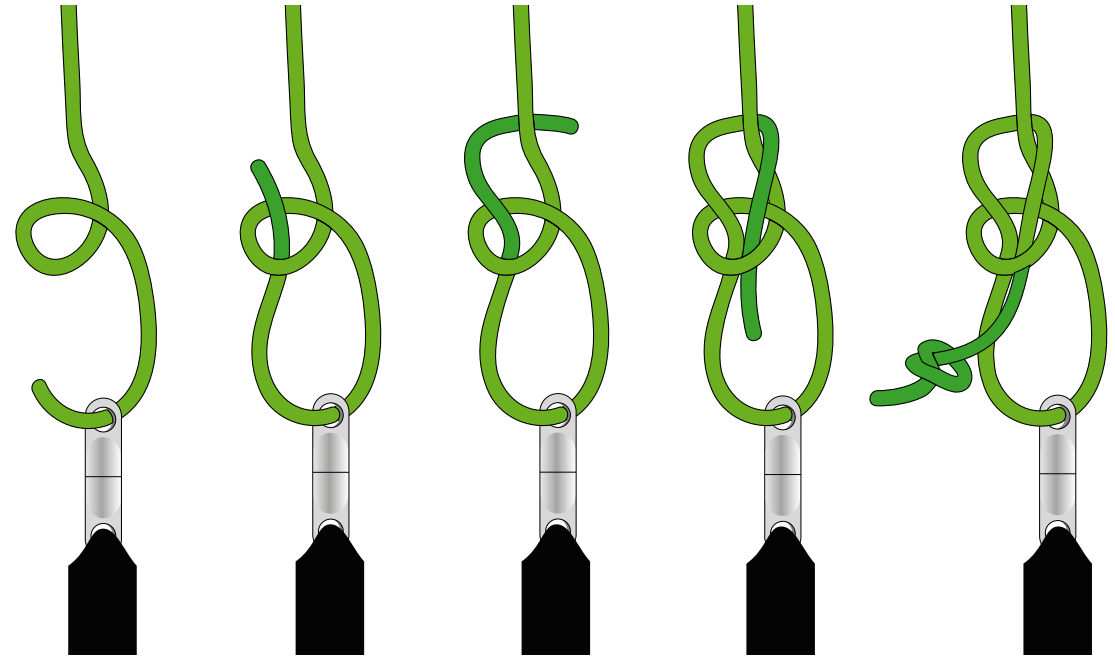
Brake line lengths are set at the factory to allow optimal glider control. However, if they do not suit you they can be adjusted to your liking.

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



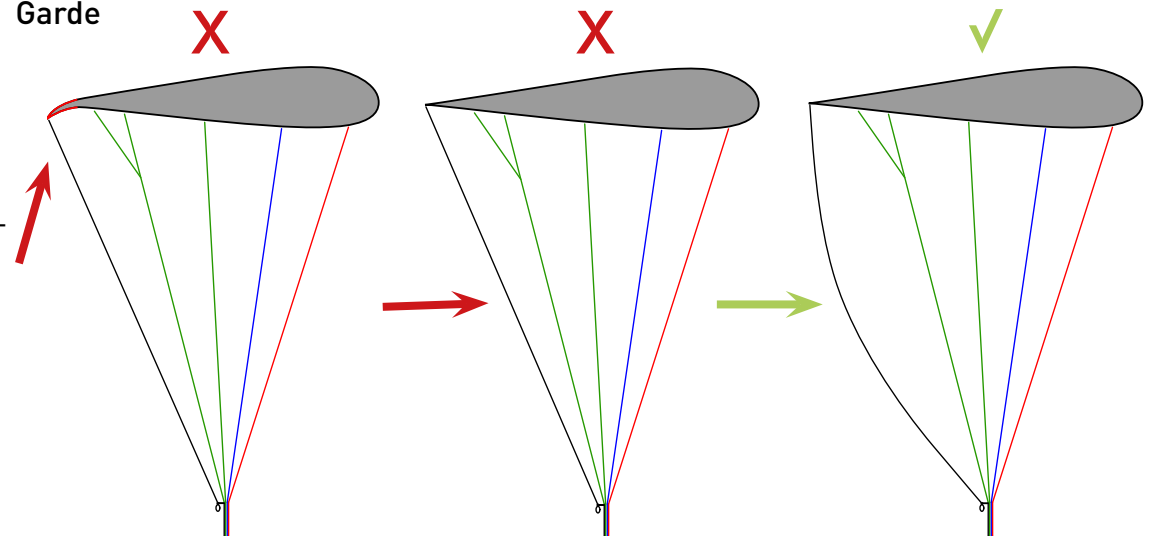
If you modify the original default setting, have it inspected and approved by a professional before flying..

### fisherman's knot



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.

### Garde



# Pre-flight preparation

The LEAF2 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 for the risers and lines not to have any twists or knots or be hooked to a branch, stone etc...

## Caution !



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

Run through the following procedure prior each takeoff :

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

The design team has strived to produce the LEAF2 wing with optimum inflating abilities in all flyable conditions. Whether it be in light or high winds you will enjoy its docile behavior while launching. However before the first flight, practice ground-handling to become familiar with your new glider. It is possible to inflate in a front- or reversed-launch method.

## Forward launch

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

## Reverse launch

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



Caution !

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

Here are a few tips to take advantage of your LEAF2 wing's performance in flight:

## « Hands up » speed or trim speed

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

## Turns

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

## Using the speedbar

According to the EN B norm, the LEAF2 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: 15 cm.

## Alternative direction control

If for whatever reason, the toggles/brakes are no longer available, you will need to pilot your wing using the harness and "C" risers instead. To make a turn, grab the C riser from the side you want to turn to and pull it downwards. Maintain this position until you reach the desired heading. You must be careful not to pull the riser to far down for a spin may occur.

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.

## Landing

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

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

## Folding

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

## Towing

The LEAF2 wing can be towed up. Fly only with certified gear operated by qualified personal and only after taking a towing clinic. The towing force must correspond to the weight of the equipment, and the pulling sequence can only start when the wing is fully inflated and stable over the pilot's head.

## Aerobatics

The LEAF2 wing was not designed to enter aerobatic maneuvers. We highly discourage its use for this type of flying.

## Tandem



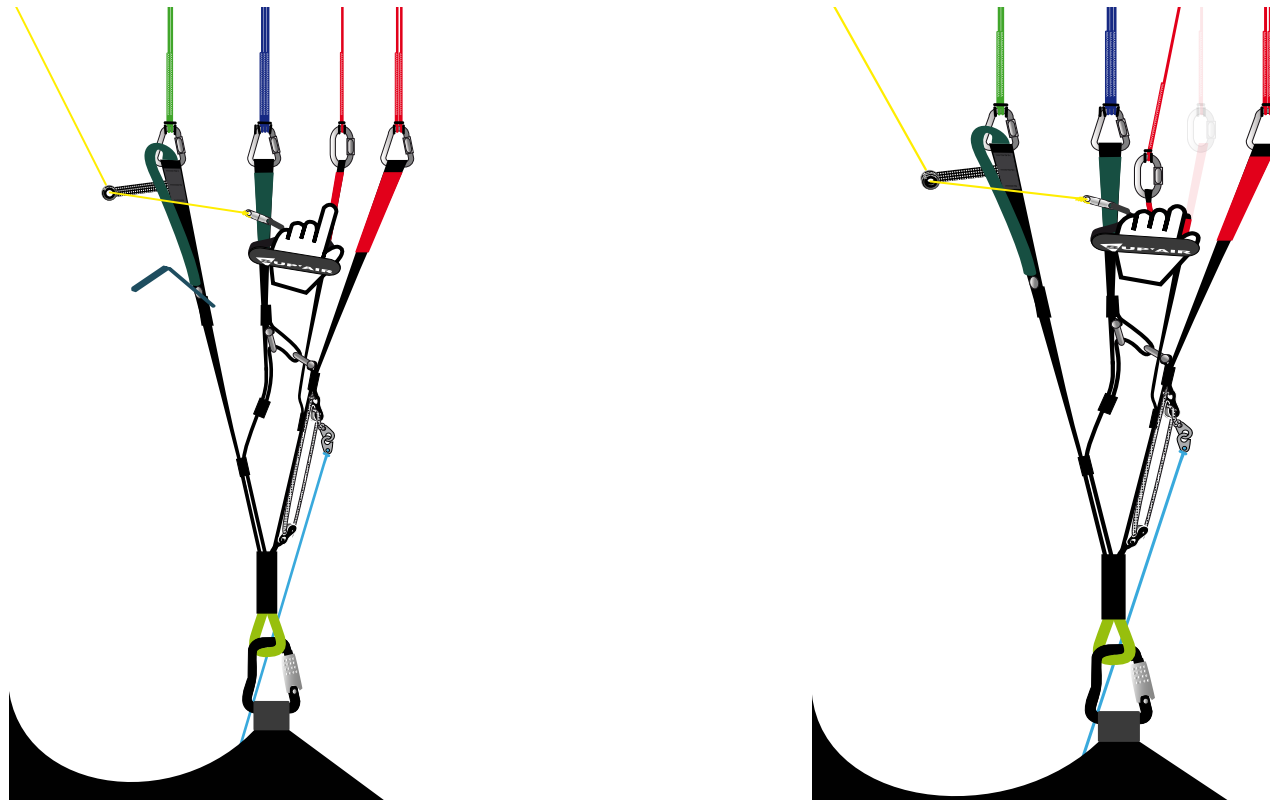
The LEAF2 wing was not designed for tandem flying.

## Specific usage

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

## Big Ears

Pulling "ears" increases the glider sink rate. We do not recommend the use of big ears close to the ground. In order to pull "ears", grab the specific riser (outer "A" riser) while keeping the toggles in hands and lowering them until the win tips collapse. It is preferable to collapse one side after the other and not simultaneously in order to prevent an eventual frontal collapse. Once the "Ears" are folded and stabilized, we will recommend using the accelerator/speedbar to regain your initial horizontal air speed.



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

## B-line stall

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

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

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

## 360° spiral dives

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

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



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



Conforming to the EN A, the LEAF2 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.

## 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

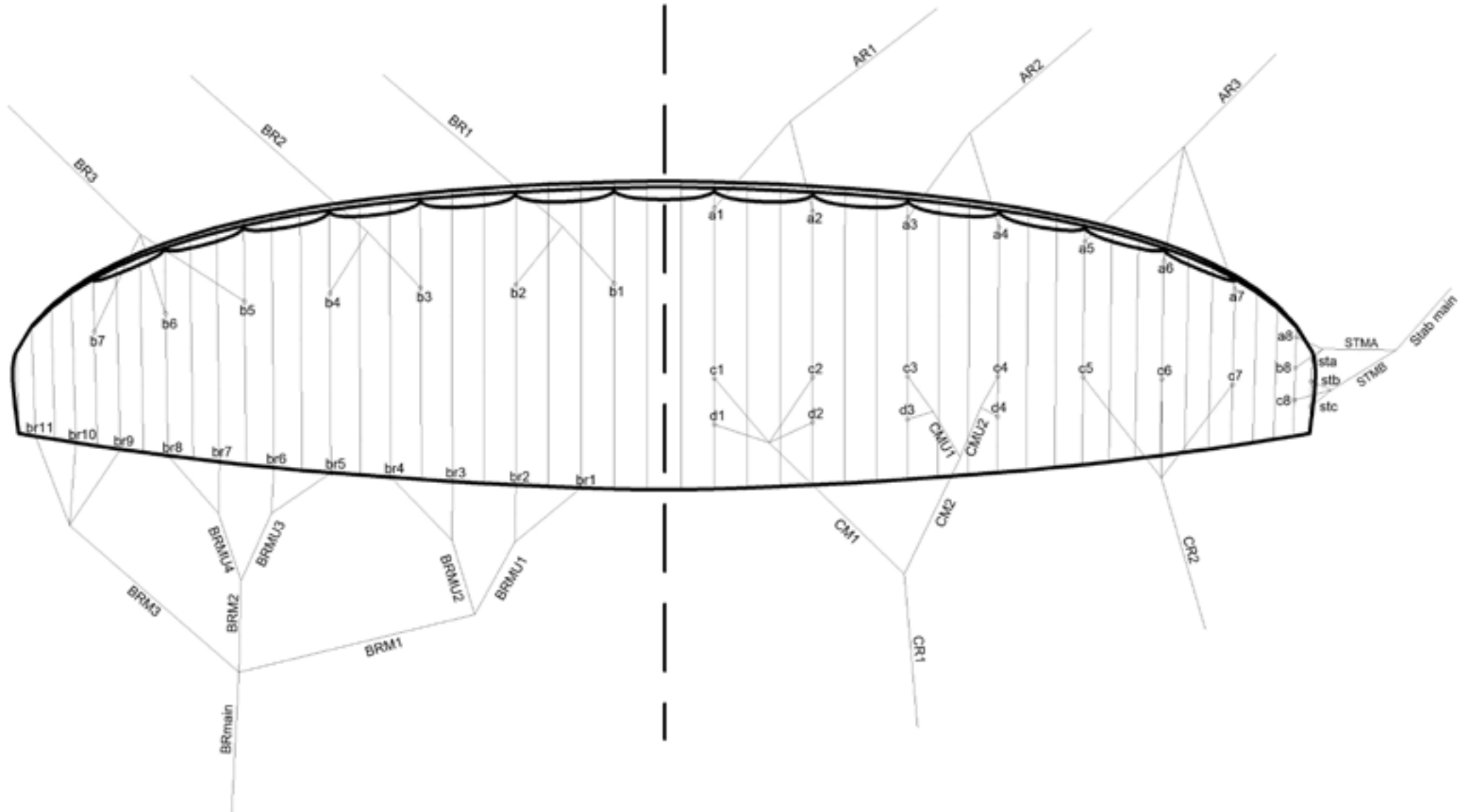
Even though this configuration only rarely occurs, you may find yourself in a situation called "parachutal stall " where the glider descends vertically with no forward motion. If it happens, release the brakes/toggles fully and trims symmetrically and push the speed bar. You might also need to push forward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

## Spin / 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 38 Universal - 9017E25
Inner Surface	Porcher Sport	Skytex 32 Universal - 70032E3W
Supported ribs	Porcher Sport	MJ Tec 32gr (Hard)
Compression straps and D ribs	Porcher Sport	MJ Tec 32gr (Hard)
Unsupported ribs	Porcher Sport	MJ Tec 32gr (Hard)
Rib reinforcements	Porcher Sport	SR 170

Main lines	Producer	Reference
Top cascade	Liros	PPSL 160 / PPSL 120 / DSL 70
Upper middle cascade	Liros	PPSL 120
Lower middle cascade	Liros	PPSL 160
Lower cascade	Edelrid	A7343-280 / A7343-190

Stabilo lines	Producer	Reference
Top cascade	Liros	DSL 70
Middle cascade	Liros	DSL 70
Lower cascade	Edelrid	A6843-160

Brake lines	Producer	Reference
Top cascade	Liros	DSL 70
Upper middle cascade	Liros	DSL 70
Lower middle cascade	Liros	PPSL 120
Lower cascade	Edelrid	A7850X-240-041
Mailons	Peguet	MAILLON RAPIDE DELTA INOX 3,5 MM

## LEAF2 glider 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			
Center	1	6456	6461	5	6388	6385	-3	6572	6565	-7	6659	6653	-6	6702	6702	0
	2	6421	6427	6	6352	6349	-3	6447	6440	-7	6532	6526	-6	6498	6495	-3
	3	6364	6368	4	6298	6297	-1	6396	6388	-8	6485	6477	-8	6368	6369	1
	4	6301	6304	3	6240	6239	-2	6425	6417	-8	6503	6495	-8	6347	6347	0
	5	6257	6253	-4	6182	6182	0	6223	6220	-3				6135	6133	-2
	6	6109	6107	-2	6051	6049	-2	6089	6085	-4				6000	6001	1
	7	6068	6067	-1	6031	6027	-4	6057	6058	1				5953	5955	2
Stabilizers	8	5704	5696	-9	5680	5673	-7	5739	5736	-3				6003	6003	0
Wingtip	9	5582	5573	-9	5604	5602	-2	5674	5668	-6				5944	5946	2
	10													5902	5903	1
	11													5898	5899	1

Tolerance +/- 10mm

### Line Check Maintenance Sheet

Risers	Trim	Accelerated
A	497	356
A'	497	385
B	497	386
C	497	497
<b>Range</b>	141 mm	

Tolerance +/- 5mm

## LEAF2 glider size XS

Lines individual lengths																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	4387	4127	BR1	4345	4085	CMU1	961	761				MAIN	4536	4336	BRmain	2843	2543
AR2	4604	4344	BR2	4562	4302	CMU2	974	774									
AR3	4193	3933	BR3	4152	3892												
						CM1	1741	1541				STMA	634	434	BRM1	2206	2006
						CM2	1690	1490				STMB	639	439	BRM2	2100	1900
															BRM3	2692	2492
						CR1	3208	2948							BRMU1	1234	1034
						CR2	4181	3921							BRMU2	1120	920
															BRMU3	1026	826
															BRMU4	981	781
a1	2055	1855	b1	2029	1829	c1	1824	1624	d1	1911	1711	sta	549	349	br1	1383	1183
a2	2020	1820	b2	1993	1793	c2	1699	1499	d2	1784	1584	stb	566	366	br2	1179	979
a3	1746	1546	b3	1722	1522	c3	951	751	d3	1040	840	stc	636	436	br3	1163	963
a4	1683	1483	b4	1664	1464	c4	967	767	d4	1045	845				br4	1142	942
a5	2052	1852	b5	2018	1818	c5	2029	1829							br5	1130	930
a6	1904	1704	b6	1887	1687	c6	1895	1695							br6	995	795
a7	1863	1663	b7	1867	1667	c7	1863	1663							br7	993	793
a8	671	471	b8	647	447	c8	701	501							br8	1043	843
															br9	1111	911
															br10	1069	869
															br11	1065	865

Lines lengths 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

## LEAF2 glider 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			
Center	1	6967	6968	1	6877	6875	-2	7064	7058	-6	7157	7151	-6	7221	7221	0
	2	6933	6936	3	6841	6840	-2	6933	6927	-6	7023	7017	-6	7005	7003	-2
	3	6879	6882	3	6790	6786	-4	6881	6878	-3	6977	6971	-6	6867	6863	-4
	4	6813	6815	2	6730	6727	-3	6913	6908	-5	6996	6990	-6	6845	6842	-3
	5	6739	6737	-2	6656	6656	0	6704	6703	-2				6620	6618	-3
	6	6580	6581	1	6516	6514	-3	6560	6558	-2				6476	6473	-3
	7	6535	6534	-1	6493	6491	-2	6527	6525	-2				6425	6427	2
Stabilizers	8	6195	6194	-1	6159	6157	-2	6210	6207	-3				6478	6477	-1
Wingtip	9	6063	6061	-2	6076	6075	-1	6140	6133	-7				6411	6411	0
	10													6366	6368	2
	11													6362	6364	2

Tolerance +/- 10mm

### Riser length measurement (mm) table

Risers	Trim	Accelerated
A	517	382
A'	517	414
B	517	427
C	517	517
<b>Range</b>	135 mm	

Tolerance +/- 5mm

## LEAF2 glider size S

Lines individual lengths																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	4734	4474	BR1	4671	4411	CR1	3434	3174				STmain	4914	4714	BRmain	3040	mark at: 2740
AR2	4977	4717	BR2	4914	4654	CR2	4496	4236									
AR3	4507	4247	BR3	4461	4201												
						CM1	1862	1662				STMA	668	468	BRM1	2361	2161
						CM2	1809	1609				STMB	673	473	BRM2	2251	2051
															BRM3	2891	2691
						CMU1	1022	822							BRMU1	1313	1113
						CMU2	1036	836							BRMU2	1193	993
															BRMU3	1091	891
															BRMU4	1043	843
a1	2199	1999	b1	2172	1972	c1	1949	1749	d1	2042	1842	sta	598	398	br1	1471	1271
a2	2165	1965	b2	2136	1936	c2	1818	1618	d2	1908	1708	stb	606	406	br2	1255	1055
a3	1868	1668	b3	1842	1642	c3	1010	810	d3	1106	906	stc	670	470	br3	1237	1037
a4	1802	1602	b4	1782	1582	c4	1028	828	d4	1111	911				br4	1215	1015
a5	2200	2000	b5	2163	1963	c5	2175	1975							br5	1202	1002
a6	2041	1841	b6	2023	1823	c6	2031	1831							br6	1058	858
a7	1996	1796	b7	2000	1800	c7	1998	1798							br7	1055	855
a8	730	530	b8	694	494	c8	740	540							br8	1108	908
															br9	1182	982
															br10	1137	937
															br11	1133	933

Lines lengths 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

## LEAF2 glider 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
Center	1	7223	7227	4	7134	7135	1	7328	7325	-3	7425	7416	-9	7493	7492	-1
	2	7189	7193	4	7099	7102	3	7195	7195	0	7288	7286	-2	7271	7267	-4
	3	7138	7142	4	7045	7044	-1	7143	7140	-3	7239	7236	-3	7129	7130	1
	4	7070	7072	2	6983	6984	1	7176	7169	-7	7260	7253	-7	7107	7105	-2
	5	6994	6994	0	6908	6908	0	6946	6945	-1				6879	6878	-1
	6	6830	6831	1	6762	6762	0	6797	6797	0				6730	6730	0
	7	6782	6779	-3	6738	6735	-3	6758	6760	2				6677	6675	-2
Stabilizers	8	6384	6377	-7	6354	6350	-4	6415	6412	-3				6732	6731	-1
Wingtip	9	6243	6235	-8	6267	6264	-3	6342	6339	-3				6660	6657	-3
	10													6614	6611	-3
	11													6608	6608	0

Tolerance +/- 10mm

### Riser length measurement (mm) table

Risers	Trim	Accelerated
A	517	382
A'	517	414
B	517	427
C	517	517
<b>Range</b>	135 mm	

Tolerance +/- 5mm

## LEAF2 glider size M

Lines individual lengths																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	4914	4654	BR1	4850	4590	CR1	3563	3303				main	5088	4888	main	3141	2841
AR2	5169	4909	BR2	5103	4843	CR2	4669	4409									
AR3	4681	4421	BR3	4633	4373												
						CM1	1928	1728				STMA	687	487	BRM1	2446	2246
						CM2	1875	1675				STMB	692	492	BRM2	2334	2134
															BRM3	3000	2800
						CMU1	1055	855							BRMU1	1356	1156
						CMU2	1070	870							BRMU2	1233	1033
															BRMU3	1127	927
															BRMU4	1077	877
a1	2279	2079	b1	2250	2050	c1	2017	1817	d1	2114	1914	sta	584	384	br1	1518	1318
a2	2245	2045	b2	2215	2015	c2	1884	1684	d2	1977	1777	stb	608	408	br2	1296	1096
a3	1935	1735	b3	1908	1708	c3	1043	843	d3	1142	942	stc	688	488	br3	1277	1077
a4	1867	1667	b4	1846	1646	c4	1061	861	d4	1148	948				br4	1255	1055
a5	2281	2081	b5	2243	2043	c5	2255	2055							br5	1241	1041
a6	2117	1917	b6	2097	1897	c6	2106	1906							br6	1092	892
a7	2069	1869	b7	2073	1873	c7	2071	1871							br7	1089	889
a8	721	521	b8	698	498	c8	761	561							br8	1144	944
															br9	1221	1021
															br10	1175	975
															br11	1169	969

Lines lengths 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



## LEAF2 glider 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
Center	1	7577	7581	4	7485	7484	-1	7689	7681	-8	7791	7786	-5	7869	7868	-1
	2	7543	7547	4	7449	7451	2	7551	7549	-2	7649	7646	-3	7637	7635	-2
	3	7482	7485	3	7394	7393	-1	7499	7496	-3	7602	7597	-5	7489	7488	-1
	4	7412	7416	4	7330	7331	1	7534	7528	-6	7624	7619	-5	7467	7465	-2
	5	7342	7342	0	7255	7254	-1	7289	7287	-2				7224	7227	3
	6	7171	7171	0	7103	7104	1	7134	7135	1				7070	7073	3
	7	7121	7121	0	7077	7077	0	7095	7100	5				7015	7017	2
Stabilizers	8	6705	6699	-6	6674	6670	-4	6737	6738	1				7073	7076	3
Wingtip	9	6561	6554	-7	6584	6581	-3	6661	6660	-1				6995	6996	1
	10													6947	6948	1
	11													6941	6939	-2

Tolerance +/- 10mm

### Riser length measurement (mm) table

Risers	Trim	Accelerated
A	547	390
A'	547	417
B	547	416
C	547	547
<b>Range</b>	157 mm	

Tolerance +/- 5mm

## LEAF2 glider size ML

Lines individual lengths																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	5145	4885	BR1	5083	4823	CR1	3736	3476				main	5330	5130	BR-main	3291	2991
AR2	5410	5150	BR2	5350	5090	CR2	4882	4622									
AR3	4909	4649	BR3	4861	4601												
						CM1	2011	1811				STMA	711	511	BRM1	2552	2352
						CM2	1957	1757				STMB	716	516	BRM2	2437	2237
															BRM3	3136	2936
						CMU1	1096	896							BRMU1	1410	1210
						CMU2	1112	912							BRMU2	1282	1082
															BRMU3	1171	971
															BRMU4	1120	920
a1	2378	2178	b1	2348	2148	c1	2103	1903	d1	2205	2005	sta	617	417	br1	1580	1380
a2	2344	2144	b2	2312	2112	c2	1965	1765	d2	2063	1863	stb	635	435	br2	1348	1148
a3	2018	1818	b3	1990	1790	c3	1084	884	d3	1187	987	stc	712	512	br3	1328	1128
a4	1948	1748	b4	1926	1726	c4	1103	903	d4	1193	993				br4	1306	1106
a5	2381	2181	b5	2342	2142	c5	2354	2154							br5	1289	1089
a6	2210	2010	b6	2190	1990	c6	2199	1999							br6	1135	935
a7	2160	1960	b7	2164	1964	c7	2160	1960							br7	1131	931
a8	761	561	b8	730	530	c8	788	588							br8	1189	989
															br9	1270	1070
															br10	1222	1022
															br11	1216	1016

Lines lengths 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

## LEAF2 glider 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
Center	1	7805	7809	4	7716	7717	1	7922	7919	-3	8027	8021	-6	8121	8112	-9
	2	7771	7776	5	7681	7681	0	7781	7779	-2	7881	7877	-4	7883	7877	-6
	3	7712	7716	4	7627	7625	-2	7728	7723	-5	7834	7828	-6	7732	7724	-8
	4	7640	7644	4	7561	7562	1	7765	7760	-5	7857	7851	-6	7709	7705	-4
	5	7560	7559	-1	7473	7473	0	7529	7528	-1				7459	7453	-6
	6	7384	7385	1	7317	7318	1	7369	7369	0				7301	7298	-3
	7	7332	7331	-1	7290	7289	-1	7330	7333	3				7244	7238	-6
Stabilizers	8	6917	6909	-8	6884	6881	-3	6947	6945	-2				7304	7302	-2
Wingtip	9	6766	6757	-9	6789	6785	-4	6868	6868	0				7221	7217	-4
	10													7171	7168	-3
	11													7164	7164	0

Tolerance +/- 10mm

### Riser length measurement (mm) table

Risers	Trim	Accelerated
A	547	390
A'	547	417
B	547	416
C	547	547
<b>Range</b>	157 mm	

Tolerance +/- 5mm

## LEAF2 glider size L

Lines individual lengths																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	5301	5041	BR1	5231	4971	CR1	3839	3579				main	5525	5325	BR-main	3419	3119
AR2	5581	5321	BR2	5510	5250	CR2	5042	4782									
AR3	5054	4794	BR3	5003	4743												
						CM1	2071	1871				STMA	728	528	BRM1	2629	2429
						CM2	2016	1816				STMB	733	533	BRM2	2512	2312
															BRM3	3234	3034
						CMU1	1126	926							BRMU1	1449	1249
						CMU2	1143	943							BRMU2	1318	1118
															BRMU3	1203	1003
															BRMU4	1150	950
a1	2449	2249	b1	2418	2218	c1	2165	1965	d1	2270	2070	sta	649	449	br1	1623	1423
a2	2415	2215	b2	2383	2183	c2	2024	1824	d2	2124	1924	stb	658	458	br2	1385	1185
a3	2078	1878	b3	2050	1850	c3	1113	913	d3	1219	1019	stc	728	528	br3	1365	1165
a4	2006	1806	b4	1984	1784	c4	1133	933	d4	1225	1025				br4	1342	1142
a5	2454	2254	b5	2413	2213	c5	2426	2226							br5	1324	1124
a6	2278	2078	b6	2257	2057	c6	2266	2066							br6	1166	966
a7	2226	2026	b7	2230	2030	c7	2227	2027							br7	1162	962
a8	796	596	b8	756	556	c8	807	607							br8	1222	1022
															br9	1305	1105
															br10	1255	1055
															br11	1248	1048

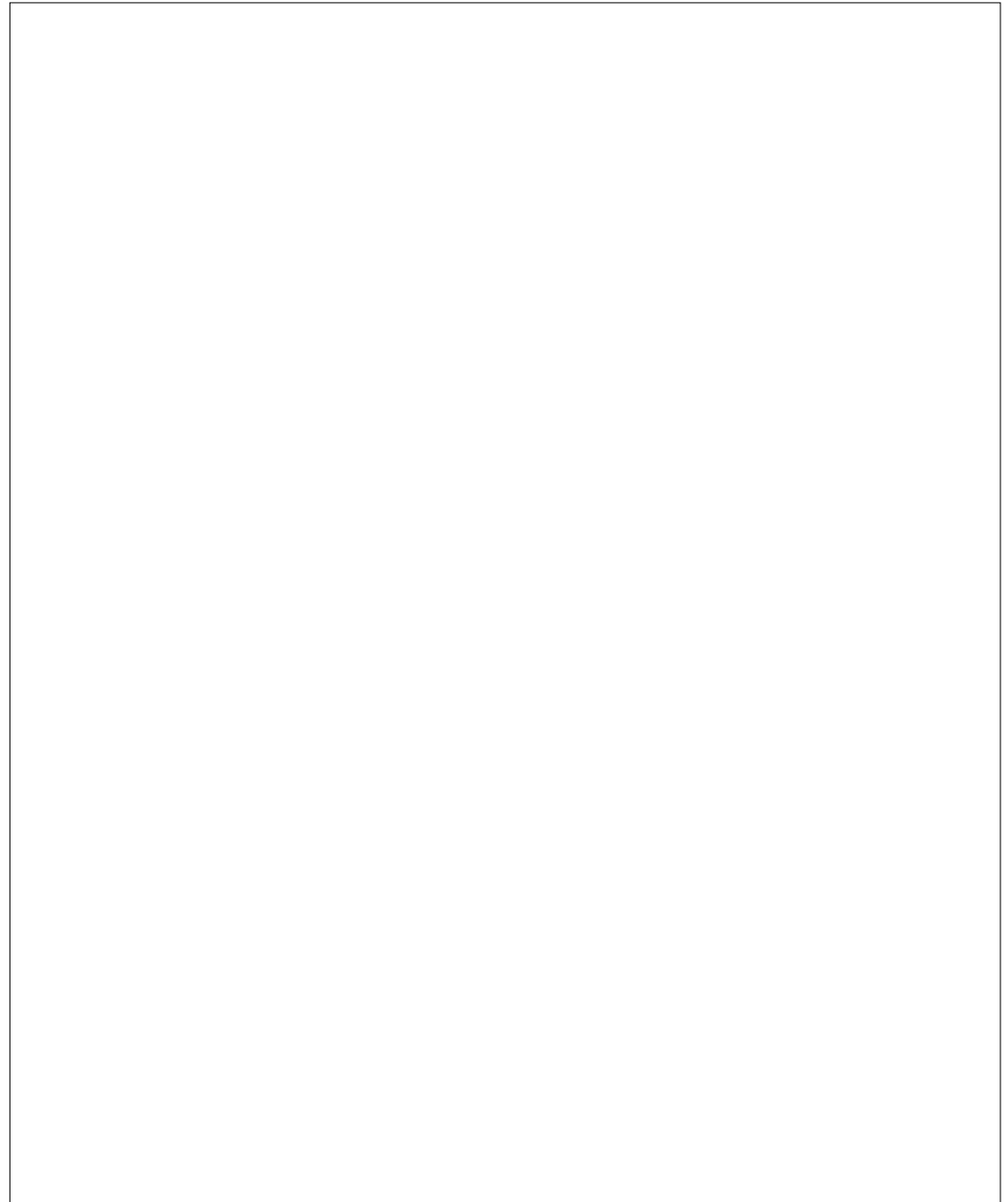
Lines lengths under 5 kg of tension:  
 \*the cut value may differ according to the type of stitching/machine and the thread used  
 \*\*the sewn value is the final length of the line, from one loop end to the other

LEAF2 XS  
EN 926 -1 : 2015 & 926 - 2 : 2013 Class B.  
N° PG-0991.2015  
LTF 91/09

# Certificates

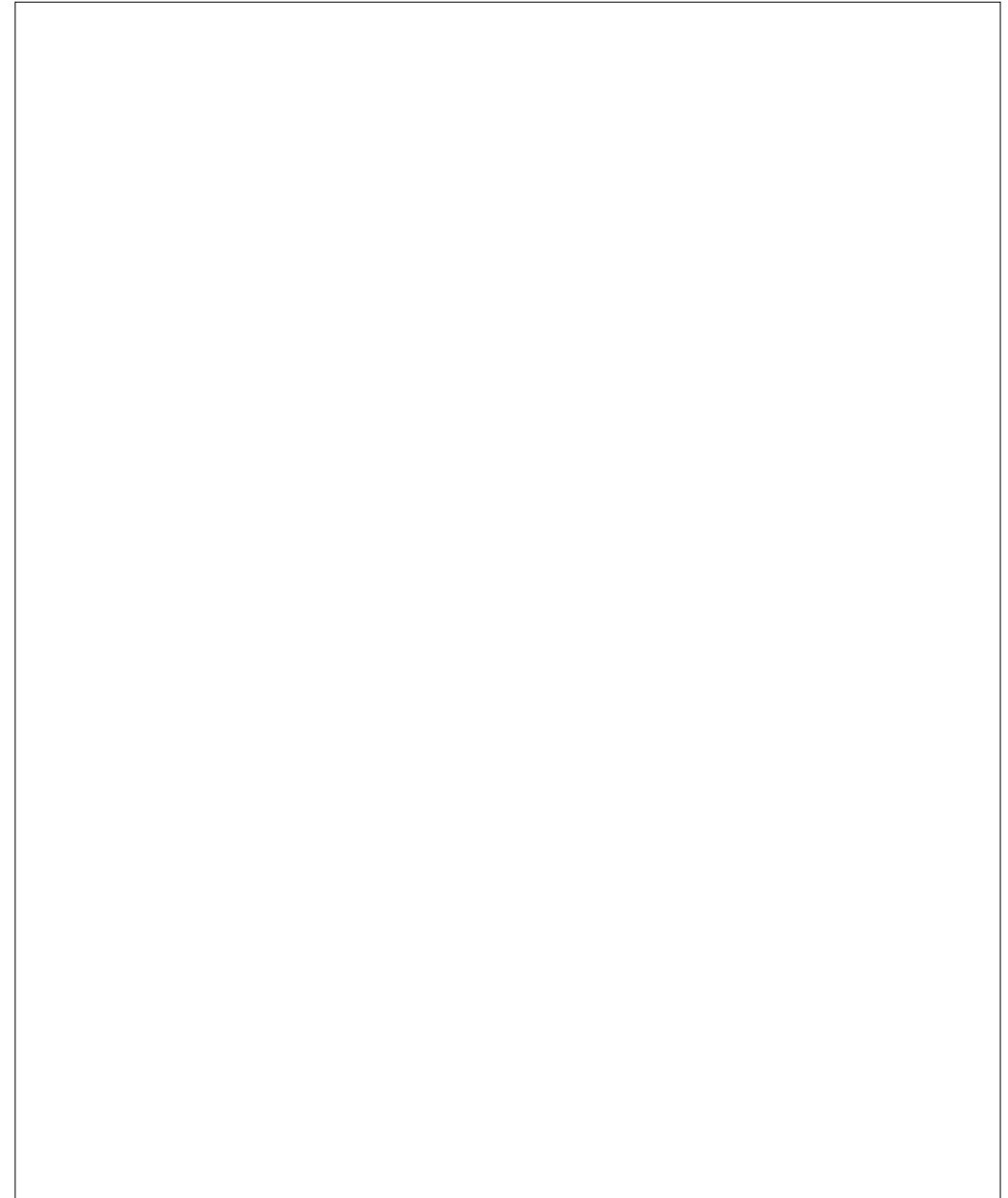
LEAF2 S  
EN 926 -1 : 2015 & 926 - 2 : 2013 Class B.  
N° PG-0992.2015  
LTF 91/09

# Certificates



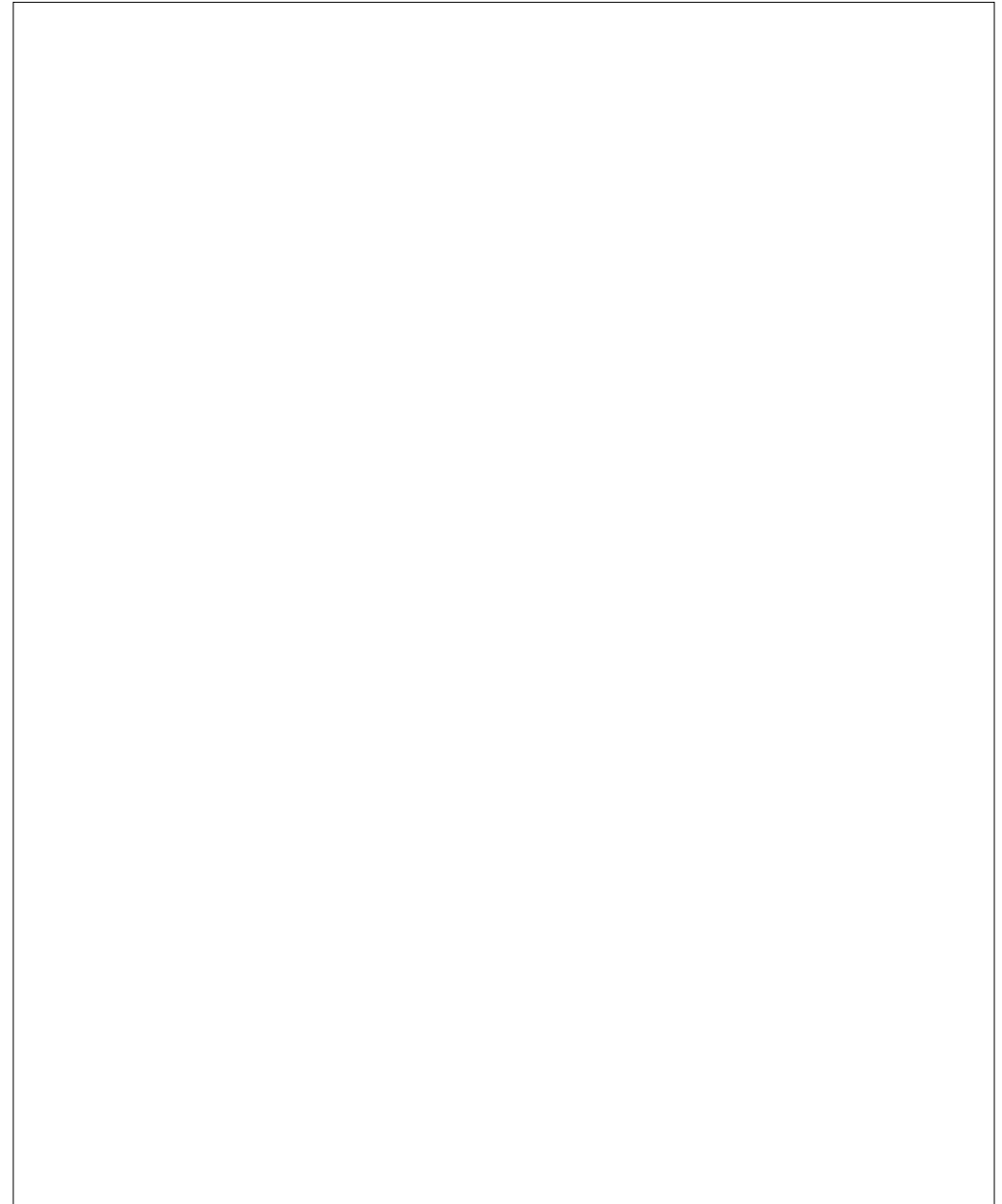
LEAF2 M  
EN 926 -1 : 2015 & 926 - 2 : 2013 Class B.  
N° PG-0973.2015  
LTF 91/09

# Certificates



LEAF2 M  
EN 926 -1 : 2015 & 926 - 2 : 2013 Class B.  
N° PG-0973.2015  
LTF 91/09

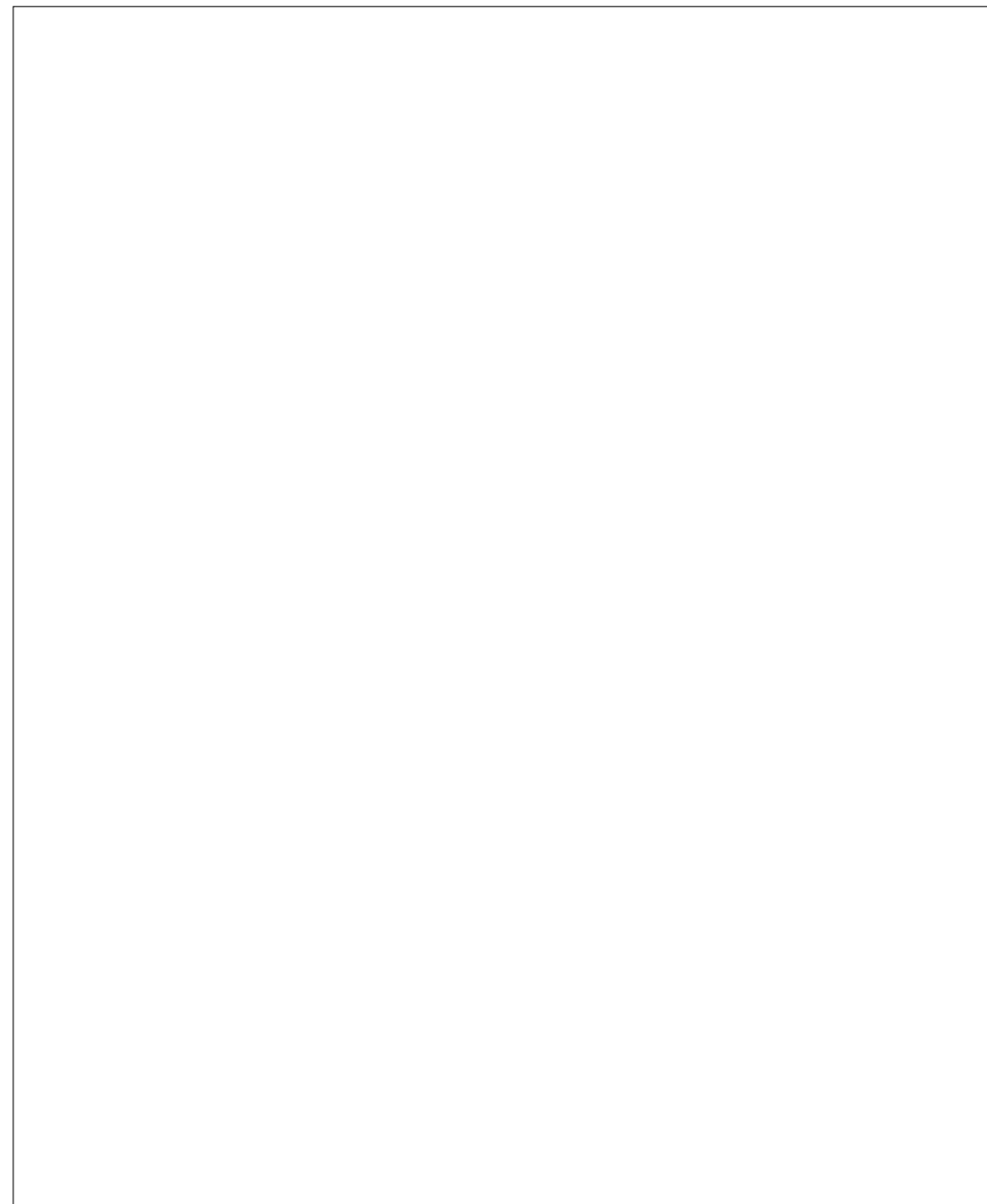
# Certificates





LEAF2 L  
EN 926 -1 : 2015 & 926 - 2 : 2013 Class B.  
N° PG-0993.2015  
LTF 91/09

# Certificates



## Washing and glider maintenance

It is a good idea to wash your glider from time to time. We recommend using sponge or soft hair brush and a non aggressive water-soluble cleaning agent (such as baby soap). We will recommend wing inspections to be conducted at regular intervals:

- Repair eventual small fabric damages ( holes smaller than a 1Euro coin or 1 US. 25 cents coin ) with the small rounded sticky ripstop pieces included in your repair kit.
- Empty out the cells/caissons from sand, pebbles, grass, leaves, etc...

## Storage and transport

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

## Product longevity



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



- Lines (no excessive wear no breakages or folds) maillons and carabiners
- Materials selected for the LEAF2 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).

## 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

## 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.

SUP'AIR 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 LEAF2'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 guidelines and requirements. Please contact your local recycling center for more information..

## 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.



Your glider must be checked every year or every 100 flight hours by a qualified operator. We advise you to take this opportunity to have your reserve repacked.

## Mandatory controls

## 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.



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 was designed for solo use only. Any other activity such as tandem paragliding, skydiving or BASE jumping is absolutely forbidden.**

## Pilot's gear

It is essential to wear a helmet, suitable shoes with good ankle support and adapted clothing. Carrying a reserve emergency parachute corresponding to your weight and properly connected to the harness is also highly recommended. The entire SUPAIR harness, accessory and reserve parachute selection (except for tandem gear), is compatible with the LEAF2 glider. For additional information, please access our internet site : [www.supair.com](http://www.supair.com)



# LEAF2

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