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User's manual



www.supair.com

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

SUP'AIR has been designing producing and selling accessories for free flying activities since 1984. By choosing a SUP'AIR product you benefit from almost thirty years of expertise, innovation and customer care. We pride ourselves for our work ethics and customer care.

We hope you will find this user's manual comprehensive, explicit and hopefully enjoyable as well. We advise you to read it carefully.

You will find the latest information and updates on this product on our website : www.supair.com. If however you have any further questions, do not hesitate to ask one of our dealers.

Naturally the entire SUP'AIR team remains at your disposal at info@supair.com

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

Team SUP'AIR

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

The STEP meets all the sporting pilot's requirements wishing to fly under an accessible but yet powerful B glider. **It was designed for high performance flying and will give the pilot maximum comfort to optimize long distance XC adventures.**

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

The STEP glider is EN EN 926 -1 : 2015 & 926 - 2 : 2013 Classe B. Certified.

This means that the paraglider in spite of good passive safety can react dynamically to over-piloting or in turbulence, and will have to be handled accordingly to stabilize it.

It also means that it requires a skill level and experience compatible with the wings in that category.

It can be used with most harnesses found on the market today. For better inflight comfort and sensations we will advise you to choose the SUP'AIR cross or hike & fly harness models.

After reading this manual we advise you to inflate & check your wing on a training hill first.

N.B. : The following three icons will help you to read this manual.



Advice



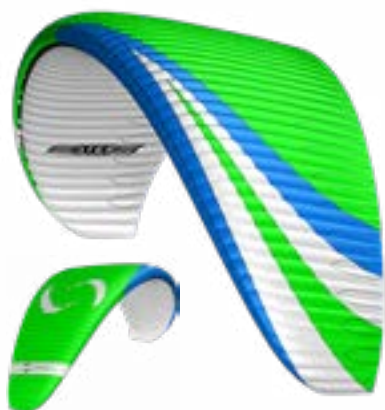
Caution !



Danger !!

Technical data

Glider STEP	XS	S	M	ML	L
Cell number	61	61	61	61	61
Flat surface area (m²)	21,5	24	26	28	30
Span (m)	11,07	11,7	12,17	12,63	13,08
Chord (m)	2,4	2,54	2,64	2,74	2,84
Flat Aspect Ratio	5,7	5,7	5,7	5,7	5,7
Projected surface area (m²)	18,106	20,21	21,9	23,58	25,26
Projected span (m)	8,68	9,17	9,55	9,91	10,26
Projected aspect ratio	4,16	4,16	4,16	4,16	4,16
Glider weight (kg)	4,35	4,7	5	5,3	5,5
In-flight weight range (kg)	55-75	70-90	80-100	90-110	105-125
Certification	EN / LTF B				
Riser number.	3 + 1				
Trimmer	no				



EARTH




OCEAN




FLUOR

In-flight weight range

Weight (kg)	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130
STEP XS																
STEP S																
STEP M																
STEP ML																
STEP 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 Stabilizer
- 4 Intrados
- 5 Extrados
- 6 A riser
- 7 « A » split risers (for Big Ears)
- 8 B riser
- 9 C riser
- 10 Brake line
- 11 Brake holder
- 12 Brake handle
- 13 Riser hook-up loop
- 14 Accelerator/Speedbar.
- 15 Accelerator/Speedbar Split-hook.
- 16 Accelerator/Speedbar bar.
- 17 Pocket with repair kit.
- 18 "C" steering ball.
- 19 "B-C" Recall Strap.

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 STEP 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 will advise you to choose a EN1651 and or LTF certified harness with a built-in dorsal protection system.

Connecting the wing to the harness.

Without twisting the risers, connect them to the harness connection loops using the self-locking carabiners.

Check for the risers to be properly positioned and untwisted. The "A" risers must be located at the front and facing the flight direction(see schematic).

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

Harness chest strap spacing

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

42 cm for an STEP size XS

44 cm for an STEP size S

46 cm for an STEP size M

46 cm for an STEP size ML

48 cm for an STEP size L

Installing the accelerator

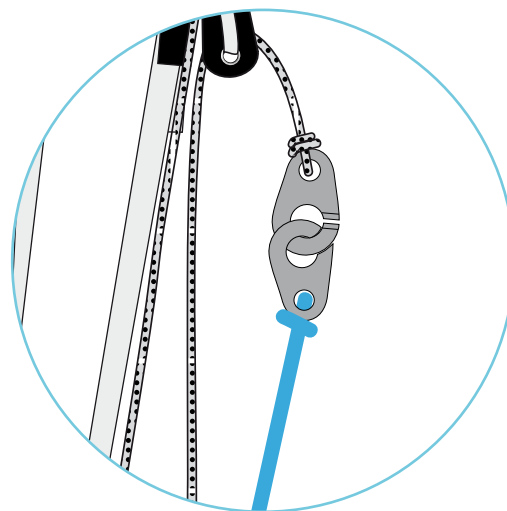
Install the accelerator according to your harness manufacturer's recommendations.

Connect it to the wing using the split hooks.

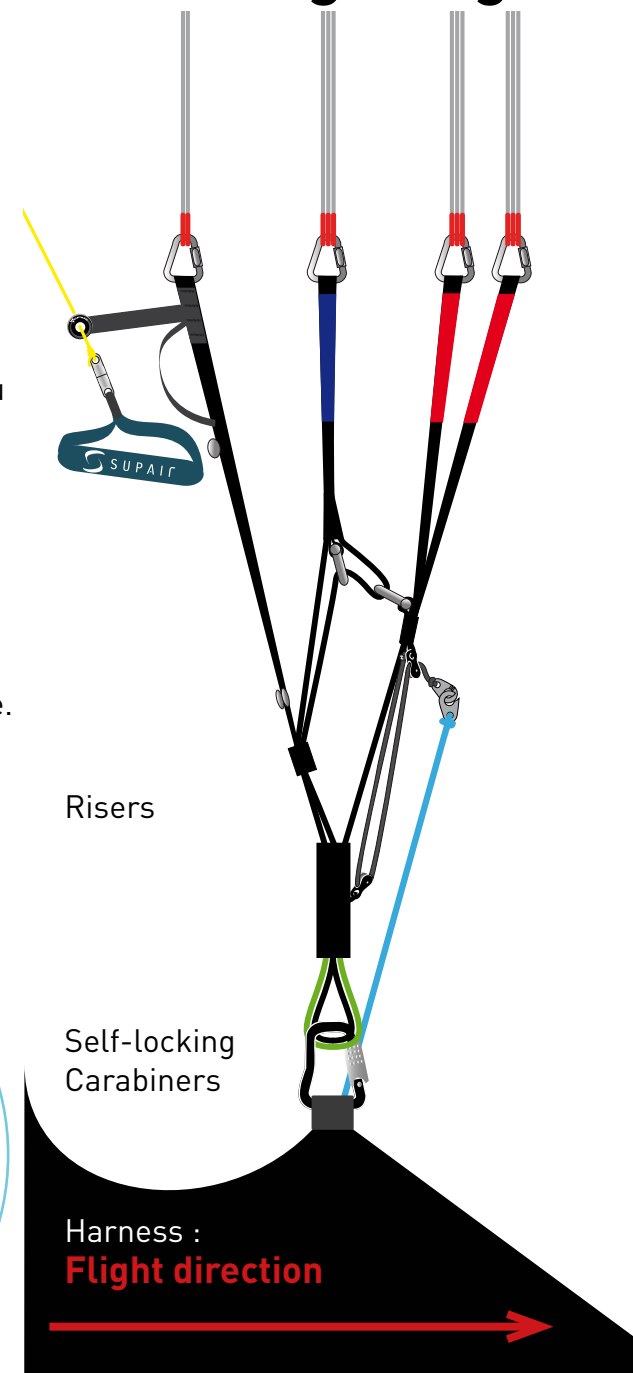
Once the accelerator/speedbar is connected,

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



Connecting the glider

Brake line length

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

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

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

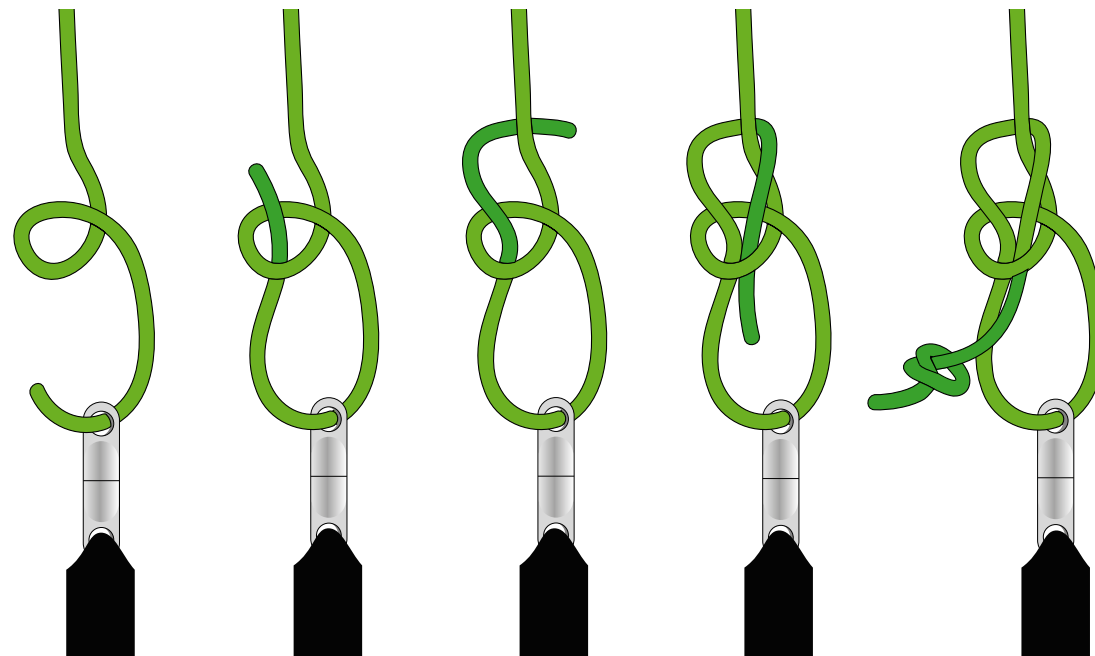
The default factory maximum brake line length is :

- 55 cm for an STEP size XS
- 60 cm for an STEP size S
- 62 cm for an STEP size M
- 65 cm for an STEP size ML
- 67 cm for an STEP size L

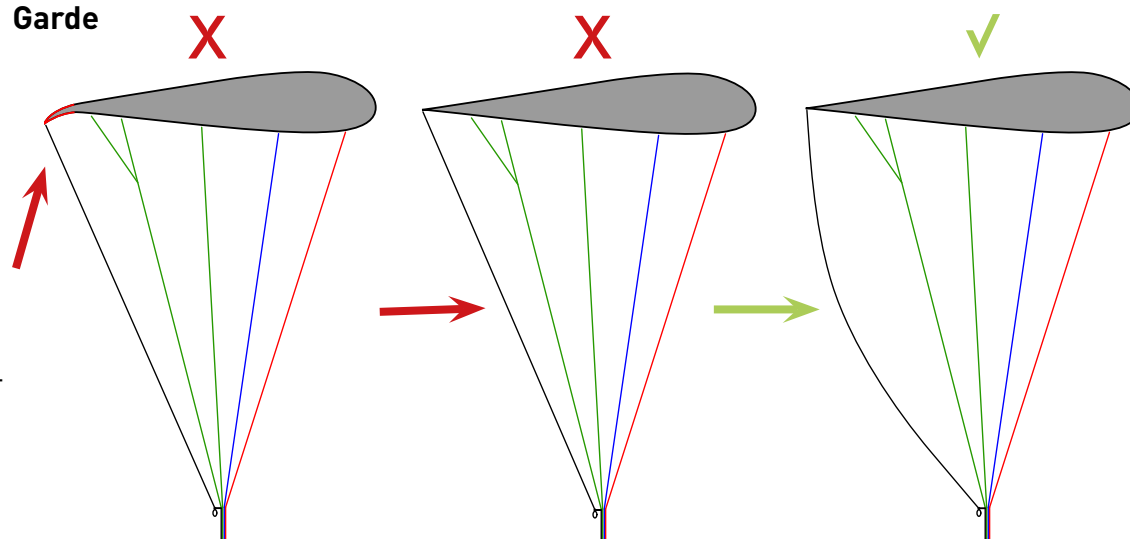
Margin

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

fisherman's knot



Garde



PRE-FLIGHT PREPARATION

The STEP wing was designed for cross-country flying pilots,.

To discover your new wing, we will advise you to conduct your first small flights in calm conditions on a school training hill or a familiar site you are used to flying with your own harness.

Unfold the glider and place it on its upper surface in an arc.

Separate the A,B,C risers and the brakes, be certain for the risers and lines not to have any twists or knots or be hooked to a branch, stone etc...

Caution !



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

Run through the following procedure prior each takeoff:

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

The R&D team has optimized the wing's performance in response to the most ambitious pilots needs, while maintaining optimal passive safety, making the STEP a well built and behaved glider in all circumstance. However, before the first flight, practice ground handling to familiarize yourself with your new wing. It is possible to inflate it forward or reversed.

Inflating the STEP is easy without any hard point ; the sequence demands and adaptation to the weather conditions of the day.

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 STEP wing's performance in flight:

In flight, the TASSKA remains homogeneous even in turbulent air. The "Shark Nose" profile remains solid even when accelerated. The turn is intuitive and easy to control.

« Hands up » speed or trim speed

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

Using the accelerator/speedbar.

According to the EN B norm, the STEP 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: from 13 to 15 cm depend of the wing size.

Piloting without the toggles/brakes.

If for whatever reason, the toggles/brakes are no longer available, you will need to pilot your wing using the harness and "C" risers instead. Beware not to overcontrol the glider to limit the risk of experiencing a possible stall.

To land, let your wing glide for as long as possible before applying a full braking motion. Braking using the "C" risers is not as efficient as using the toggles and could bring a more energetic landing than normal.

Piloting with the « C ».

Piloting with the "C" is used for accelerated or non-accelerated transitions or, in some cases, for winding a thermal, making the most of the wing's performance.

Piloting with the C risers offers a better wing feedback, and is ideal to anticipate the piloting moves.

This method also optimizes the performance of your wing: usually toggle input to counteract the turbulence, brakes the wing's profile and deteriorates its performance.

By using the "C" an effective controlled action is obtained while maintaining a "clean" profile and therefore a better performance.

To steer the glider with the "C" risers, keep the toggles in hand, and use the handles mounted on the elevators to pilot the wing.

This technique brings a true performance gain, very effective, especially coupled with the accelerator during transition.

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. The STEP turns very well with toggle input, and does not require big weight-shifting in the harness.

If flying at low speed, begin your turn by raising your hand on the upper and external side of the turn to prevent a possible flat-turn or twisted turn on the vertical axis.

Landing

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

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

Folding

Fold each side of your wing in an accordion-like shape. Stack-up the leading edge reinforcements on top of one another.

Specific usage

Towing

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

Tandem



The STEP wing was not designed for tandem flying.

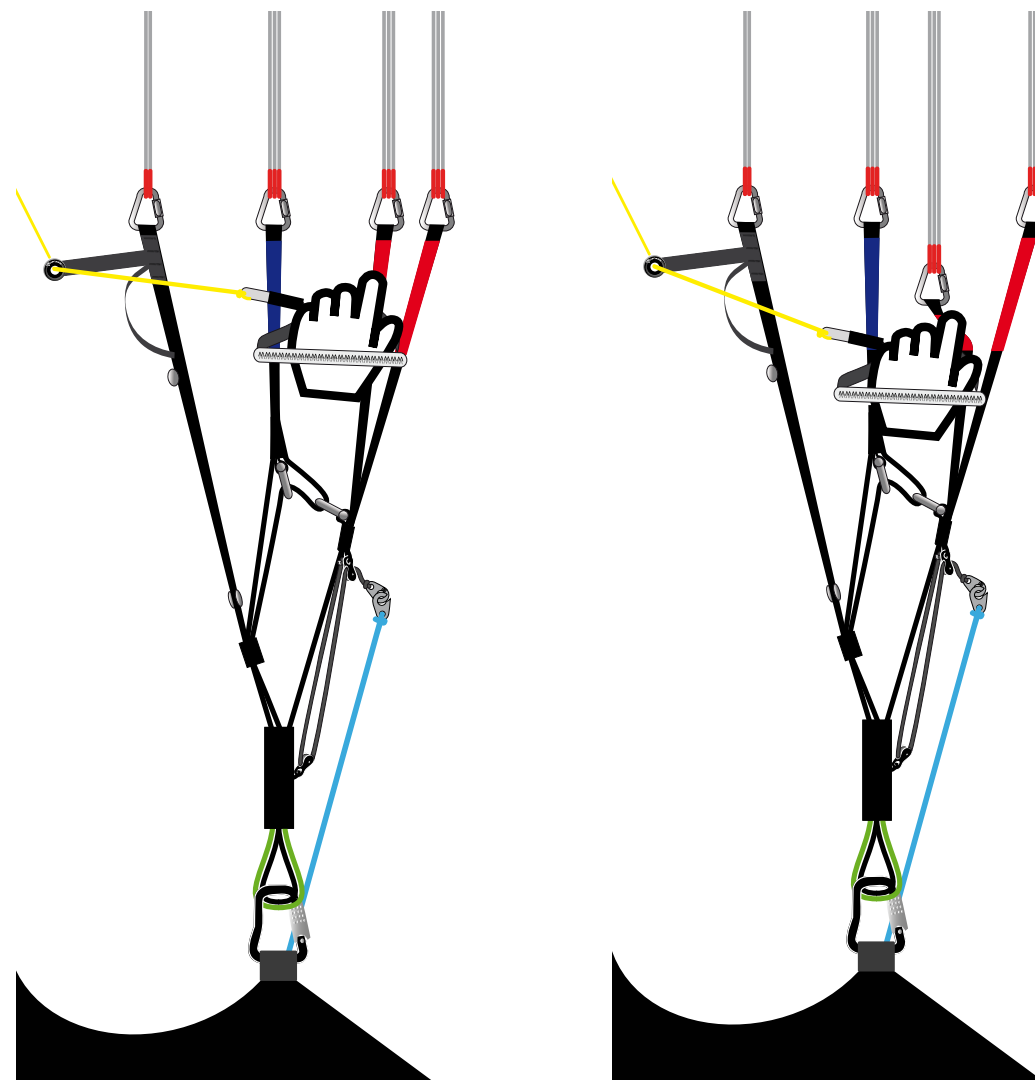
FAST DESCENTS

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

Big Ears

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

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



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

B-line stall

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

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

To regain a normal flying configuration, bring your hands up quickly 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 certification, the STEP glider does not show any tendency to stay in a locked spiral configuration and will return by itself to a normal flying angle in less than two full rotations when the toggles/brakes are brought back up.



DANGER This manœuvre places a lot of stress on the glider. The high speed and "G" force might be disorientating and, in extreme cases, cause you a temporary loss of consciousness. Practice this maneuver gradually with ample space around and below you.

Asymmetric collapses

Any paraglider may occasionally collapse due to turbulence or a piloting error. In the event of an asymmetric collapse your priority must be to stay clear of the terrain and regain level flight.

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. You might also need to push forward on the "A" risers. Make sure you regained a normal flight configuration before proceeding with brake/toggle usage again.

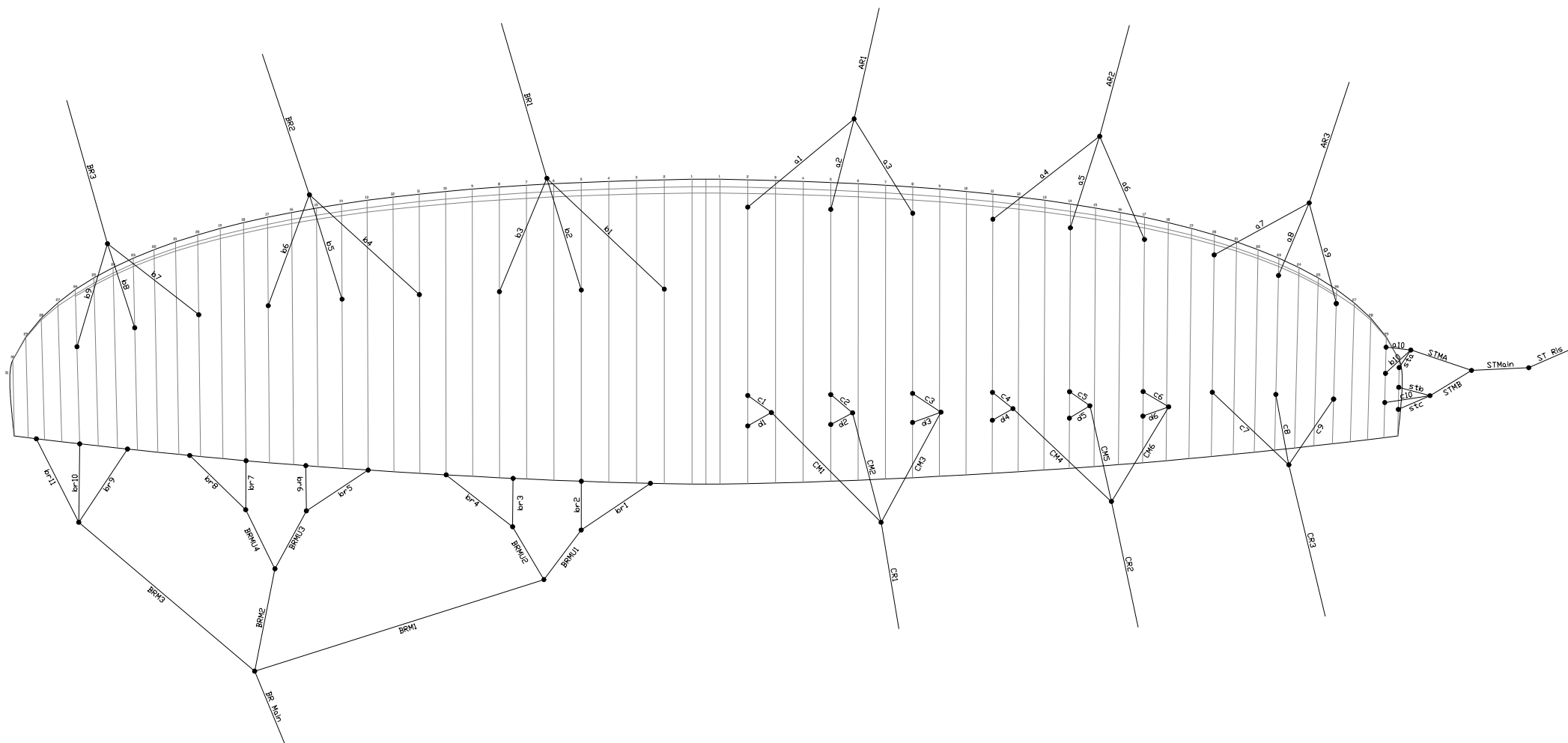
Stall

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

Spin / 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 gr Universal - 700032E3W
Supported ribs	Porcher Sport	Skytex 32 gr Hard finish - 700032E4D
Compression straps and D ribs	Porcher Sport	Skytex 32 gr Hard finish - 700032E4D
Unsupported ribs	Porcher Sport	Skytex 32 gr Hard finish - 700032E4D
Rib reinforcements	Porcher Sport	SR 170

Main lines	Producer	Reference
Top cascade	Edelrid	8000U-90/70/70
Upper middle cascade	Edelrid	8000U-90/70
Lower cascade	Edelrid	8000U-230/190/130/90

Stabilo lines	Producer	Reference
Top cascade	Edelrid	8000U-50
Middle cascade	Edelrid	8000U-50
Lower cascade	Edelrid / Liros	8000U-50 / PPSL 70

Brake lines	Producer	Reference
Top cascade	Edelrid	8000U-50
Upper middle cascade	Edelrid	8000U-70
Lower middle cascade	Edelrid	8000U-90
Lower cascade	Edelrid	8000U-190 / N10_300
Mailons	Peguet	MAILLON RAPIDE MRSI03.5 S12

Maintenance sheet

STEP size XS

Size XS

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1															
	2															
	3															
	4															
	5															
	6															
	7															
	8															
	9															
	10															
Stabilizers	11															
Wingtip	12															

Tolerance: 10 mm.

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

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A						
A'						
B						
C						

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A						
A'						
B						
C						

Tolérance +/- 5mm

Maintenance sheet

STEP size XS

[illegible]

Maintenance sheet

STEP size S

Size S

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	6600	6609	9	6512	6517	5	6656	6653	-3	6714	6713	-1	7484	7483	-1
	2	6512	6516	4	6423	6427	4	6563	6565	2	6620	6623	3	7241	7236	-5
	3	6547	6554	7	6457	6457	0	6590	6585	-5	6643	6642	-1	7043	7034	-9
	4	6493	6502	9	6406	6404	-2	6527	6525	-2	6575	6576	1	6944	6938	-6
	5	6376	6383	7	6294	6299	5	6406	6403	-3	6451	6449	-2	6760	6755	-5
	6	6379	6383	4	6299	6303	4	6400	6395	-5	6439	6439	0	6613	6613	0
	7	6236	6245	9	6184	6185	1	6260	6255	-5				6550	6542	-8
	8	6095	6101	6	6061	6065	4	6129	6127	-2				6584	6586	2
	9	6033	6039	6	6025	6027	2	6097	6094	-3				6442	6438	-4
	10													6393	6385	-8
Stabilizers	11	5780	5781	1	5757	5756	-1	5805	5804	-1				6360	6368	8
Wingtip	12	5670	5670	0	5690	5687	-3	5747	5746	-1						

Tolerance: 10 mm.

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

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	490	490	0	320	318	-2
A'	490	490	0	320	318	-2
B	490	489	-1	376	373	-3
C	490	489	-1	490	489	-1

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	520	518	-2	350	346	-4
A'	520	518	-2	350	346	-4
B	520	517	-3	406	401	-5
C	520	517	-3	520	517	-3

Tolérance +/- 5mm

Maintenance sheet

STEP size S

Lines individual lengths														
A LINES			B LINES			C LINES			D LINES			BRAKE LINES		
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN
AR1	4464	4214	BR1	4409	4159	CR1	4523	4273	d1	734	534	BRML	1543	1343
AR2	4697	4447	BR2	4636	4386	CR2	4736	4486	d2	718	518	BRmain	1463	1463
AR3	4820	4570	BR3	4795	4545	CR3	4879	4629	d3	718	518	BRM1	2023	1823
a1	2608	2408	b1	2577	2377	CM1	2147	1947	d4	657	457	BRM2	2385	2185
a2	2520	2320	b2	2488	2288	CM2	2069	1869	d5	632	432	BRM3	2899	2699
a3	2555	2355	b3	2522	2322	CM3	2092	1892	d6	622	422	BRMU1	1914	1714
a4	2261	2061	b4	2236	2036	CM4	1866	1666				BRMU2	1646	1446
a5	2144	1944	b5	2124	1924	CM5	1767	1567				BRMU3	1158	958
a6	2147	1947	b6	2129	1929	CM6	1765	1565				BRMU4	1181	981
a7	1883	1683	b7	1855	1655	c1	678	478				br1	1578	1378
a8	1742	1542	b8	1732	1532	c2	663	463	STABILO LINES			br2	1335	1135
a9	1675	1475	b9	1691	1491	c3	667	467	NAME	CUT	SEWN	br3	1405	1205
a10	604	404	b10	581	381	c4	611	411	STMain	4774	4574	br4	1306	1106
						c5	589	389	STRis	505	305	br5	1248	1048
						c6	585	385	STMA	715	515	br6	1101	901
						c7	1843	1643	STMB	720	520	br7	1015	815
						c8	1712	1512	sta	492	292	br8	1049	849
						c9	1680	1480	stb	507	307	br9	1371	1171
						c10	624	424	stc	564	364	br10	1322	1122
												br11	1289	1089

Maintenance sheet

STEP size M

Size M

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	6893	6897	4	6797	6802	5	6951	6951	0	7012	7005	-7	7890	7896	6
	2	6803	6805	2	6707	6708	1	6856	6852	-4	6915	6910	-5	7641	7647	6
	3	6840	6844	4	6743	6740	-3	6885	6881	-4	6940	6932	-8	7427	7421	-6
	4	6784	6788	4	6691	6692	1	6817	6812	-5	6868	6864	-4	7325	7320	-5
	5	6663	6668	5	6575	6573	-2	6692	6684	-8	6738	6730	-8	7136	7135	-1
	6	6666	6667	1	6581	6574	-7	6686	6681	-5	6726	6717	-9	6983	6984	1
	7	6516	6516	0	6459	6461	2	6530	6523	-7				6916	6915	-1
	8	6369	6369	0	6331	6332	1	6394	6391	-3				6950	6951	1
	9	6304	6310	6	6292	6289	-3	6360	6352	-8				6804	6805	1
	10													6756	6749	-7
Stabilizers	11	6041	6035	-6	6017	6010	-7	6067	6064	-3				6722	6719	-3
Wingtip	12	5921	5926	5	5947	5940	-7	6007	6002	-5						

Tolerance: 10 mm.

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

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	490	494	4	330	327	-3
A'	490	492	2	330	325	-5
B	490	493	3	380	380	0
C	490	494	4	490	494	4

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	520	524	4	360	357	-3
A'	520	522	2	360	355	-5
B	520	523	3	410	410	0
C	520	524	4	520	524	4

Tolérance +/- 5mm

Maintenance sheet

STEP size M

Lines individual lengths														
A LINES			B LINES			C LINES			D LINES			BRAKE LINES		
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	BRML	1615	1415
AR1	4651	4401	BR1	4592	4342	CR1	4716	4466	d1	755	555	BRmain	1474	1474
AR2	4898	4648	BR2	4832	4582	CR2	4936	4686	d2	738	538	BRM1	2116	1916
AR3	5021	4771	BR3	4997	4747	CR3	5074	4824	d3	739	539	BRM2	2503	2303
a1	2714	2514	b1	2679	2479	CM1	2231	2031	d4	677	477	BRM3	3039	2839
a2	2624	2424	b2	2589	2389	CM2	2151	1951	d5	649	449	BRMU1	2009	1809
a3	2661	2461	b3	2625	2425	CM3	2175	1975	d6	639	439	BRMU2	1722	1522
a4	2351	2151	b4	2325	2125	CM4	1939	1739				BRMU3	1209	1009
a5	2230	2030	b5	2209	2009	CM5	1837	1637				BRMU4	1232	1032
a6	2233	2033	b6	2215	2015	CM6	1835	1635				br1	1643	1443
a7	1962	1762	b7	1928	1728	c1	696	496	STABILO LINES			br2	1394	1194
a8	1815	1615	b8	1800	1600	c2	681	481	NAME	CUT	SEWN	br3	1467	1267
a9	1745	1545	b9	1756	1556	c3	686	486	STMain	5001	4801	br4	1365	1165
a10	629	429	b10	605	405	c4	628	428	STRis	505	305	br5	1302	1102
						c5	605	405	STMA	724	524	br6	1149	949
						c6	601	401	STMB	744	544	br7	1059	859
						c7	1921	1721	sta	507	307	br8	1093	893
						c8	1785	1585	stb	513	313	br9	1440	1240
						c9	1751	1551	stc	573	373	br10	1392	1192
						c10	635	435				br11	1358	1158
												br11	1158	1358

Maintenance sheet

STEP size ML

Size ML

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	7176	7182	6	7074	7082	8	7236	7235	-1	7299	7298	-1	8143	8139	-4
	2	7084	7088	4	6982	6989	7	7139	7137	-2	7200	7202	2	7887	7887	0
	3	7123	7131	8	7020	7024	4	7169	7168	-1	7224	7216	-8	7679	7678	-1
	4	7067	7075	8	6972	6977	5	7103	7095	-8	7155	7147	-8	7574	7577	3
	5	6942	6947	5	6852	6858	6	6973	6970	-3	7021	7017	-4	7379	7376	-3
	6	6945	6949	4	6858	6859	1	6967	6969	2	7009	7011	2	7220	7225	5
	7	6790	6799	9	6731	6738	7	6803	6808	5				7151	7154	3
	8	6637	6640	3	6598	6604	6	6662	6666	4				7185	7186	1
	9	6569	6576	7	6558	6561	3	6626	6630	4				7037	7035	-2
	10													6985	6979	-6
Stabilizers	11	6294	6288	-6	6269	6266	-3	6321	6320	-1				6953	6949	-4
Wingtip	12	6169	6177	8	6196	6201	5	6258	6256	-2						

Tolerance: 10 mm.

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

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	515	515	0	360	361	1
A'	515	513	-2	360	361	1
B	515	514	-1	412	410	-2
C	515	514	-1	515	514	-1

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	545	545	0	390	391	1
A'	545	543	-2	390	391	1
B	545	544	-1	442	440	-2
C	545	544	-1	545	544	-1

Tolérance +/- 5mm

Maintenance sheet

STEP size ML

Lines individual lengths														
A LINES			B LINES			C LINES			D LINES			BRAKE LINES		
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN
AR1	4833	4583	BR1	4766	4516	CR1	4899	4649	d1	778	578	BRML	1684	1484
AR2	5093	4843	BR2	5026	4776	CR2	5132	4882	d2	761	561	BRmain	1474	1474
AR3	5224	4974	BR3	5197	4947	CR3	5275	5025	d3	760	560	BRM1	2206	2006
a1	2815	2615	b1	2782	2582	CM1	2312	2112	d4	698	498	BRM2	2617	2417
a2	2723	2523	b2	2690	2490	CM2	2230	2030	d5	670	470	BRM3	3183	2983
a3	2762	2562	b3	2728	2528	CM3	2255	2055	d6	660	460	BRMU1	2080	1880
a4	2439	2239	b4	2412	2212	CM4	2009	1809				BRMU2	1796	1596
a5	2314	2114	b5	2292	2092	CM5	1903	1703				BRMU3	1257	1057
a6	2317	2117	b6	2298	2098	CM6	1901	1701				BRMU4	1282	1082
a7	2033	1833	b7	2000	1800	c1	717	517				br1	1706	1506
a8	1880	1680	b8	1867	1667	c2	702	502	STABILO LINES			br2	1450	1250
a9	1807	1607	b9	1822	1622	c3	707	507	NAME	CUT	SEWN	br3	1526	1326
a10	646	446	b10	621	421	c4	648	448	STMain	5215	5015	br4	1421	1221
						c5	624	424	STRis	505	305	br5	1354	1154
						c6	620	420	STMA	746	546	br6	1195	995
						c7	1990	1790	STMB	767	567	br7	1101	901
						c8	1849	1649	sta	519	319	br8	1135	935
						c9	1813	1613	stb	525	325	br9	1500	1300
						c10	652	452	stc	587	387	br10	1448	1248
												br11	1416	1216

Maintenance sheet

STEP size L

Size L

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1															
	2															
	3															
	4															
	5															
	6															
	7															
	8															
	9															
	10															
Stabilizers	11															
Wingtip	12															

Tolerance: 10 mm.

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

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A						
A'						
B						
C						

Tolérance +/- 5mm

Risers length,
Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A						
A'						
B						
C						

Tolérance +/- 5mm

Maintenance sheet

STEP size L

[illegible]

CERTIFICATES

CERTIFICATES

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Washing and glider maintenance.

It is not a good idea to often wash your glider from time to time. Anyway if you have to do it, 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 rips-top 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, and more specifically check the followings :

- Lines (no excessive wear no breakages or folds) maillons and carabiners
- Materials selected for the STEP ensure the best compromise for lightness and longevity. However in certain conditions such as exposure to UV or abrasion or exposure to chemical products the glider must be submitted to a thorough inspection by a qualified facility. Your safety depends on it!
- Carabiners must be replaced every five (5) years by identically rated and certified models recommended by the manufacturer (SUPAIR).



Repair



In spite of using the best quality materials, your glider may be subjected to wear and tear (Gigi, subjected et non subject) and hence will need to be regularly inspected at a qualified repair center.

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 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 STEP's life span is over, you can separate all metallic and plastic parts from the cloth and dispose of the rest according to your country's recycling guide lines and requirements. Please contact your local recycling center for more information..

Mandatory controls



Your glider must be checked every year or every 100 flight hours by a qualified operator.

We advise you to take this opportunity to have your reserve repacked.

Warranty

SUP'AIR takes the greatest care in the design and production of its product line hence offers a 3 years limited warranty from the purchase date against any manufacturing defect or design issues occurring during normal use. Any damage or degradation resulting from incorrect or abusive use, abnormal exposure to aggressive factors including but not limited to; high temperature intense sun exposure high humidity etc. will invalidate this warranty.

Disclaimer



Paragliding is an activity requiring, skills, specific knowledge and sound judgement. Be safe by learning in certified schools, subscribe and obtain an adequate insurance policy as well as a flying license while always making sure your flying skills are up to the task in various weather flying conditions. SUP'AIR cannot be held responsible for your paragliding decisions or activities.



This SUP'AIR product was designed for solo use only. Any other activity such as tandem paragliding, skydiving or BASE jumping is absolutely forbidden.

Pilot's gear

It is essential to wear a helmet, suitable shoes with good ankle support and adapted clothing. Carrying a reserve emergency parachute corresponding to your weight and properly connected to the harness is also highly recommended.

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



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Photo : JM Ara

STEP