

SUPAIR
LIFE IS IN THE AIR

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User's manual

LEAF3 light

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www.supair.com



Thank you for choosing to fly our LEAF3 Light 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 SUPAIR

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Introduction

The wing LEAF3 Light meets all intermediate pilots requirements. It is targeting leisure and XC (Cross-country) flying. It will provide, excellent inboard comfort all throughout the pilot progression.

The well though out design and choice of materials were guided by the same quality and longevity objectives.
The LEAF3 Light glider is EN EN 926 -1 : 2015 & 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 beheaved 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.

Thanks to its great passive safety, the LEAF3 Light may be flown by talented pilots undertaking a paragliding beginner course, under the supervision of their instructor and provided that their abilities have been positively evaluated by the instructor and that it is legally possible in the country where this course is being taken.

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

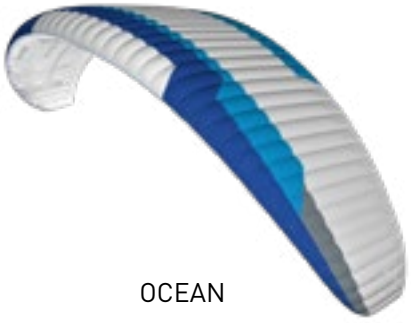
Glider LEAF3 Light	XXS	XS	S	M	ML
Cell number	49	49	49	49	49
Flat surface area (m²)	18,8	20,50	24,00	26,70	29,00
Span (m)	9,99	10,44	11,29	11,91	12,41
Chord (m)	2,21	2,42	2,62	2,76	2,88
Flat Aspect Ratio	5,35	5,35	5,35	5,35	5,35
Projected surface area (m²)	16,04	17,22	20,16	22,43	24,36
Projected span (m)	7,92	8,17	8,84	9,33	9,72
Projected aspect ratio	3,88	3,88	3,88	3,88	3,88
Glider weight (kg)	2,98	3,22	3,29	3,66	3,98
In-flight weight range (kg)	45-65	50-70	65-85	80-105	90-115
Certification	Class B, EN : 926-2 : 2013 & 926-1 : 2015, LTF : 2. DV LuftGerPV §1, Nr 7 c				
Acrobatic flying	No				
Riser number	3+1				
Speed system	78 mm	130 mm	142 mm	142 mm	150 mm
Trimmer	No				
Other variable device	No				
Break travel at maximal weight (cm)	58	68	72	75	75
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: 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

In-flight weight range

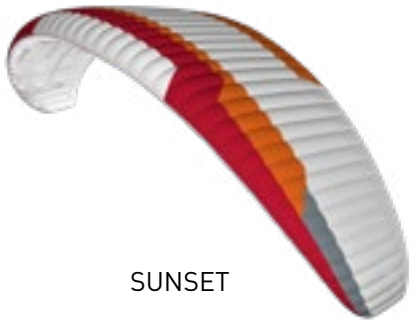
Weight (kg)	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115
LEAF3 Light XXS															
LEAF3 Light XS															
LEAF3 Light S															
LEAF3 Light M															
LEAF3 Light ML															

In-flight weight range (kg)

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



OCEAN



SUNSET

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. Compact Case
15. 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 LEAF3 Light 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.

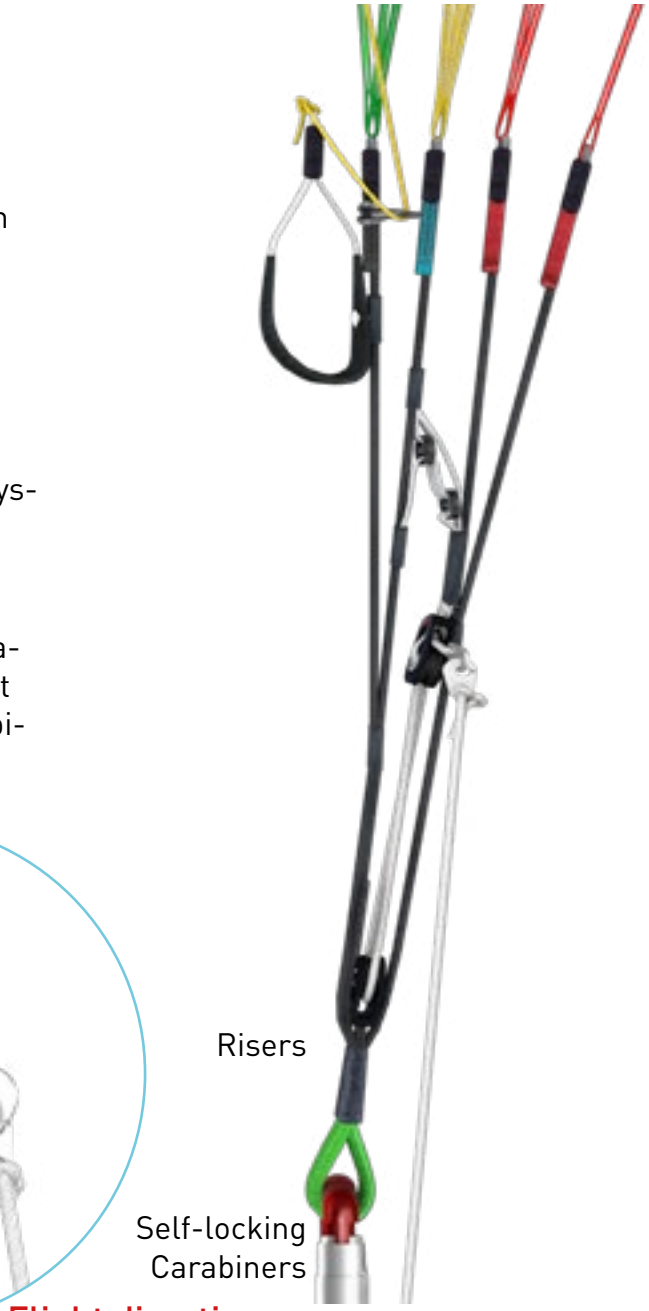
Harness chest strap spacing

It is advised to adjust the harness's chest strap width based on your wing size :
41 cm for an LEAF3 Light size XS
45 cm for an LEAF3 Light size S
45 cm for an LEAF3 Light size M
49 cm for an LEAF3 Light size ML

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.





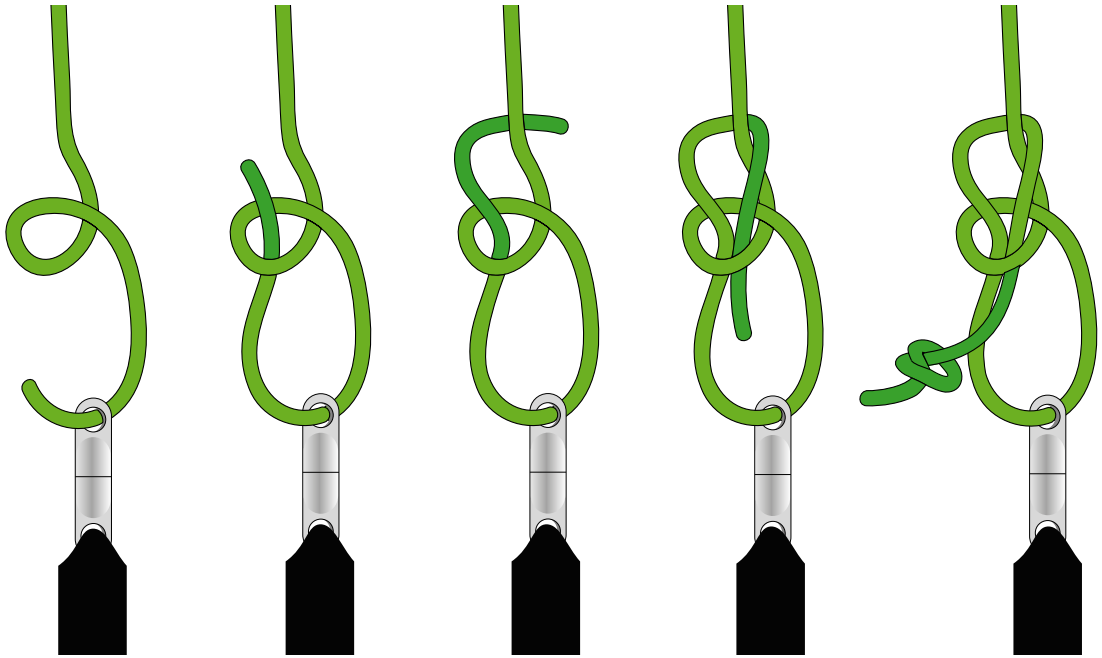
Connecting the glider

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.

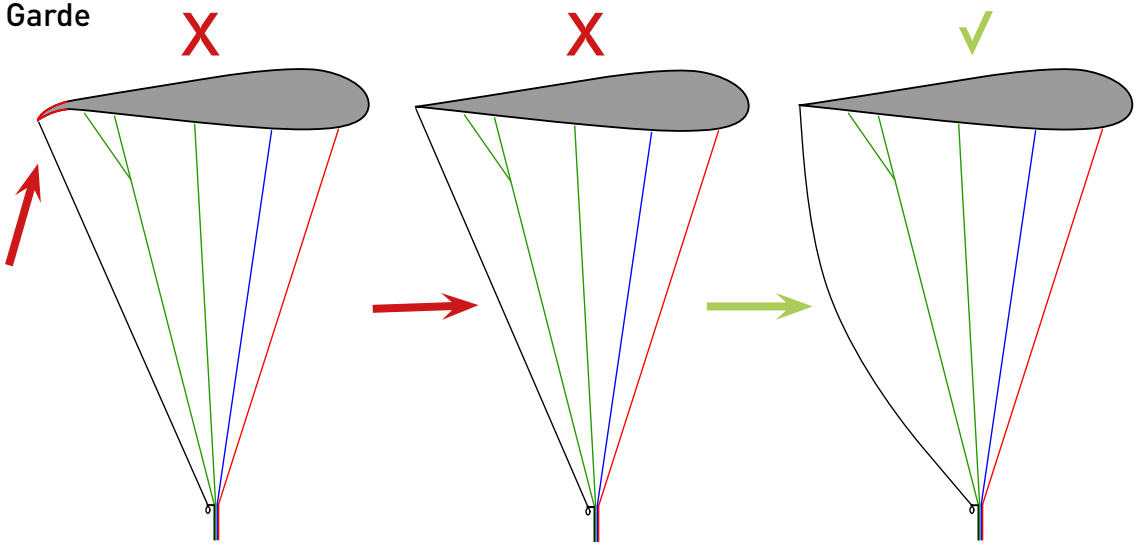
We will advise using a fisherman's knot and to keep your length changes to a minimum (approx 5cm maximum).

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 LEAF3 Light glider was designed for pilots in progression.
To discover your new wing, we will advise you to conduct your first small flights in calm conditions on a school training hill or a familiar site you are used to flying with your own harness.

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

Separate the A,B,C risers and the brakes, be certain 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.

Take-off

The design team has strived to produce the LEAF3 Light 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 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 LEAF3 Light 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 LEAF3 Light 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 toogles/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.

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.

Specific usage

Towing

The LEAF3 Light 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 LEAF3 Light wing was not designed to enter We highly discourage its use for this type of flying.

Tandem



The LEAF3 Light wing was not designed for tandem flying.

Easy on the caps

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.

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 LEAF3 Light 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.

Acrobatic flight:

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.

Flight incidents

Asymmetric collapses

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

Stall

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

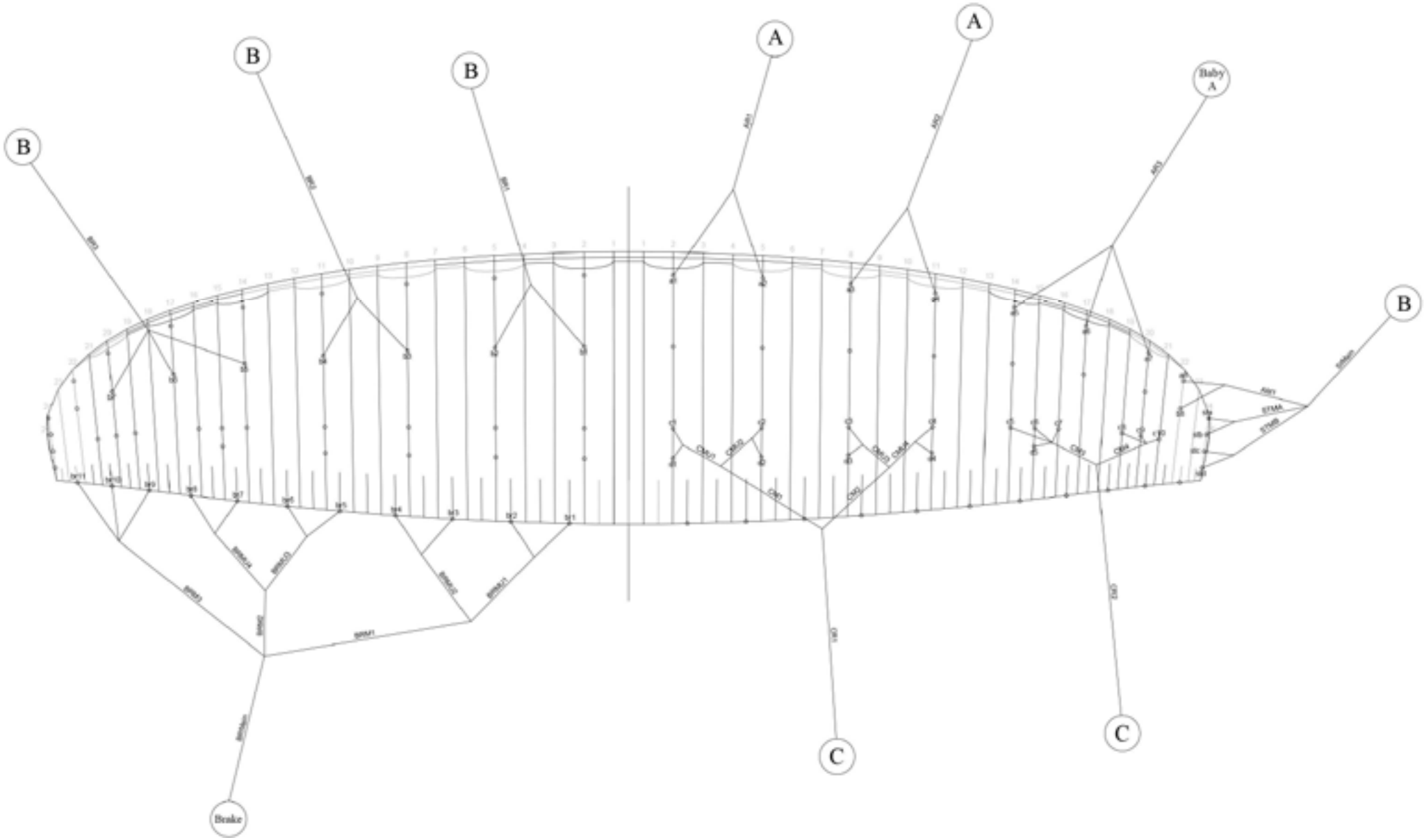
Even though this configuration only rarely occurs, you may find yourself in a situation called "parachutal stall " where the glider descends vertically with no forward motion. If it happens, release the brakes/toggles fully and trims symmetrically and push the speed bar. You might also need to push forward 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

Line layout diagram for all sizes of LEAF3 Light



Materials

Fabrics	Producer	Reference
Upper surface leading edge panels	Porcher Sport	Skytex 32 soft 70032 E3W
Lower Surface leading edge panels	Porcher Sport	Skytex 32 soft 70032 E3W
Upper surface (except Leading edge)	Porcher Sport	Skytex 27gr 70000 E3H
Lower surface (except Leading edge)	Dominico	Dominico 10D soft
Internal structure (except ribs 2;5;8;11;14;17;20)	Porcher Sport	Skytex 27gr hard 70000E91
Ribs 2;5;8;11;14;17;20	MJ tex	MJ 32 hard finish
Nose reinforts	Porcher Sport	Skytex 27 gr Hard - 70000E91

Main lines	Producer	Reference
Top cascade	Edelrid	8000U serie / 050 - 070 - 090 - 130
Upper middle cascade	Edelrid	8000U serie / 070
Lower middle cascade	Edelrid	8000U serie / 130 -090
Lower cascade	Edelrid	A7343-230/090

Stabilo lines	Producer	Reference
Top cascade	Edelrid	8000U serie / 050
Middle cascade	Edelrid	8000U serie / 050
Lower cascade	Liros	PPSL 120

Brake lines	Producer	Reference
Top cascade	Edelrid	8000U serie / 050
Upper middle cascade	Edelrid	8000U serie / 090
Lower middle cascade	Edelrid	8000U serie / 90 - 130
Lower cascade	Edelrid	A7850X-240-041
Carabiners	Supair	Soft link dyneema

Maintenance sheet

LEAF3 Light glider size XXS

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.
You can print this page when you make your measurements to annotate the values and calculate the difference.

		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	6179			6088			6266			6318			6369		
	2	6149			6053			6141			6191			6165		
	3	6118			6027			6111			6156			6025		
	4	6101			6012			6180			6214			6003		
	5	6022			5942			6009			5969			5887		
	6	5898			5823			5945						5797		
	7	5869			5814			5932						5780		
	8							5841						5850		
	9							5820						5763		
	10							5829						5715		
Stabilizers	11	5603			5557									5693		
Wingtip	12	5419			5420			5468			5539					

Tolerance +/- 10mm

Riser length measurement (mm) table

Elévateurs	Trim	Accéléré
A	496	418
A'	496	418
B	496	457
C	496	496
Gamme	78	

Tolerance +/- 5mm

Maintenance sheet

LEAF3 Light glider size XXS

Lines individual lenghts											
A LINES		B LINES		C LINES		D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*
AR1	3972	BR1	3903	CR1	3858			STmain	4176	BRmain	2446
AR2	4208	BR2	4139	CR2	3844						
AR3	3933	BR3	3887								
				CM1	1431			STMA	382	BRM1	1656
				CM2	1404			STMB	429	BRM2	1847
				CM3	1101					BRM3	2370
AM1	479			CM4	1089						
				CMU1	849					BRMU1	1067
				CMU2	779					BRMU2	940
				CMU3	777					BRMU3	749
				CMU4	809					BRMU4	725
a1	1738	b1	1716	c1	680	d1	732	sta	388	br1	1195
a2	1708	b2	1681	c2	625	d2	675	stb	389	br2	991
a3	1441	b3	1419	c3	624	d3	669	stc	390	br3	978
a4	1424	b4	1404	c4	661	d4	695	std	461	br4	956
a5	1615	b5	1581	c5	592	d5	552			br5	840
a6	1489	b6	1460	c6	528					br6	750
a7	1460	b7	1451	c7	515					br7	757
a8	479	b8	433	c8	436					br8	827
				c9	415					br9	926
				c10	424					br10	878
										br11	856

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

LEAF3 Light glider size XS

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.

You can print this page when you make your measurements to annotate the values and calculate the difference.

		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	6447			6351			6539			6594			6650		
	2	6417			6316			6410			6462			6439		
	3	6391			6291			6381			6428			6294		
	4	6373			6276			6453			6488			6272		
	5	6290			6202			6265			6223			6151		
	6	6161			6078			6198						6058		
	7	6130			6068			6183						6041		
	8							6088						6113		
	9							6066						6024		
	10							6075						5974		
Stabilizers	11	5851			5802									5949		
Wingtip	12	5658			5659			5711			5784					

Tolerance +/- 10mm

Riser's length measurement (mm) table

Risers	Trim	Accelerated
A	496	366
A'	496	366
B	496	431
C	496	496
Range	130 mm	

Tolerance +/- 5mm

Maintenance sheet

LEAF3 Light glider size XS

Lines individual lenghts											
A LINES		B LINES		C LINES		D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*
AR1	4158	BR1	4085	CR1	2983			STmain	4387	BRmain	2585
AR2	4412	BR2	4335	CR2	4030						
AR3	4123	BR3	4070								
				CM1	1501			STMA	391	1724	1732
				CM2	1475			STMB	441	1927	1935
				CM3	1154					2477	2488
AM1	497			CM4	1142						
				CMU1	891					BRMU1	1117
				CMU2	819					BRMU2	986
				CMU3	817					BRMU3	785
				CMU4	850					BRMU4	760
a1	1820	b1	1797	c1	712	d1	767	sta	407	br1	1249
a2	1790	b2	1762	c2	655	d2	707	stb	408	br2	1038
a3	1510	b3	1487	c3	654	d3	701	stc	410	br3	1024
a4	1492	b4	1472	c4	693	d4	728	std	483	br4	1002
a5	1693	b5	1658	c5	623	d5	581			br5	879
a6	1562	b6	1532	c6	556					br6	786
a7	1531	b7	1522	c7	541					br7	794
a8	498	b8	449	c8	458					br8	866
				c9	436					br9	971
				c10	445					br10	921
										br11	896

Tolérence +/- 10mm

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

LEAF3 Light glider size S

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.
You can print this page when you make your measurements to annotate the values and calculate the difference.

		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	6975			6872			7077			7136			7229		
	2	6945			6836			6939			6996			7002		
	3	6914			6812			6909			6960			6847		
	4	6897			6797			6988			7026			6825		
	5	6809			6718			6797			6752			6697		
	6	6670			6585			6725						6598		
	7	6636			6574			6710						6579		
	8							6607						6658		
	9							6583						6560		
	10							6592						6507		
Stabilizers	11	6339			6287									6480		
Wingtip	12	6132			6133			6187			6267					

Tolerance +/- 10mm

Riser length measurement (mm) table

Risers	Trim	Accelerated
A	517	375
A'	517	375
B	517	446
C	517	517
Range	142 mm	

Tolerance +/- 5mm

Maintenance sheet

LEAF3 Light glider size S

Lines individual lenghts											
A LINES		B LINES		C LINES		D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*
AR1	4513	BR1	4435	CR1	3238			STmain	4770	BRmain	2789
AR2	4787	BR2	4710	CR2	4390						
AR3	4477	BR3	4424								
				CM1	1629			STMA	426	BRM1	1869
				CM2	1602			STMB	479	BRM2	2093
				CM3	1253					BRM3	2692
AM1	539			CM4	1241						
				CMU1	966					BRMU1	1210
				CMU2	889					BRMU2	1070
				CMU3	887					BRMU3	853
				CMU4	923					BRMU4	826
a1	1973	b1	1948	c1	772	d1	831	sta	443	br1	1352
a2	1943	b2	1912	c2	711	d2	768	stb	444	br2	1125
a3	1638	b3	1613	c3	710	d3	761	stc	445	br3	1110
a4	1621	b4	1598	c4	753	d4	791	std	525	br4	1088
a5	1838	b5	1800	c5	676	d5	631			br5	953
a6	1697	b6	1665	c6	604					br6	854
a7	1663	b7	1654	c7	589					br7	862
a8	541	b8	489	c8	498					br8	941
				c9	474					br9	1054
				c10	483					br10	1001
										br11	974

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

LEAF3 Light glider size M

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.
You can print this page when you make your measurements to annotate the values and calculate the difference.

		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	7355			7247			7465			7528			7647		
	2	7326			7211			7322			7382			7410		
	3	7300			7187			7292			7345			7247		
	4	7282			7172			7374			7415			7225		
	5	7189			7090			7174			7127			7092		
	6	7042			6950			7098						6988		
	7	7005			6937			7082						6969		
	8							6972						7052		
	9							6948						6949		
	10							6956						6892		
Stabilizers	11	6691			6636									6864		
Wingtip	12	6472			6473			6530			6614					

Tolerance +/- 10mm

Riser length measurement (mm) table

Rises	Trim	Accelerated
A	517	375
A'	517	375
B	517	446
C	517	517
Range	142 mm	

Tolerance +/- 5mm

Maintenance sheet

LEAF3 Light glider size M

Lines individual lenghts											
A LINES		B LINES		C LINES		D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*
AR1	4779	BR1	4697	CR1	3430			STmain	5057	BRmain	2958
AR2	5077	BR2	4990	CR2	4652						
AR3	4748	BR3	4689								
				CM1	1725			STMA	452	BRM1	1977
				CM2	1697			STMB	508	BRM2	2218
				CM3	1328					BRM3	2853
AM1	571			CM4	1315						
				CMU1	1022					BRMU1	1279
				CMU2	942					BRMU2	1133
				CMU3	940					BRMU3	903
				CMU4	978					BRMU4	875
a1	2087	b1	2061	c1	816	d1	879	sta	470	br1	1428
a2	2058	b2	2025	c2	753	d2	813	stb	471	br2	1191
a3	1734	b3	1708	c3	753	d3	806	stc	472	br3	1174
a4	1716	b4	1693	c4	797	d4	838	std	556	br4	1152
a5	1947	b5	1907	c5	716	d5	669			br5	1008
a6	1798	b6	1765	c6	640					br6	904
a7	1761	b7	1752	c7	624					br7	913
a8	574	b8	519	c8	527					br8	996
				c9	503					br9	1117
				c10	511					br10	1060
										br11	1032

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

LEAF3 Light glider size ML

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.
You can print this page when you make your measurements to annotate the values and calculate the difference.

		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	7666			7553			7770			7835			7954		
	2	7636			7516			7622			7684			7708		
	3	7611			7492			7591			7647			7539		
	4	7594			7477			7678			7720			7517		
	5	7497			7393			7466			7416			7380		
	6	7345			7247			7387						7273		
	7	7306			7234			7370						7253		
	8							7257						7340		
	9							7231						7233		
	10							7240						7174		
Stabilizers	11	6979			6922									7144		
Wingtip	12	6751			6752			6812			6899					

Tolerance +/- 10mm

Riser length measurement (mm) table

Risers	Trim	Accelerated
A	537	387
A'	537	387
B	537	462
C	537	537
Range	150 mm	

Tolerance +/- 5mm

Maintenance sheet

LEAF3 Light glider size ML

Lines individual lenghts											
A LINES		B LINES		C LINES		D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*	NAME	F LENGHT*
AR1	4982	BR1	4896	CR1	3564			STmain	5276	BRmain	3070
AR2	5295	BR2	5203	CR2	4837						
AR3	4953	BR3	4891								
				CM1	1798			STMA	472	BRM1	2060
				CM2	1770			STMB	530	BRM2	2313
				CM3	1384					BRM3	2977
AM1	595			CM4	1372						
				CMU1	1065					BRMU1	1332
				CMU2	982					BRMU2	1181
				CMU3	980					BRMU3	942
				CMU4	1020					BRMU4	913
a1	2175	b1	2148	c1	851	d1	916	sta	490	br1	1487
a2	2145	b2	2111	c2	786	d2	848	stb	491	br2	1241
a3	1807	b3	1780	c3	785	d3	841	stc	493	br3	1223
a4	1790	b4	1765	c4	832	d4	874	std	580	br4	1201
a5	2030	b5	1988	c5	747	d5	697			br5	1050
a6	1876	b6	1840	c6	668					br6	943
a7	1837	b7	1827	c7	651					br7	952
a8	599	b8	542	c8	550					br8	1039
				c9	524					br9	1165
				c10	533					br10	1106
										br11	1076

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

Certificates

LEAF3 Light XXS
Certification number:
N° PG_2156.2023 Supair LEAF 3 light XXS

LEAF3 Light XS
Certification number:
N° PG_2109.2023 Supair LEAF 3 light XS

LEAF3 Light S
Certification number:
N° PG_2104.2023 Supair LEAF 3 light S

LEAF3 Light M
Certification number:
N° PG_2105.2023 Supair LEAF 3 light M

LEAF3 Light ML
Certification number:
N° PG_2088.2022 Supair LEAF 3 ML

Consequences for certification

Supair products are certified according to strict procedures that ensure compliance with current standards. Any modification immediately voids this certification. A modified product can therefore no longer be considered compliant with its original certificate, which may pose risks to the user.

Maintenance

Taking a good care of your light wing

SUPAIR takes the greatest care in the design of your wing, but we would like to remind you that a "light" wing is usually more fragile than a classic wing.
To ensure a lot of flight and your glider's optimal durability, we will recommend some specials daly cares as follow :

- Restrict use of your light wing for ground "playing" and learning exercises. From experts' investigation, one hour of Inflate training with a light wing is using it like 6 hours of flight.
- NEVER let drag your light wing while carrying it
- Don't expose your light wing to the sand and salt
- Never storage your wing in a wet place
- Never storage your wing in a hot place, 30°C is the maximum
- Save your wing from any wet (dew, rain, sweat...) while carrying it.
- Restrict use of your light wing for aerobatic maneuvers who increase the load factor (360°, wing over...)
- Choose a proper folding who preserve the leading edge rushes

Washing and glider maintenance

It is better not to wahs your glider too often. 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



In addition to essential pre-flight checks for your safety, Supair recommends having your equipment inspected by a qualified professional, following the interval specified on the label attached to your product. Depending on the technical complexity of your wing and the materials used, this interval may vary from 1 to 2 years and/or from 100 to 200 hours of use. To find out how often your wing should be inspected, please refer to the label located inside the central cell of your canopy.
The inspection must be carried out in strict accordance with industry best practices, as outlined in the latest version of the document "Periodical Inspection of Paragliders," available for download at www.p-m-a.info.

In addition to this document, Supair requires workshops performing inspections on its paragliders to also follow the guidelines in the following documents:
- Minimum rejection values for lines
- Porosity measurement methodology

Failure to comply with these inspection intervals will result in the loss of contractual warranty. If the inspection is not conducted in full accordance with all recommendations, it will not be considered valid.

Maintenance

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 in order to receive a quote.

Modification prohibited

Our products are designed, tested, and certified according to strict safety and performance standards. Any modification, transformation, or adaptation of a Supair product is strictly prohibited.

Mandatory controls



During the first 4 years, your glider must be checked every two year or every 100 flight hours by a qualified operator.
Over 4 years, you need to get it checked every 12 months or 50 flight hours by a qualified operator.
We advise you to take this opportunity to have your reserve repacked.

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 LEAF3 Light glider. For additional information, please access our internet site : www.supair.com

Warranty

The care taken in the development, choice of materials and manufacture of SUPAIR products enables us to cover our products with a 2-year warranty (from the date of purchase) against any defects in workmanship or design that may occur within the scope of the use described in the product manual. This warranty is extended by one year if the recommended inspections and periodic overhaul have been carried out by a professional workshop.

Any modification of a Supair product automatically voids its 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 was designed for solo use only. Any other activity such as tandem paragliding, skydiving or BASE jumping is absolutely forbidden.

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 LEAF3 Light's life span is over, you can separate all metallic and plastic parts from the cloth and dispose of the rest according to your country's recycling guide lines and requirements. Please contact your local recycling center for more information..

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.



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