FR | EN | DE

SUPAIR
LIFE IS IN THE AIR

Notice d'utilisation
WILD2



SUPAIR
34 rue Adrastée
Parc Altaïs
74650 Annecy - Chavanod
FRANCE

RCS 387956790

45°54.024'N / 06°04.725'E

www.supair.com
Indice de révision: 01/07/2025

Table of content

Introduction	3
Technical data	4
Colors variation	4
Equipment overview	5
Connecting the glider	6
Pre-flight preparation	8
Taking off	8
Flight characteristics	9
End of the flight	10
Specific uses	10
fast descent technics	11
Flight incidents	12
Line layout diagram	14
Materials	15
Maintenance sheets	16
Certification reports	24
Maintenance	28
Recycling	29
Eco-responsability	29
Warranty	29
Disclaimer	29
Pilot's gear	29
Service book	30

Introduction

Thank you for choosing our WILD2 wing for your paragliding adventures. We're happy to share this passion with you and to be part of your flying journey.

SUPAIR has been designing, producing, and distributing free flight equipment since 1984. Choosing a SUPAIR product means benefiting from over 30 years of expertise, innovation, and customer focus. It also reflects a philosophy: a constant drive for improvement and a commitment to producing high-quality gear.

This manual is here to help you understand how to use, care for, and check your equipment safely. We've designed it to be as complete, clear, and enjoyable to read as possible. We highly recommend taking the time to read it carefully.

You'll find all the latest updates and additional information about this product on our website: www.supair.com. And if you still have questions, feel free to contact one of our official dealers. Of course, the SUPAIR team is always happy to help at info@supair.com.

We wish you many beautiful and safe flights ahead.

The SUPAIR Team

The WILD2 is a high-performance wing designed for top-level Hike & Fly competitions. Tailored for experienced pilots seeking a glider optimized for both performance and lightness, the WILD2 combines advanced technology with pure flying sensations. It delivers precise, comfortable handling — the perfect companion for your mountain adventures.

With this second generation, we have pushed the limits of our research and development to strike the perfect balance between performance, lightness, and flying pleasure. Every design choice and material selection has been carefully considered to ensure durability and quality — without compromising the in-flight experience.

The WILD2 is certified EN 926-1:2015 & EN 926-2:2013 in the EN-D category, reflecting both its high-performance character and the advanced piloting skills required. This glider is intended for experienced pilots with the technical expertise to handle an EN-D wing.

The WILD2 is compatible with most harnesses on the market. However, for the best possible flying experience, we recommend pairing it with a cocoon harness from the SUPAIR range.

Once you have read this manual carefully, we strongly recommend familiarizing yourself with your new wing on a training slope.

Note: Throughout this manual, three pictograms will help guide you and highlight important information..



Advice



Warning !

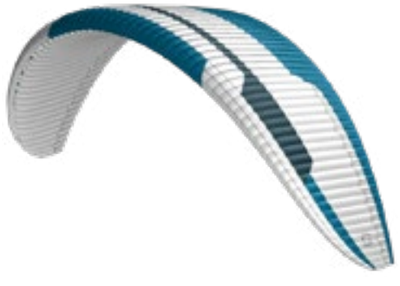


Danger !

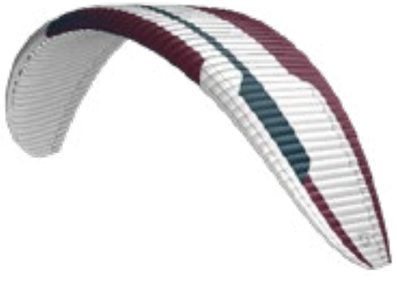
Technical Data

WILD2	XS	S	MS	M
Number of cells	73	73	73	73
Flat surface area (m²)	19,3	20,7	21,8	23,2
Span (m)	11,47	11,88	12,19	12,58
Chord (m)	2,09	2,16	2,22	2,29
Flat aspect ratio	6,86	6,86	6,86	6,86
Projeted aspect ratio	5,28	5,28	5,28	5,28
Projected area (m)	16,4	17,58	18,52	19,71
Projected span (m)	9,31	9,64	9,89	10,2
Glider weight (kg)	2,99	3,18	3,25	3,42
Weight range (kg)	60-77	65-85	73-93	83-103
Certification	Classe D EN : 926-2 (2013) & 926-1 (2015) LTF NFL II-91/09			
Acrobatic flying	No	No	No	No
Number of risers	2+1			
Speed system	Yes, course : - mm	Yes, course : 160 mm	Yes, course : 165 mm	Yes, course : 172 mm
Trim	No	No	No	No
Other variable device				
Brake travel at maximal weight (cm)	N/A	51	50	56.5
Harness dimensions used for certification	- Lenght between attachment points : 40 +/- 2 cm - Height of main suspension points : 40 +/- 1 cm	- Lenght between attachment points : 42 cm - Height of main suspension points : 41 cm	- Lenght between attachment points : 42 cm - Height of main suspension points : 41 cm	- Lenght between attachment points : 46 cm - Height of main suspension points : 43 cm

Colors variation

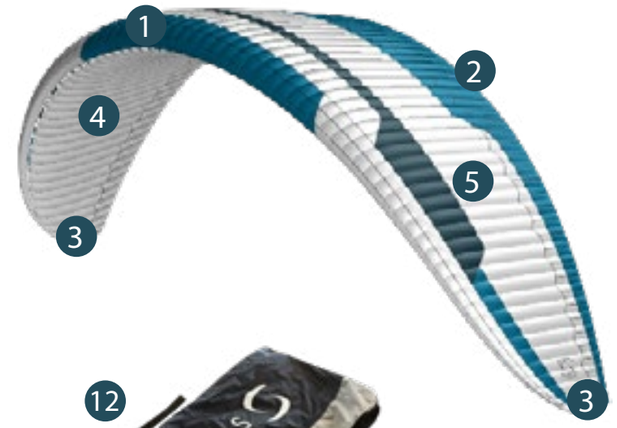


Azur

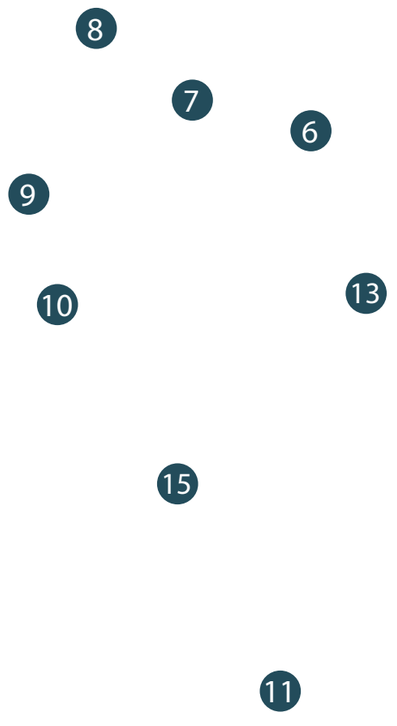


Coral

Equipment overview







1. Leading edge
2. Trailing edge
3. Wingtip
4. Lower surface
5. Upper surface
6. A riser
7. B riser
8. Brake line
9. Brake link
10. Brake handle
11. Main hooking point
12. Bag
13. Brummel hook
14. Repair kit
15. Speed system travel limiter



Connecting the glider

Opening the glider

Choose a training slope or a flat, obstacle-free area with no wind.

Unpack your paraglider and lay it out in a rosette shape. Carefully check the condition of the fabric and lines, making sure there are no tears or damage. Check that the quick links connecting the lines to the risers are securely closed.

Identify and separate the A-risers, B-risers, and brake handles. Make sure there are no knots or twists in the lines and that the wing is free of any cravats.

Choosing an adaptated harness

The WILD2 glider was certified EN D with an EN1651 & LTF certified harness. It means 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 glider 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 diagram).

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

Harness chest strap spacing

We remind you that the wing has been certified with the following chest :

- 40 cm for a WILD2 in XS size
- 42 cm for a WILD2 in S size
- 42 cm for a WILD2 in MS size
- 46 cm for a WILD2 in M size

Installing the speedbar

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

Once the 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.



SUPAIR User's manual | WILD2

Breaking line lenght

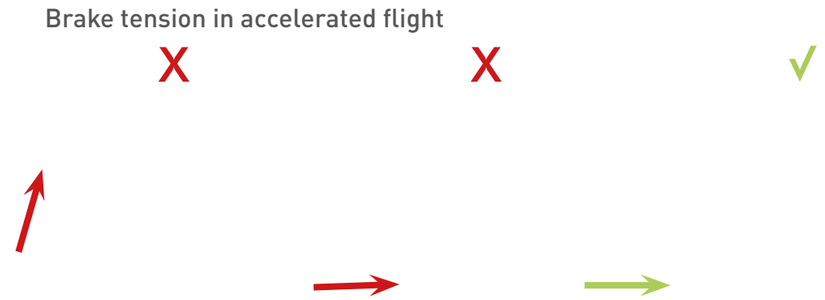
Brake line lengths are set at the factory to allow optimal glider control. However, if they do not suit you they can be adjusted to your liking.

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

Bowline knot

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

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



Pre-flight preparation

The WILD2 is designed for experienced pilots with solid technical piloting skills who are looking for a high-performance glider. To get acquainted with your new wing, we recommend making your first flights in calm conditions with your usual harness.

Unfold the wing and lay it out in a semicircle on its upper surface.

Separate the A and B risers as well as the brake lines; ensure that the risers and lines are free of knots and not caught on any obstacles (branches, rocks, etc.).



Warning !

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

Before every take-off, check the following :

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

Taking off

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

Forward launch

To inflate the glider grab the upper ends of the «A» risers with your hands and progressively move foreward guiding the glider upward. Once the glider is flying overhead, apply brakes as necessary, make 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 which is more adapted to a better visual check.

Face the glider and grab the «A» risers. With a light pull and adapted backwards walking motion, inflate your WILD2. Once the glider is stable overhead, turn around, look up once more to check that everything is ok. before running down the slope and takeoff.



Warning !

Before any takeoff, make sure that the airspace is clear ahead, around and above you. Also check the weather conditions to make sure it is adapted to your flying skills.

Flight characteristics

Here are few tips to take advantage of your WILD2 performance in flight :

«Hands up» speed or trim speed

Flying with your hands up will provide the best glide ratio (in condition with no wind).

Turns

In order to turn, check that the airspace is clear, lean into the harness inside the turn and progressively pull down the brake on the side where you wish to turn until you have achieved the desired angle of bank. You can then modulate the speed and radius of the turn by using the external brake. If you are flying at low speed, initiate the turn by releasing the outside brake first. This will avoid the risk of spinning.

Using the speed-system

When accelerated, the glider becomes more sensitive to turbulence. It is therefore essential to control it using the rear risers to avoid further weakening the profile. If you feel a loss of pressure in the speed bar, stop pushing and apply slight brake pressure to help prevent a potential front collapse.

Speed bar travel range:

-
- - cm for a WILD2 size XS
- - 160 mm for a WILD2 size S
- - 165 mm for a WILD2 size MS
- - 172 mm for a WILD2 size M

Piloting without brakes



Warning!

When flying accelerated, you must control the wing using the rear risers, not the brakes.

If, for any reason, you are unable to use the brakes, you should also steer using the rear risers (B risers).

Beware not to overcontrol the glider to limit the risk of experiencing a possible stall.

To land, let your WILD2 glide for as long as possible before applying a full braking motion. Braking using the «C» risers is not as efficient as using the brakes and could bring a more energetic landing than usual.

End of the flight

Landing

Make sure 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 facing the wind (upwind), standing up and ready to run if necessary.

Prepare your final glide 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 «B» risers down to deflate the glider and bring it to the ground.

Folding

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

The Tube Bag delivered with the WILD2 enables you to fold your glider in a concertina style and carry the lot in a small and neat pack. If your wing is stored for an extended period, remember to unfold the Tube Bag and store the wing flat, protected from sunlight and humidity.

Specific uses

Towing

The WILD2 can be towed up. Fly only with certified gear operated by qualified personal and only after taking a towing training. The towing force must correspond to the weight of the equipment, and the pulling sequence can only start when the glider is fully inflated and stable over the pilot's head.

Acro flight

Your WILD2 has not been designed for aerobatic maneuvers.

Repeated practice of said exercise exceeding 4xG (or 2xG if they are asymmetrical) will cause premature aging of your glider and is to be avoided. "SAT" maneuvers are the most damaging to your equipment.

Tandem

The WILD2 glider has not been designed for tandem flying

Fast descent technics

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

Big ears

Due to its 2-line design, the big ear manoeuvers are not possible with the WILD2.

B3 technic

Using the B3 is an alternative technique to wing collapses that works on 2-line wings. This technique involves releasing the wing tips to generate drag.

To perform it, locate the B3 suspension line as shown in the diagram and pull until the wing tips are released.

To recover from the maneuver, release the B3 and control the potential shoot of the wing tips.

B-line stall

This rapid descent method is not possible with the WILD2.

360° spiral dives

Spiraling descents (360° turns) are not recommended in order to preserve the wing's longevity. The lightweight structure of the WILD2 may be affected by repeated use of this maneuver.

However, if you choose to perform 360° turns, please note that the WILD2 is a glider capable of storing a lot of energy. Excellent piloting skills are essential to execute this maneuver safely.

We strongly recommend practicing in a safe environment, under the supervision of professional instructors.

Please note that, in accordance with the standard, the WILD2 does not exit immediately from a spiral dive and requires 2 to 4 turns to return to straight flight without pilot input (EN-C certification standard).

WARNING: This maneuver puts significant strain on the wing. The speed and centrifugal force involved may cause disorientation and, in extreme cases, lead to a «blackout» effect, potentially resulting in loss of consciousness. Practice with a large altitude reserve, progressively, and remain attentive at all times.

Flight incidents

Attention, front or asymmetric collapse maneuvers on the WILD2 are performed using folding lines. Some maneuvers are difficult to replicate without the use of these folding lines. You can obtain them from Supair by contacting us at info@supair.com.

Stall

This maneuver is strongly discouraged and is extremely technical to execute. Be sure to learn this maneuver in a controlled environment, supervised by a professional.

Asymmetric collapses

Any paraglider can occasionally experience a closure due to turbulence or pilot error. In the event of a closure, your priority should be to move away from the terrain and regain straight flight.

In the case of an asymmetric closure (whether induced by turbulence or deliberately caused by the pilot), we remind you that the best approach is as follows:

- Shift all your weight to the «open side» of the harness.
- If necessary, gently apply brake on the open side to prevent the wing from turning.
- Once balance is achieved (straight flight), if the closed side does not spontaneously reopen, pull firmly on the relevant brake and release immediately. Repeat as needed until the wingtip fully reopens.
- In the case of a «cravat,» the ear technique is not possible. You can pull on the stabilo line to try to free the cravat, or as a last resort, perform a wing collapse.

Front collapses

To perform a front collapse with the WILD 2, the use of folding lines is mandatory. In the event of a front collapse, we remind you that the best approach is as follows:

- Completely release the brakes during the collapse. If you intentionally induce the collapse, we recommend using double control.
- Wait until the wing is back above you – do not brake when the wing is behind you.
- «Time» the recovery with the brakes, acting symmetrically as soon as the wing is in front of you.
- If your wing remains closed, apply a short, appropriate brake stroke to reopen the leading edge.

Parachutale stall

Although this flight configuration occurs very rarely, you may notice that the wing descends without horizontal speed, which constitutes a parachute phase. If this happens, fully release the brakes symmetrically and engage the accelerator. If necessary, you can also push the A risers forward. Ensure normal flight recovery before touching the controls again.

Attention, des conditions humides excessives ou une voile elle-même humide augmente considérablement le risque de provoquer une parachutale prématurée. Ces situations sont à proscrire.

Spin / asymetrical stall

A spin will only occur because of a piloting error. If so, release the brake fully on the stalled side and make sure to keep the glider in check during the ensuing dive and reopening sequence.

Use in SIV training

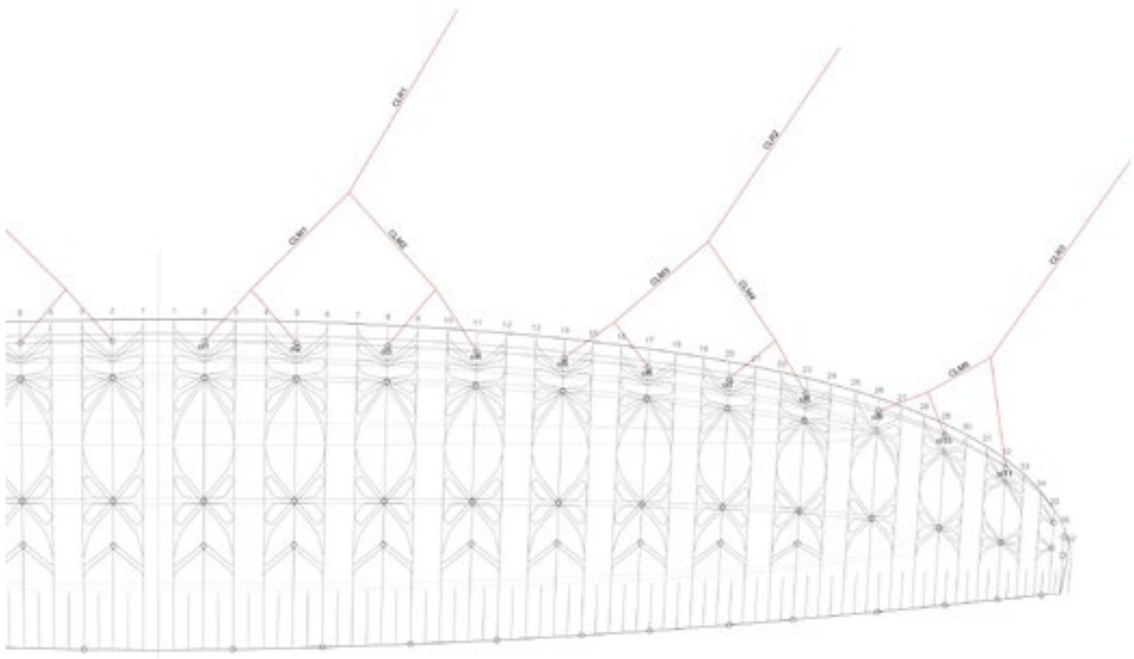
If you wish to simulate collapses during an SIV course, the use of folding lines is essential for an EN-D certified wing. This is why we advise against performing an SIV with the WILD2. However, if you still wish to carry out these maneuvers, you can obtain the folding lines by contacting Supair at info@supair.com. The wing is equipped with designated areas on the profile to install these lines and make collapses possible. Please refer to the suspension plan.

Folding lines

The Wild 2 is a 2-line wing. Its design does not allow for frontal or asymmetric collapses without the addition of specific lines dedicated to this purpose. If you wish to perform these maneuvers with your Wild, you will need to order a kit from SUPAIR, which includes:

- 38 lines
- 38 line-to-wing connectors (kite-surf type)
- 2 risers
- 2 links
- 2 O-rings

The lines should be installed on your Wild 2 following the suspension plan provided:



Line layout diagram

Materials

Fabric	Producer	Reference
Upper surface - leading edge	Domnico Tex	N20 soft
Upper surface - trailing edge	Domnico Tex	10D soft
Lower surface	Domnico Tex	10D soft
Internal structure	Porcher Sport	70000E91 - Skytex 27 gr Hard
Mini ribs & reinforcement	Porcher Sport	70000E91 - Skytex 27 gr Hard

Main lines	Producer	Reference
Top cascade	Edelrid	8001U-130/090/070/050/040
Middle cascade	Edelrid	8001U-130/090/070/050
Low cascade	Edelrid	A7343-230/190/140/090

Brake lines	Producer	Reference
Top cascade	Edelrid	9200-030
Middle cascade	Edelrid	8001U-050/9200-030
Low cascade	Edelrid	8001U-190/A7850X-200

Connexion risers / lines
Supair Connect

Maintenance sheet

Line check maintenance sheet for WILD2 in XS size

Tableau des mesures (mm) des suspentes cousues.
Les mesures sont réalisées du bas des élévateurs jusqu'à l'intrados, avec une tension de 5 Kg.

	A			B			C			D		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												

	BRAKE		
	Manual	Tested sample	Diff
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

The dimension given in the user's manual had been checked by a test laboratory.

Maintenance sheet for riser lenght (mm)

Riser lenght is measured WITH carabinerrs.

Tolérance +/- 5mm

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A						
A'						
B						
C						

Lines individual lenghts									
A LINES		2A LINES		B LINES		C LINES		BRAKE LINES	
NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN
AR1		2a1		BR1		c1		BRMain	
AR2		2a2		BR2		c2		BRRis	
AR3		2a3		BR3		c3		BRM1	
AM1		2a4		BR3 Bot		c4		BRM2	
AM2		2a5		BM1		c5		BRM3	
AM3		2a6		BM2		c6		BRMU1	
AM4		2a7		BM3		c7		BRMU2	
AM5		2a8		BM4		c8		BRMU3	
AMU1				BM5				BRMU4	
AMU2				BMU1				BRMU5	
AMU3				BMU2				BRMU6	
AMU4				BMU3				br1	
AMU5				BMU4		STABILO LINES		br2	
AMU6				BMU5		NAME	SEWN	br3	
AMU7				BMU6		STMain		br4	
AMU8				BMU7		sta		br5	
a1				BMU8		stb		br6	
a2				b1				br7	
a3				b2				br8	
a4				b3				br9	
a5				b4				br10	
a6				b5				br11	
a7				b6				br12	
a8				b7					
a9				b8					
a10				b9					
a11				b10					
a12				b11					
				b12					

Tolérance +/- 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

Line check maintenance sheet for WILD2 in S size

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

	A			A2			B			C		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7258	*7263*	5	7219	*7226*	7	7210	*7212*	2	7262	*7265*	3
2	7136	*7142*	6	7095	*7104*	9	7084	*7083*	-1	7140	*7138*	-2
3	7095	*7097*	2	7056	*7058*	2	7048	*7040*	-8	7103	*7096*	-7
4	7144	*7146*	2	7107	*7109*	2	7109	*7103*	-6	7158	*7154*	-4
5	7055	*7058*	3	7023	*7031*	8	7020	*7011*	-9	7070	*7063*	-7
6	6910	*6916*	6	6879	*6887*	8	6883	*6876*	-7	6934	*6928*	-6
7	6836	*6839*	3	6808	*6813*	5	6818	*6813*	-5	6868	*6864*	-4
8	6862	*6863*	1	6842	*6848*	6	6853	*6847*	-6	6896	*6891*	-5
9	6604	*6611*	7				6613	*6616*	3			
10	6497	*6504*	7				6516	*6517*	1			
11	6469	*6469*	0				6492	*6485*	-7			
12	6367	*6365*	-2				6372	*6371*	-1			
13	6353	*6351*	-2				6387	*6387*	0			

The dimension given in the user's manual had been checked by a test laboratory.

	BRAKE		
	Manual	Tested sample	Diff
1	7492	*7493*	1
2	7214	*7214*	0
3	7013	*7014*	1
4	6996	*6998*	2
5	6820	*6822*	2
6	6702	*6704*	2
7	6635	*6640*	5
8	6675	*6677*	2
9	6524	*6528*	4
10	6562	*6560*	-2
11	6563	*6565*	2
12	6665	*6665*	0

Maintenance sheet for riser lenght (mm)

Riser lenght is measured WITH carabinerrs.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	530	527	-3	370	374	4
A'	530	525	-5	450	449	-1
B	530	528	-2	530	528	-2

Tolérance +/- 5mm

Lines individual lenghts									
A LINES		2A LINES		B LINES		C LINES		BRAKE LINES	
NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN
AR1	4261	2a1	212	BR1	4376	c1	790	BRMain	1347
AR2	4512	2a2	208	BR2	4521	c2	718	BRRis	1428
AR3	4597	2a3	204	BR3	4137	c3	715	BRM1	2514
AM1	1156	2a4	199	BR3 Bot	495	c4	748	BRM2	2250
AM2	1119	2a5	192	BM1	1089	c5	673	BRM3	2630
AM3	954	2a6	179	BM2	1055	c6	593	BRMU1	1325
AM4	887	2a7	167	BM3	946	c7	541	BRMU2	1048
AM5	756	2a8	152	BM4	888	c8	553	BRMU3	1217
AMU1	1081			BM5	755			BRMU4	1211
AMU2	961			BMU1	506			BRMU5	763
AMU3	963			BMU2	456			BRMU6	893
AMU4	1019			BMU3	456			br1	901
AMU5	856			BMU4	478	STABILO LINES		br2	623
AMU6	725			BMU5	429	NAME	SEWN	br3	699
AMU7	733			BMU6	373	STMain	5609	br4	682
AMU8	782			BMU7	417	sta	221	br5	601
a1	251			BMU8	433	stb	255	br6	483
a2	249			b1	738			br7	422
a3	243			b2	662			br8	462
a4	236			b3	660			br9	379
a5	224			b4	699			br10	417
a6	210			b5	623			br11	288
a7	195			b6	542			br12	390
a8	172			b7	491				
a9	742			b8	510				
a10	635			b9	735				
a11	1358			b10	638				
a12	235			b11	1364				
				b12	240				

Tolérance +/- 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

Line check maintenance sheet for WILD2 in MS size

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

	A			A2			B			C		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7453	*7460*	7	7412	*7420*	8	7400	*7391*	-9	7456	*7447*	-9
2	7328	*7334*	6	7286	*7294*	8	7271	*7264*	-7	7332	*7325*	-7
3	7287	*7293*	6	7246	*7251*	5	7235	*7231*	-4	7294	*7289*	-5
4	7337	*7346*	9	7299	*7304*	5	7298	*7292*	-6	7351	*7347*	-4
5	7254	*7252*	-2	7220	*7221*	1	7205	*7203*	-2	7261	*7254*	-7
6	7105	*7109*	4	7073	*7076*	3	7066	*7063*	-3	7122	*7118*	-4
7	7029	*7033*	4	6999	*7008*	9	6998	*6992*	-6	7053	*7047*	-6
8	7055	*7057*	2	7033	*7037*	4	7034	*7030*	-4	7081	*7074*	-7
9	6789	*6796*	7				6788	*6783*	-5			
10	6680	*6686*	6				6688	*6684*	-4			
11	6648	*6651*	3				6658	*6657*	-1			
12	6545	*6541*	-4				6549	*6545*	-4			
13	6529	*6527*	-2				6564	*6564*	0			

	BRAKE		
	Manual	Tested sample	Diff
1	7712	*7709*	-3
2	7428	*7423*	-5
3	7222	*7219*	-3
4	7205	*7203*	-2
5	7025	*7021*	-4
6	6904	*6901*	-3
7	6835	*6833*	-2
8	6876	*6875*	-1
9	6721	*6716*	-5
10	6760	*6756*	-4
11	6762	*6760*	-2
12	6866	*6862*	-4

The dimension given in the user's manual had been checked by a test laboratory.

Maintenance sheet for riser lenght (mm)

Riser lenght is measured WITH carabinerrs.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	530	527	-3	370	374	4
A'	530	525	-5	450	449	-1
B	530	528	-2	530	528	-2

Tolérance +/- 5mm

Lines individual lenghts									
A LINES		2A LINES		B LINES		C LINES		BRAKE LINES	
NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN
AR1	4386	2a1	218	BR1	4501	c1	815	BRMain	1401
AR2	4652	2a2	215	BR2	4650	c2	742	BRRis	1465
AR3	4737	2a3	210	BR3	4255	c3	738	BRM1	2583
AM1	1188	2a4	205	BR3 Bot	500	c4	772	BRM2	2313
AM2	1151	2a5	198	BM1	1119	c5	696	BRM3	2704
AM3	981	2a6	185	BM2	1085	c6	614	BRMU1	1361
AM4	912	2a7	172	BM3	973	c7	560	BRMU2	1077
AM5	780	2a8	156	BM4	913	c8	572	BRMU3	1251
AMU1	1111			BM5	784			BRMU4	1245
AMU2	988			BMU1	520			BRMU5	784
AMU3	990			BMU2	469			BRMU6	918
AMU4	1048			BMU3	469			br1	925
AMU5	880			BMU4	492	STABILO LINES		br2	641
AMU6	746			BMU5	441	NAME	SEWN	br3	719
AMU7	754			BMU6	384	STMain	5779	br4	702
AMU8	804			BMU7	429	sta	227	br5	618
a1	259			BMU8	445	stb	262	br6	497
a2	257			b1	759			br7	434
a3	251			b2	681			br8	475
a4	243			b3	679			br9	390
a5	232			b4	719			br10	429
a6	217			b5	640			br11	297
a7	202			b6	558			br12	401
a8	178			b7	505				
a9	763			b8	525				
a10	654			b9	758				
a11	1397			b10	658				
a12	243			b11	1407				
				b12	247				

Tolérance +/- 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

Line check maintenance sheet for WILD2 in M size

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

	A			A2			B			C		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7672	*7676*	4	7630	*7637*	7	7635	*7632*	-3	7694	*7689*	-5
2	7544	*7550*	6	7501	*7507*	6	7503	*7501*	-2	7565	*7558*	-7
3	7502	*7506*	4	7460	*7466*	6	7466	*7465*	-1	7528	*7519*	-9
4	7554	*7551*	-3	7515	*7519*	4	7531	*7526*	-5	7586	*7578*	-8
5	7475	*7476*	1	7440	*7446*	6	7432	*7428*	-4	7489	*7482*	-7
6	7322	*7325*	3	7289	*7298*	9	7288	*7285*	-3	7345	*7338*	-7
7	7244	*7245*	1	7214	*7220*	6	7219	*7218*	-1	7275	*7272*	-3
8	7271	*7268*	-3	7250	*7254*	4	7256	*7263*	7	7304	*7301*	-3
9	7004	*7004*	0				7009	*7006*	-3			
10	6891	*6892*	1				6907	*6902*	-5			
11	6860	*6859*	-1				6880	*6877*	-3			
12	6745	*6744*	-1				6750	*6748*	-2			
13	6730	*6732*	2				6766	*6769*	3			

The dimension given in the user's manual had been checked by a test laboratory.

	BRAKE		
	Manual	Tested sample	Diff
1	7962	*7959*	-3
2	7670	*7668*	-2
3	7458	*7460*	2
4	7441	*7442*	1
5	7255	*7257*	2
6	7131	*7130*	-1
7	7061	*7060*	-1
8	7102	*7101*	-1
9	6944	*6936*	-8
10	6983	*6974*	-9
11	6984	*6985*	1
12	7091	*7088*	-3

Maintenance sheet for riser lenght (mm)

Riser lenght is measured WITH carabinerrs.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	546	547	1	374	378	4
A'	546	545	-1	460	460	0
B	546	550	4	546	550	4

Tolérance +/- 5mm

Lines individual lenghts									
A LINES		2A LINES		B LINES		C LINES		BRAKE LINES	
NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN
AR1	4506	2a1	225	BR1	4642	c1	841	BRMain	1436
AR2	4788	2a2	222	BR2	4792	c2	765	BRRis	1520
AR3	4885	2a3	217	BR3	4422	c3	762	BRM1	2669
AM1	1225	2a4	212	BR3 Bot	486	c4	797	BRM2	2391
AM2	1187	2a5	204	BM1	1154	c5	718	BRM3	2796
AM3	1012	2a6	191	BM2	1119	c6	633	BRMU1	1405
AM4	941	2a7	178	BM3	1003	c7	578	BRMU2	1113
AM5	802	2a8	162	BM4	942	c8	590	BRMU3	1293
AMU1	1145			BM5	806			BRMU4	1287
AMU2	1019			BMU1	536			BRMU5	811
AMU3	1021			BMU2	483			BRMU6	948
AMU4	1081			BMU3	484			br1	955
AMU5	907			BMU4	507	STABILO LINES		br2	663
AMU6	769			BMU5	455	NAME	SEWN	br3	743
AMU7	778			BMU6	396	STMain	5952	br4	726
AMU8	830			BMU7	442	sta	235	br5	638
a1	267			BMU8	459	stb	271	br6	514
a2	265			b1	782			br7	450
a3	259			b2	703			br8	491
a4	251			b3	700			br9	404
a5	239			b4	742			br10	443
a6	224			b5	661			br11	307
a7	208			b6	576			br12	414
a8	183			b7	522				
a9	788			b8	542				
a10	675			b9	784				
a11	1441			b10	682				
a12	250			b11	1456				
				b12	255				

Tolérance +/- 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

Certification report

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.

S U P A I R User's manual | WILD2

SUPAIR User's manual | WILD2

Maintenance

Washing and glider maintenance

It is best to avoid cleaning your glider too often. However, if necessary, we recommend using a soft cloth dampened with clear water only — without soap or detergent. Gently dab the affected areas and make sure the glider is completely dry before packing it away. We recommend regular maintenance of your WILD2:

- Repair any small tears (smaller than a 1€ coin) using the self-adhesive ripstop patches provided in the repair kit supplied with your wing.
- Empty the cells regularly to remove any debris that might have gotten inside (sand, stones, leaves, etc.).

Procedures for inspections

To carry out the inspection of your WILD2, please refer to the procedures defined by the Paragliding Manufacturer Association (PMA), available at the following link: https://p-m-a.info/ in the section "Official Release: PMA Standard for Periodical Inspection of Paragliders".

Inspections must be performed by a certified professional workshop. Only inspections carried out by professional workshops will be valid and enforceable under warranty.

Storage and transport

When not using your glider, store it in its paragliding bag, in a dry, ventilated, cool, and clean place, away from UV exposure.

If your glider is wet or damp, make sure it is completely dry before packing it away.

- For transport: always protect your glider from mechanical stress and UV exposure (by storing it in a bag). Avoid long transports or exposure in humid environments.
- Keep all metal parts away from moisture to prevent corrosion.
- Minimize direct contact between the glider fabric and the back of your bag, as sweat can be aggressive for the fabric over time.

Product longevity and mandatory controls

In addition to the mandatory pre-flight checks essential for your safety, SUPAIR recommends having your equipment inspected by a qualified professional, within the interval specified on the label attached to your product. Depending on the technicality 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 of your glider must be carried out in strict accordance with industry standards, as detailed 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 strictly follow the guidelines of the following documents:

- Minimum replacement values for lines
- Porosity measurement methodology



Failure to respect the recommended inspection intervals will void the product's warranty. Moreover, if the inspection is not carried out in full compliance with all SUPAIR's guidelines, it will not be considered valid for warranty purposes. Regular inspections are essential to maintain your glider's performance and ensure optimal durability.
Depending on the results of the inspection, it may be necessary to replace the entire line set if the minimum values are no longer met. Line sets can be ordered directly from SUPAIR.

Spare parts

In case of premature wear or damage to your gear, the following spare parts are available:

- Suspension and brake lines, available through a certified workshop
- Connectors, available directly from SUPAIR
- Complete risers, available directly from SUPAIR
- Brake handles, available directly from SUPAIR

Feel free to contact your dealer or SUPAIR for any spare parts request.

Repair

Even if we have used the best quality materials, your glider may be subject to wear and tear. In this case you must have it checked by a qualified workshop. Please contact us either by telephone or by E-mail sav@supair.com for more information.

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.

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 WILD2 has reached the end of its life, you can separate all metallic and plastic parts from the cloth and sort out refuse according to your country's practices. We advise you to contact appropriate organisations for the recycling of textile parts.

Eco-responsability

Paragliding is an outdoor activity. You are responsible for the environment in which you play . So please mind:

- Respecting the local flora and fauna
- Not throwing your trash out in nature
- Keeping your noise level low.

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

Warranty

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

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

Pilot's gear

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

Service Book

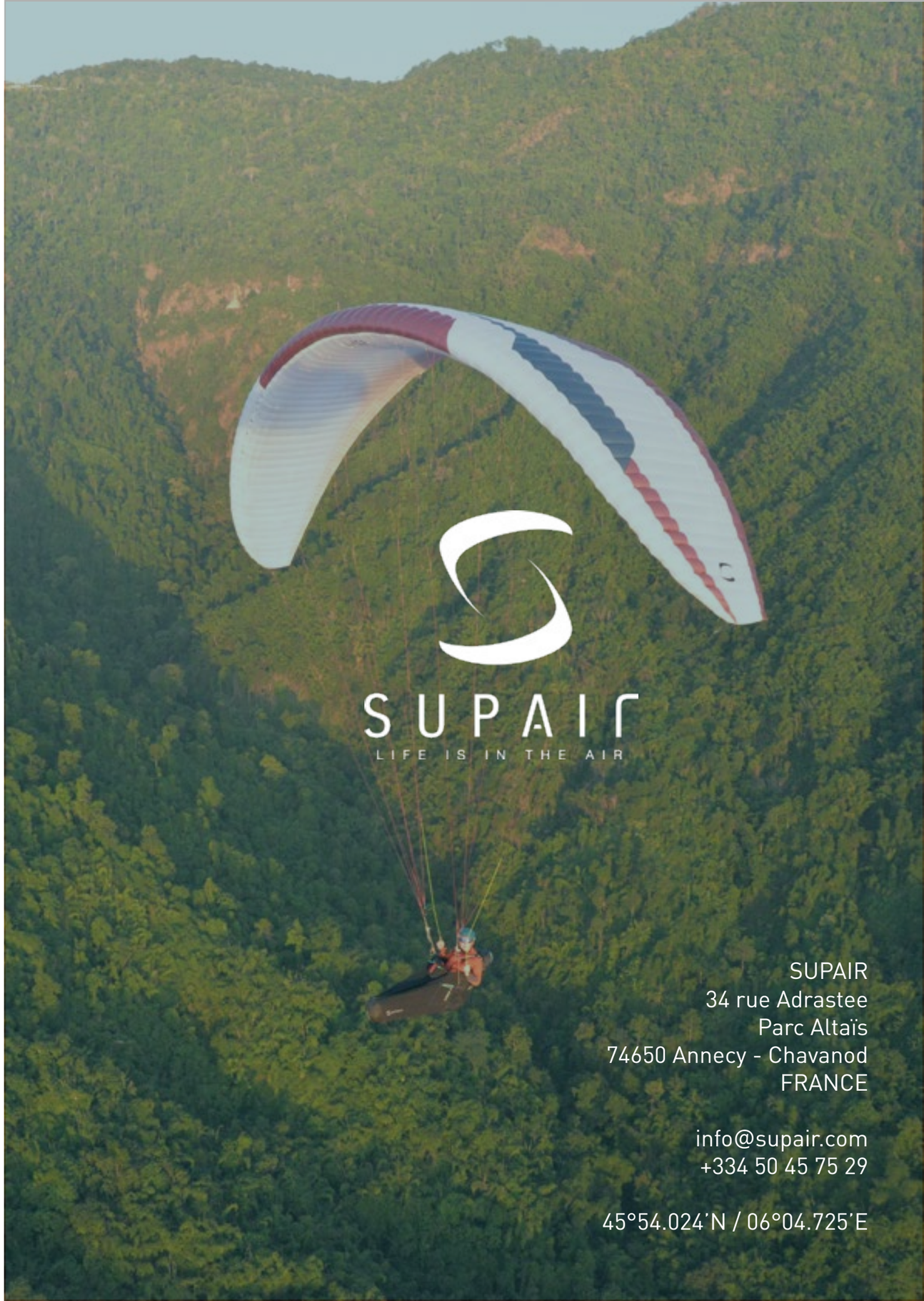
This page will help you keep record of your WILD2 scheduled maintenance.

Purchase date :	
Owner's name :	
Name and stamp of the shop :	

☐ Care ☐ Resale	
Date	
Workshop's name / Buyer's name	

☐ Care ☐ Resale	
Date	
Workshop's name / Buyer's name	

☐ Care ☐ Resale	
Date	
Workshop's name / Buyer's name	



SUPAIR
34 rue Adrastee
Parc Altaïs
74650 Annecy - Chavanod
FRANCE

info@supair.com
+334 50 45 75 29

45°54.024'N / 06°04.725'E