SUPAIR

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EONA4

User's manual

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RCS 387956790

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Thank you for choosing to fly our EONA 4 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 are 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

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

The EONA 4 wing is a glider meeting all the students and instructors requirements. It was designed for both intensive schooling and private use while providing great inflight comfort all along the pilot's progression curve.

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

The EONA 4 glider as described in this user manual is EN EN 926 -1 : 2015 & 926 - 2 : 2013 Class A. Certified.
Meaning that this paragliding wing has a maximal passive safety margin built-in in addition to being forgiving and collapse resistant in turbulent aerology.
It is naturally adapted to all flying levels including beginner pilots.

It can be used with most harnesses found on the market today. For better inflight comfort and sensations we will advise you to choose the SUPAIR progression harness models.

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

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

 Conseil

 Attention !

 Danger !

Technical data

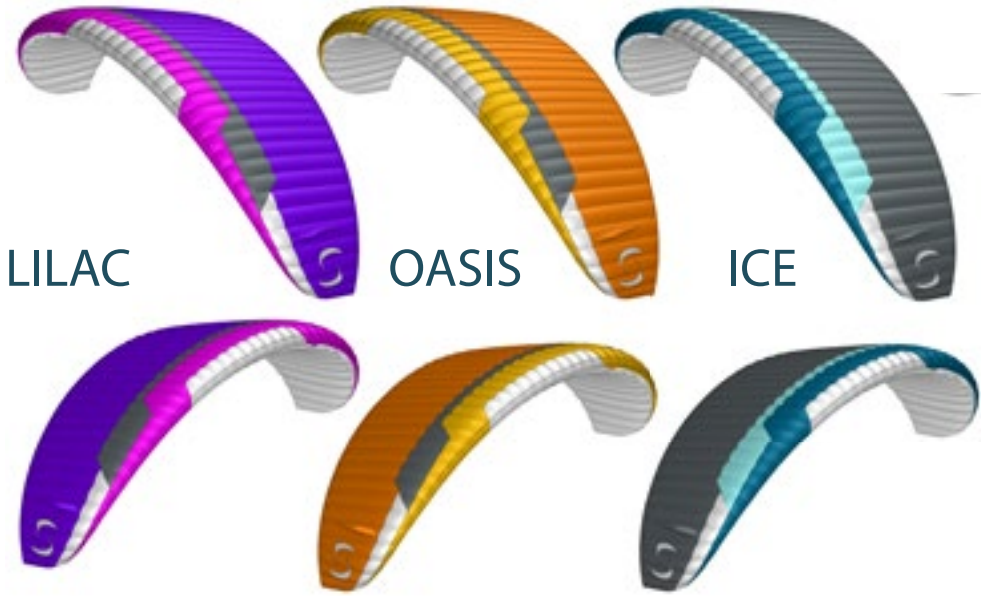
EONA 4	XS	S	M	ML	L
Number of cells	38	38	38	38	38
Flat surface area (m²)	22	24.50	27.00	29.00	31.3
Span (m)	10.31	10.89	11.42	11.83	12.3
Chord (m)	2.6	2.75	2.88	2.99	3.11
Flat Aspect Ratio	4.83	4.83	4.83	4.83	4.83
Projected surface (m²)	18.34	20.43	22.51	24.18	26.1
Projected span (m²)	08.02	8.46	8.88	9.20	9.56
Projected aspect ratio	3.51	3.51	3.51	3.51	3.51
Glider weight (kg)	4.2	4.55	4.9	5.2	5.5
In-flight weight range (kg)	50 - 70	65 - 85	80 - 105	90 - 115	105 - 130
Certification	EN - A				
Paramotor use	No	No	Yes	Yes	Yes
	-	-	25 HP / 18.36 kW	25 HP / 18.36 kW	25 HP / 18.36 kW
Acrobatic flying	Non				
Number of risers	3+1				
Speed bar	Yes, course : 130 mm	Yes, course : 140 mm	Yes, course : 140 mm	Yes, course : 150 mm	Yes, course : 150 mm
Trim	No				
Other variable device	No				
Break travel at maximal weight (cm)	65	68	70	73	75
Harness dimensions used for certification	Lenght between attachment points : 40 +/- 2 cm Height of main suspension points : 40 +/- 1 cm	Lenght between attachment points : 42 +/- 2 cm Height of main suspension points : 42 +/- 1 cm	Lenght between attachment points : 44 +/- 2 cm Height of main suspension points : 42 +/- 1 cm	Lenght between attachment points : 46 +/- 2 cm Height of main suspension points : 44 +/- 1 cm	Lenght between attachment points : 48 +/- 2 cm Height of main suspension points : 44 +/- 1 cm

In-flight weight range

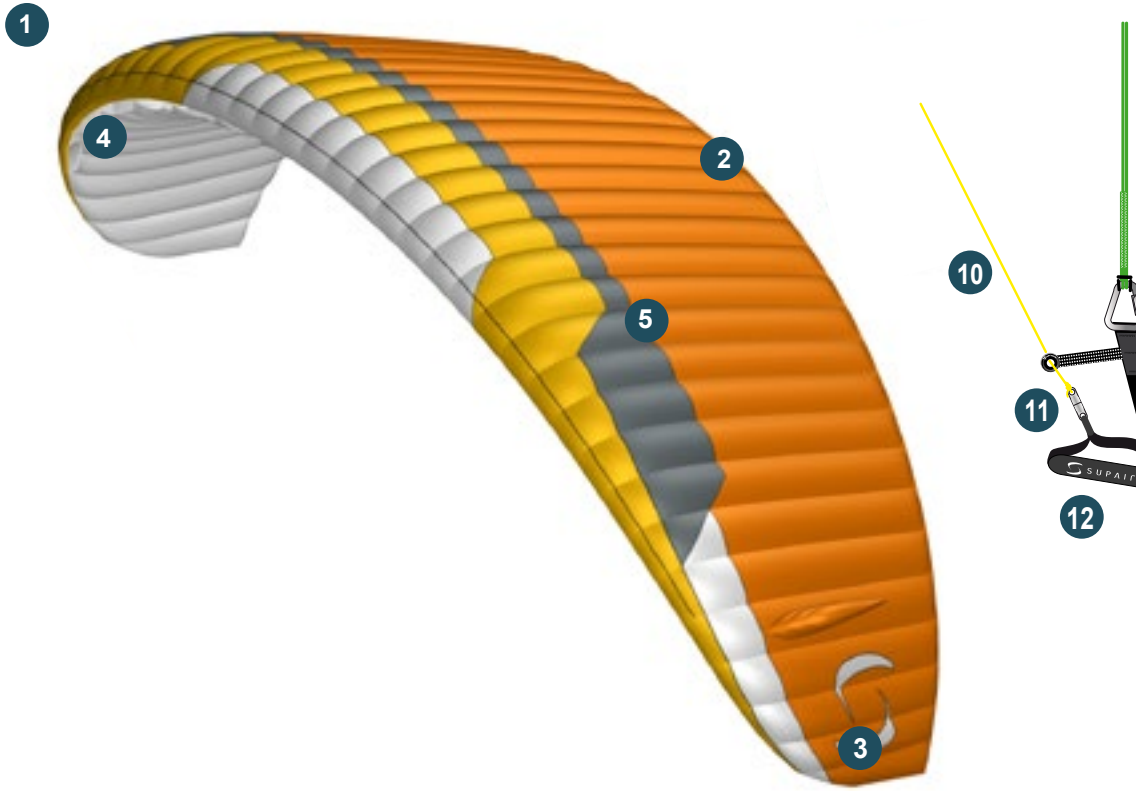
PTV (kg)	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130
EONA 4 XS																	
EONA 4 S																	
EONA 4 M																	
EONA 4 ML																	
EONA 4 L																	

In-flight weight range (kg)

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

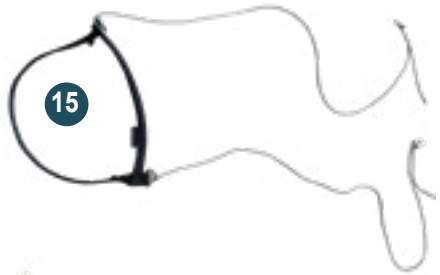


Equipment overview













1. Leading edge
2. Trailing edge
3. Stab
4. Inner Surface
5. Outer surface
6. A riser
7. A' riser (for big ears)
8. B riser
9. C riser
10. Brake line
11. Brake retaining strap
12. Brake handle
13. Riser hook-up loop
14. TREK 130 L backpack
15. Speedbar
16. Speedbar Split-hook
17. Inner bag
18. 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 EONA 4 glider was certified EN-A 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.

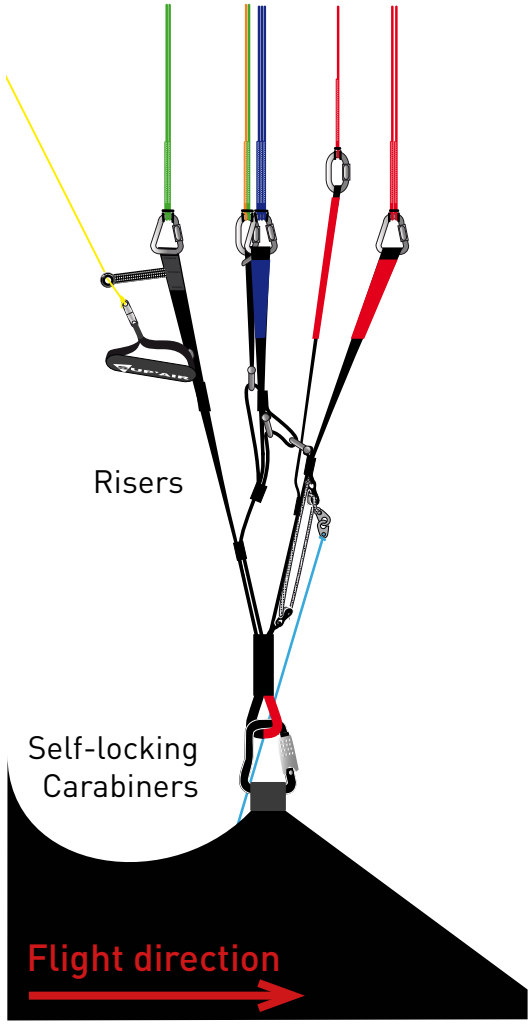
Harness chest strap spacing

It is advised to adjust the harness's chest strap width based on your win size :
40 cm for a EONA 4 size XS
42 cm for a EONA 4 size S
44 cm for a EONA 4 size M
46 cm for a EONA 4 size ML
48 cm for a EONA 4 size L



Installing the speedbar

Install the accelerator according to your harness manufacturer's recommendations. Connect it to the wing using the split hooks.
Once the accelerator/speedbar is connected, adjust its length according to your measurements. For correct use, there must not be any tension at the split-hook level when the accelerator/ speedbar line is relaxed.



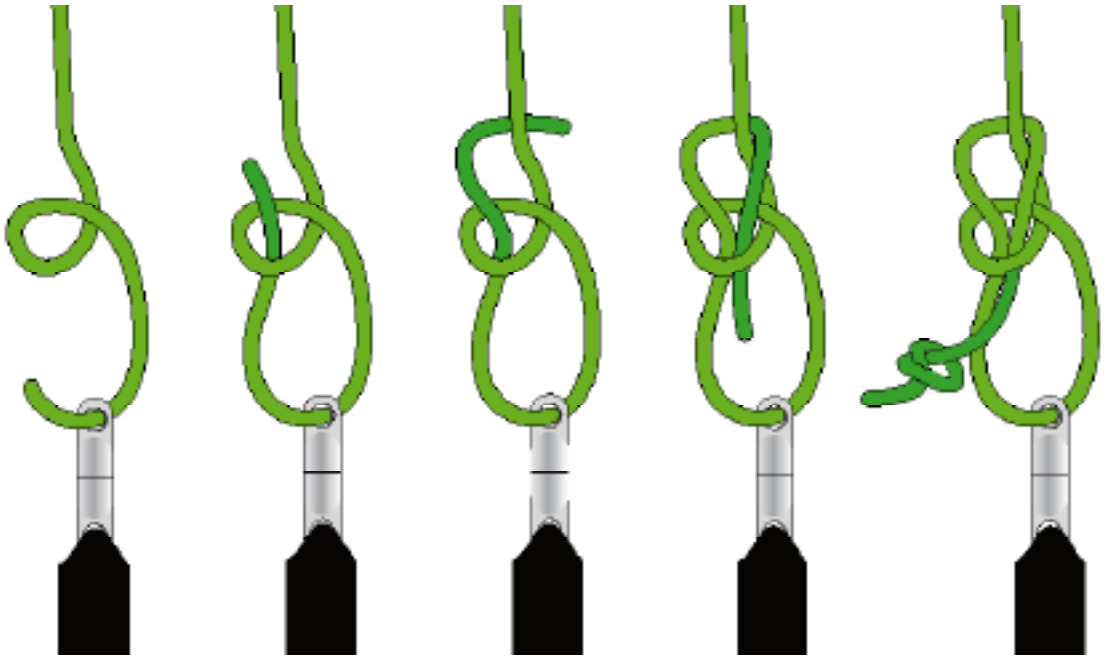
CONNECTING THE GLIDER

Brake line length

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

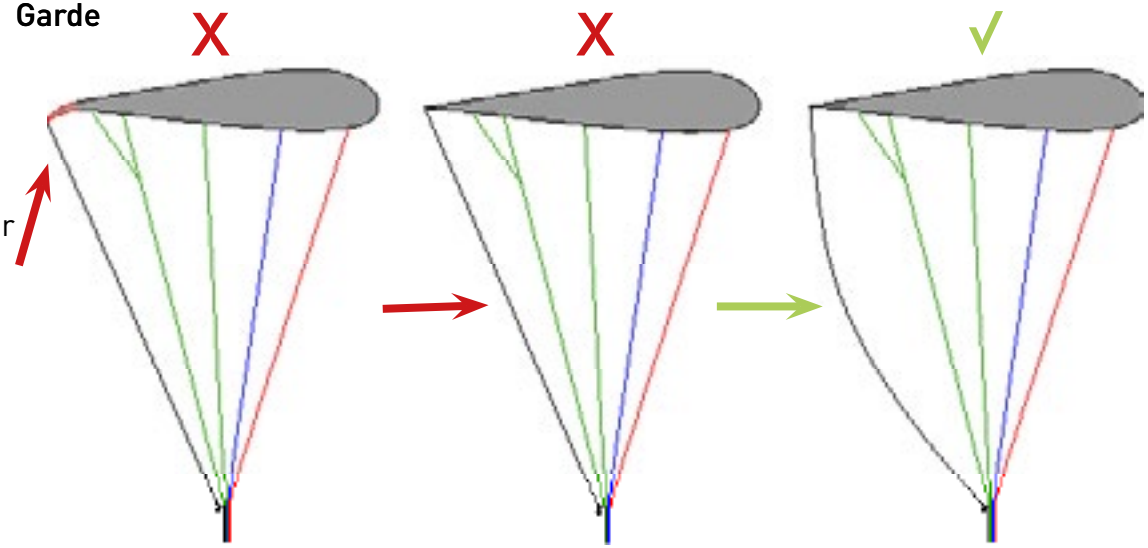
We will advise using a fisherman's knot and to keep your length changes to a minimum (approx 5cm maximum).

fisherman's knot



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

Garde



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

Pre-flight preparation

The EONA 4 glider was designed to help new pilots with their progression. To discover your new wing, we will advise you to conduct your first
small flights in calm conditions on a school training hill or a familiar site you are used to flying with your own harness.

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

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

Caution !



It is crucial to carry out a thorough pre-flight check and to ensure that you are correctly installed in the harness and that it is properly connected to the paraglider.

Before every take-off, check the following :

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

Take-off

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

Forward launch

To inflate the glider grab the middle "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 ears "A' " risers to inflate the wing.



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

Flight Caracteristics

Here are a few tips to take advantage of your EONA 4 wing's performance in flight :

« Hands up » speed or trim speed

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

Turning

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

Using the accelerator/speedbar.

According to the EN A norm, the EONA 4 glider was designed to be stable throughout its speed range.
Accelerated, the wing becomes more sensitive to turbulence. If you sense a glider internal pressure decrease while pushing on the accelerator; lessen the speedbar tension to bring it back to its neutral default setting while slightly applying a small amount of brake by pulling the hand toggles and prevent a possible leading edge frontal collapse.

The accelerator/speedbar length travel is :

- 13 cm for a EONA 4 size XS
- 14 cm for a EONA 4 size S
- 14 cm for a EONA 4 size M
- 15 cm for a EONA 4 size ML
- 15 cm for a EONA 4 size L

Piloting without the toggles/brakes

If for whatever reason, the toogles/brakes are no longer available, you will need to pilot your wing using the harness and "C" risers instead.
Beware not to overcontrol the glider to limit the risk of experiencing a possible stall.
To land, let your wing glide for as long as possible before applying a full braking motion. Braking using the "C" risers is not as efficient as using the toggles and could bring a more energetic landing than normal.

End of the flight

Landing

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

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

Folding

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

Specific usage

Towing

The EONA 4 wing can be towed up. Fly only with certified gear operated by qualified personal and only after taking a towing clinic. The towing force must correspond to the weight of the equipment, and the pulling sequence can only start when the wing is fully
inflated and stable over the pilot's head.

Aerobatics

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

Tandem



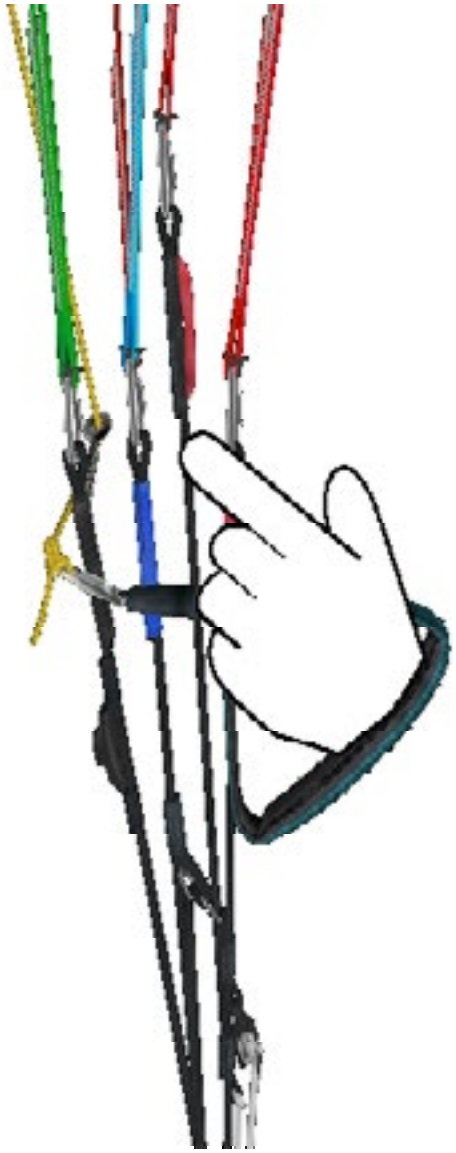
The EONA 4 wing was not designed for tandem flying

Fast Descents

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

Big Ears

Pulling big ears increases the glider's sink rate. We do not recommend the use of big ears close to the ground. In order to pull in big ears, grab the specific riser (outer A riser) while keeping the brakes in hand and lower it until the wintip collapses. It is preferable to collapse one side after the other and not simultaneously in order to prevent a frontal collapse. To reopEN-Aig ears, release both risers symmetrically. You may apply brake on one side and then the other to facilitate reopening.
IIt is possible to combine big ears with the use of trimmers in order to further increase the sink rate and speed. Once you have induced big ears as described above, we recommend that you use the accelerator to regain your initial horizontal 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 EONA 3 glider does not show any tendency to stay in a locked spiral configuration and will return by itself to a normal flying angle in less than two full rotations when the toggles/brakes are brought back up.



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

Incidents de vol

Stall

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

Asymmetric collapses

Any paraglider may occasionally collapse due to turbulence or a piloting error. In the event of an asymmetric collapse your priority must be to stay clear of the terrain and regain level flight.
In the event of an asymmetrical collapse induced by turbulence or purposely by the pilot, we want to remind you that the best course of action to take is:
- Shift all your weight on the open side of the wing.
- If necessary, slightly brake on the open side of the wing to prevent it from rotating.
- Once the wing is balanced and stabilized, (straight flight), if the folded side does not spontaneously reopen, give ample up and down pumping motions until the collapsed glider side is fully reopened.
- Repeat if necessary until full reinflation is successful. In the event of a “cravat” (where the wing tip is snagged between the lines) you may use the "ears" technique described above by pulling on the tangled line to release the wingtip.

Front collapses

During a front collapse according to the certification standard the glider is designed to reopen on its own.
In the event of a frontal collapse induced by turbulence or purposely by the pilot, we want to remind you that the best course of action to take is :
- Brakes must be fully released during the collapse, we recommend that brake handles be clipped back on the stoppers when you are producing the collapse
- Wait for the wing to reopen and come back overhead – do not keep the brake pressure on, if the glider falls behind you – risk of stalling.
- Dampen the surge by using the brakes/toggles proportionally and symmetrically once the wing has overshot you

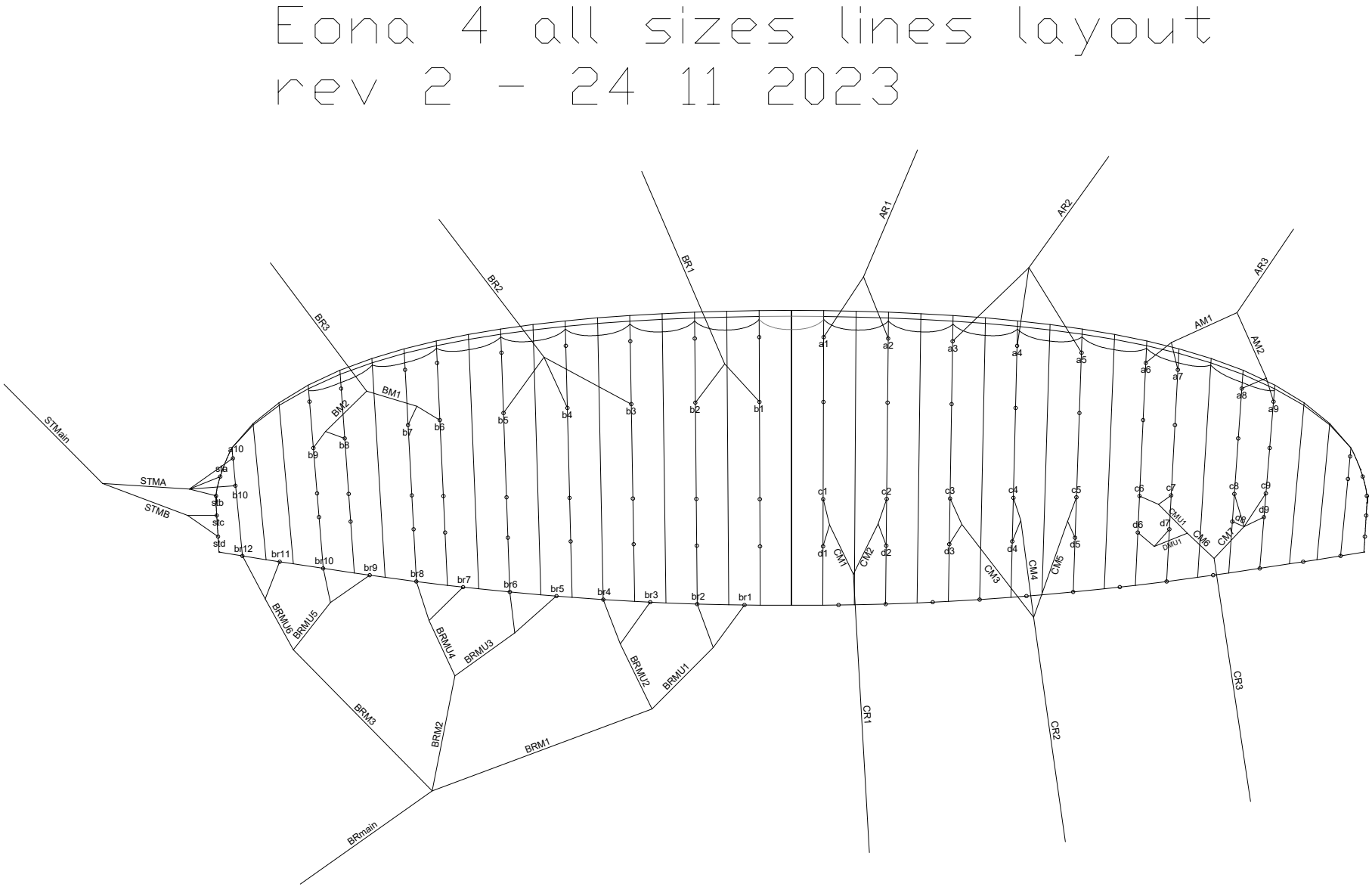
Parachutal stall

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

Spin / asymetric stall

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

Line layout diagram



Materials

Fabrics	Producer	Reference
Outer surface	Dominico Tex	30DMF (Bord d'attaque) / N20DMF
Inner surface	Myungjin Textile	MJ 32 MF
Supported ribs	Porcher Sports	Skytex 40 hard
Compression straps	Myungjin Textile	MJ 32 HF
D ribs	Myungjin Textile	MJ 32 HF
Unsupported ribs	Myungjin Textile	MJ 32 HF

Main lines	Producer	Reference
Top cascade	Liros	PPSL 120 / DSL 70
Middle cascade	Liros	PPSL 120 / DSL 70
Low cascade	Edelrid	A7343-230 / A7343-190

Stabilo lines	Producer	Reference
Top cascade	Liros	DSL 70
Middle cascade	Liros	DSL 70
Low cascade	Edelrid	A7343-140

Brake lines	Producer	Reference
Top cascade	Liros	DSL 70
Upper middle cascade	Liros	PPSL 120 / DSL 70
Lower cascade	Edelrid	7850X-240

Connexion lines / risers
MJ00

Maintenance sheet

Glider EONA 4 Size XS

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	6109	*6109*	0	6043	*6046*	3	6145	*6149*	4	6273	*6273*	-1	6451	*6446*	-5
2	6082	*6080*	-2	6011	*6014*	3	6109	*6113*	4	6234	*6235*	1	6233	*6231*	-2
3	6079	*6077*	-2	6003	*6003*	-1	6091	*6095*	4	6226	*6217*	-9	6096	*6093*	-3
4	6014	*6016*	2	5938	*5944*	6	6024	*6028*	4	6150	*6142*	-8	5986	*5984*	-2
5	6038	*6039*	1	5962	*5964*	2	6044	*6048*	4	6154	*6145*	-9	5939	*5940*	1
6	5989	*5995*	6	5916	*5914*	-2	5975	*5972*	-3	6038	*6033*	-5	5798	*5800*	2
7	5941	*5945*	4	5877	*5873*	-4	5941	*5941*	0	5994	*5990*	-4	5742	*5743*	1
8	5829	*5832*	3	5780	*5776*	-4	5854	*5856*	2	5918	*5922*	4	5757	*5758*	1
9	5814	*5819*	5	5775	*5771*	-5	5853	*5859*	6	5883	*5890*	7	5696	*5700*	4
10													5643	*5644*	1
11	5480	*5480*	0	5445	*5445*	0							5558	*5560*	2
12	5428	*5430*	2	5434	*5432*	-2	5434	5439	5	5488	*5489*	1	5617	*5612*	-5

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	497	494	-3	377	377	0
A'	597	594	-3	477	477	0
B	497	495	-2	417	418	1
C	497	495	-2	497	495	-2

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 4 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	4343	BR1	4288	CR1	4310	DMU1	630	STMain	3738	BRmain	2509
AR2	3512	BR2	3447	CR2	3511						
AR3	3513	BR3	3555	CR3	3624	d1	995	STMA	747	BRM1	1819
						d2	968	STMB	821	BRM2	1795
AM1	1524	BM1	1524	CM1	487	d3	975			BRM3	1828
AM2	1317	BM2	1409	CM2	475	d4	929	sta	460		
				CM3	1264	d5	881	stb	466	BRMU1	1095
a1	1271	b1	1260	CM4	1234	d6	349	stc	392	BRMU2	1085
a2	1244	b2	1228	CM5	1286	d7	305	std	446	BRMU3	999
a3	2073	b3	2062	CM6	955	d8	400			BRMU4	989
a4	2008	b4	1997	CM7	1414	d9	365			BRMU5	984
a5	2032	b5	2021							BRMU6	1036
a6	363	b6	348	CMU1	565						
a7	315	b7	309							br1	1090
a8	410	b8	327	c1	867					br2	872
a9	395	b9	322	c2	843					br3	745
a10	512	b10	477	c3	835					br4	635
				c4	798					br5	698
				c5	766					br6	557
				c6	351					br7	511
				c7	317					br8	526
				c8	336					br9	437
				c9	335					br10	384
Tolérance +/- 10mm										br11	192
Lines lenghts under 5 kg of tension										br12	251

Maintenance sheet

Glider EONA 4 Size S

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	6446	6453	7	6375	6383	8	6485	6491	6	6622	6624	2	6793	6787	-6
2	6418	6424	6	6342	6347	5	6447	6449	2	6579	6583	4	6563	6560	-3
3	6423	6428	5	6333	6336	3	6427	6432	5	6570	6562	-8	6420	6418	-2
4	6354	6363	9	6265	6273	8	6357	6366	9	6491	6485	-6	6304	6303	-1
5	6380	6384	4	6291	6295	4	6378	6384	6	6495	6489	-6	6256	6252	-4
6	6327	6334	7	6245	6249	4	6304	6306	2	6379	6371	-8	6108	6101	-7
7	6276	6281	5	6203	6206	3	6268	6271	3	6333	6324	-9	6050	6046	-4
8	6157	6165	8	6101	6106	5	6182	6182	0	6252	6253	1	6067	6066	-1
9	6141	6148	7	6095	6100	5	6181	6182	1	6216	6215	-1	6002	5994	-8
10													5947	5942	-5
11	5784	5776	-8	5749	5741	-8							5857	5848	-9
12	5721	5725	4	5726	5730	4	5727	5731	4	5784	5791	7	5920	5910	-10

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	514	518	4	384	386	2
A'	614	613	-1	484	483	-1
B	514	517	3	427	429	2
C	514	516	2	514	516	2

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 4 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	4588	BR1	4529	CR1	4553	DMU1	669	STMain	3952	BRmain	2628
AR2	3719	BR2	3641	CR2	3710						
AR3	3724	BR3	3758	CR3	3833	d1	1054	STMA	789	BRM1	1921
						d2	1024	STMB	867	BRM2	1898
AM1	1610	BM1	1610	CM1	514	d3	1025			BRM3	1934
AM2	1391	BM2	1488	CM2	501	d4	977	sta	487		
				CM3	1334	d5	926	stb	492	BRMU1	1155
a1	1343	b1	1331	CM4	1303	d6	369	stc	415	BRMU2	1146
a2	1315	b2	1298	CM5	1358	d7	323	std	472	BRMU3	1055
a3	2190	b3	2178	CM6	1008	d8	425			BRMU4	1046
a4	2121	b4	2110	CM7	1494	d9	389			BRMU5	1040
a5	2147	b5	2136							BRMU6	1096
a6	384	b6	368	CMU1	592						
a7	333	b7	326							br1	1151
a8	433	b8	346	c1	917					br2	921
a9	417	b9	340	c2	892					br3	787
a10	540	b10	505	c3	882					br4	671
				c4	843					br5	737
				c5	809					br6	589
				c6	371					br7	540
				c7	335					br8	557
				c8	355					br9	462
				c9	354					br10	407
										br11	206
Lines lenghts under 5 kg of tension										br12	269

Tolérance +/- 10mm

Maintenance sheet

Glider EONA 4 Size M

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	6775	6777	2	6698	6700	2	6809	6802	-7	6954	6947	-7	7168	7161	-7
2	6747	6751	4	6665	6666	1	6769	6763	-6	6909	6902	-8	6928	6921	-7
3	6751	6750	-1	6657	6660	3	6755	6746	-9	6910	6901	-9	6784	6782	-2
4	6681	6684	3	6587	6592	5	6683	6679	-4	6828	6819	-9	6664	6662	-2
5	6708	6709	1	6614	6616	2	6705	6698	-7	6832	6824	-8	6609	6605	-4
6	6657	6661	4	6575	6580	5	6630	6625	-5	6700	6692	-9	6455	6453	-2
7	6604	6609	5	6531	6535	4	6593	6589	-4	6652	6646	-6	6394	6391	-3
8	6479	6483	4	6423	6429	6	6498	6496	-2	6574	6572	-3	6416	6414	-2
9	6462	6463	1	6417	6421	4	6497	6496	-1	6536	6536	0	6345	6341	-4
10													6286	6283	-3
11	6076	6077	1	6038	6041	3							6191	6186	-5
12	6019	6020	1	6025	6027	2	6025	6021	-4	6084	6081	-3	6255	6249	-6

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	514	518	4	384	387	3
A'	614	616	2	484	486	2
B	514	517	3	427	431	4
C	514	517	3	514	517	3

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 4 Taille 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	4845	BR1	4781	CR1	4800	DMU1	700	STMain	4170	BRmain	2782
AR2	3929	BR2	3847	CR2	3918						
AR3	3946	BR3	3979	CR3	4049	d1	1112	STMA	832	BRM1	2023
						d2	1080	STMB	914	BRM2	2001
AM1	1697	BM1	1698	CM1	541	d3	1085			BRM3	2040
AM2	1467	BM2	1570	CM2	528	d4	1035	sta	514		
				CM3	1406	d5	981	stb	520	BRMU1	1215
a1	1415	b1	1402	CM4	1374	d6	389	stc	438	BRMU2	1213
a2	1387	b2	1369	CM5	1432	d7	341	std	497	BRMU3	1112
a3	2308	b3	2296	CM6	1062	d8	450			BRMU4	1103
a4	2238	b4	2226	CM7	1575	d9	412			BRMU5	1097
a5	2265	b5	2253							BRMU6	1155
a6	405	b6	389	CMU1	628						
a7	352	b7	345							br1	1210
a8	457	b8	365	c1	967					br2	970
a9	440	b9	359	c2	940					br3	828
a10	571	b10	533	c3	930					br4	708
				c4	890					br5	776
				c5	854					br6	622
				c6	391					br7	570
				c7	354					br8	592
				c8	374					br9	488
				c9	373					br10	429
										br11	221
										br12	285

Tolérance +/- 10mm
Lines lenghts under 5 kg of tensionv

Maintenance sheet

Glider EONA 4 size ML

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7017	7019	2	6938	6941	3	7061	7057	-4	7213	7209	-4	7430	7425	-5
2	6987	6992	5	6903	6906	3	7019	7017	-2	7165	7163	-3	7181	7175	-6
3	6998	6991	-7	6901	6896	-5	7003	7003	0	7164	7162	-2	7027	7022	-5
4	6925	6925	0	6828	6827	-1	6927	6931	4	7077	7080	3	6903	6900	-3
5	6953	6950	-3	6856	6851	-5	6951	6952	1	7083	7086	3	6851	6847	-4
6	6896	6899	3	6811	6811	0	6873	6865	-8	6946	6938	-8	6692	6688	-4
7	6841	6841	0	6765	6766	1	6835	6829	-6	6896	6890	-6	6630	6626	-4
8	6711	6711	0	6654	6655	1	6737	6736	-1	6818	6814	-4	6648	6641	-7
9	6692	6694	2	6647	6646	-1	6736	6737	1	6778	6777	-1	6579	6573	-6
10													6519	6517	-2
11	6291	6290	-1	6252	6251	-1							6420	6415	-5
12	6232	6232	0	6238	6237	-1	6239	6238	-1	6300	6298	-2	6487	6484	-3

Tolérance +/- 10mm

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	537	536	-1	392	394	2
A'	637	635	-2	492	494	2
B	537	537	0	440	442	2
C	537	536	-1	537	536	-1

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 4 Taille 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	5015	BR1	4950	CR1	4977	DMU1	725	STMain	4316	BRmain	2882
AR2	4073	BR2	3988	CR2	4062						
AR3	4090	BR3	4121	CR3	4199	d1	1155	STMA	861	BRM1	2097
						d2	1120	STMB	946	BRM2	2075
AM1	1758	BM1	1758	CM1	560	d3	1125			BRM3	2116
AM2	1518	BM2	1625	CM2	547	d4	1072	sta	532		
				CM3	1456	d5	1017	stb	538	BRMU1	1259
a1	1467	b1	1453	CM4	1422	d6	403	stc	454	BRMU2	1252
a2	1437	b2	1418	CM5	1483	d7	353	std	515	BRMU3	1152
a3	2391	b3	2379	CM6	1099	d8	468			BRMU4	1144
a4	2318	b4	2306	CM7	1631	d9	428			BRMU5	1137
a5	2346	b5	2334							BRMU6	1198
a6	419	b6	403	CMU1	650						
a7	364	b7	357							br1	1254
a8	474	b8	379	c1	1003					br2	1005
a9	455	b9	372	c2	974					br3	858
a10	591	b10	552	c3	964					br4	734
				c4	922					br5	804
				c5	885					br6	645
				c6	405					br7	591
				c7	367					br8	609
				c8	387					br9	506
				c9	386					br10	446
										br11	231
										br12	298

Tolérance +/- 10mm
Lines lenghts under 5 kg of tension

Maintenance sheet

Glider EONA 4 Size L

Line Check Maintenance Sheet

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

	A			B			C			D			BRAKE		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7296	7302	6	7214	7220	6	7343	7343	0	7502	7497	-5	7741	7739	-2
2	7266	7270	4	7179	7182	3	7301	7302	1	7452	7446	-6	7484	7482	-2
3	7267	7270	3	7174	7180	6	7285	7285	0	7453	7450	-3	7325	7321	-4
4	7192	7195	3	7099	7106	7	7208	7210	2	7365	7362	-4	7197	7195	-2
5	7221	7224	3	7129	7132	3	7233	7230	-3	7370	7367	-3	7145	7138	-8
6	7169	7169	0	7080	7084	4	7146	7145	-1	7221	7218	-3	6980	6975	-5
7	7112	7113	1	7032	7033	1	7107	7108	1	7170	7170	-1	6914	6912	-2
8	6977	6978	1	6917	6922	5	7005	7006	1	7091	7089	-2	6933	6931	-2
9	6958	6957	-1	6910	6914	4	7005	7007	2	7050	7052	2	6862	6863	1
10													6800	6799	-1
11	6543	6542	-1	6502	6503	1							6696	6689	-7
12	6482	6484	2	6487	6489	2	6487	6489	2	6551	6551	0	6765	6759	-6

Tolérance +/- 10mm

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	537	536	-1	392	394	2
A'	637	635	-2	492	493	1
B	537	537	0	440	443	3
C	537	537	0	537	537	0

Tolérance +/- 5mm

Maintenance sheet

Glider EONA 4 Taille L

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	5233	BR1	5166	CR1	5194	DMU1	755	STMain	4505	BRmain	3005
AR2	4241	BR2	4161	CR2	4243						
AR3	4271	BR3	4299	CR3	4382	d1	1204	STMA	898	BRM1	2184
						d2	1167	STMB	986	BRM2	2163
AM1	1832	BM1	1832	CM1	583	d3	1172			BRM3	2206
AM2	1583	BM2	1694	CM2	570	d4	1118	sta	556		
				CM3	1517	d5	1060	stb	561	BRMU1	1310
a1	1528	b1	1513	CM4	1483	d6	419	stc	473	BRMU2	1304
a2	1498	b2	1478	CM5	1546	d7	368	std	537	BRMU3	1201
a3	2492	b3	2479	CM6	1145	d8	489			BRMU4	1192
a4	2417	b4	2404	CM7	1700	d9	448			BRMU5	1186
a5	2446	b5	2434							BRMU6	1249
a6	437	b6	420	CMU1	677						
a7	380	b7	372							br1	1304
a8	494	b8	395	c1	1045					br2	1047
a9	475	b9	388	c2	1016					br3	894
a10	617	b10	576	c3	1004					br4	766
				c4	961					br5	838
				c5	923					br6	673
				c6	422					br7	616
				c7	383					br8	635
				c8	403					br9	527
				c9	403					br10	465
										br11	243
										br12	312

Lines lenghts under 5 kg of tension
Tolérance +/- 10mm

Certification

EONA 4 XS
EN 926 -1 : 2015 & 926 - 2 : 2013 Class A.
N°

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.

AIR TURQUOISE S.A. | PARA-TEST.COM

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test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Flight test report: EN 926-2:2013+A1:2021* and NfL 2-565-20

Manufacturer	**Supair s.a.s.**	Certification number	PG_2302.2023
Address	Parc Altais / 34 rue Adrastée 74650 Chavanod France	Flight test	13.02.2024
Glider model	**EONA 4 S**	**Classification**	**A**
Serial number	SA-ENA4-S-P6-2401	Representative	Gregoire LOMBARDI
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		

Test pilot		Philippe Dupont		Claude Thurnheer
Harness		Woody Valley srl Wani Light 2 M		Advance Thun AG Success 4 M
Harness to risers distance [cm]		43		43
Distance between risers [cm]		40		44
Total weight in flight [kg]		65		85
1. Inflation/Take-off	**A**			
Rising behaviour		Smooth, easy and constant rising	A	Smooth, easy and constant rising A
Special take off technique required		No	A	No A
2. Landing	**A**			
Special landing technique required		No	A	No A
3. Speed in straight flight	**A**			
Trim speed more than 30 km/h		Yes	A	Yes A
Speed range using the controls larger than 10 km/h		Yes	A	Yes A
Minimum speed		Less than 25 km/h	A	Less than 25 km/h A
4. Control movement	**A**			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel		Increasing / greater than 55 cm	A	not available 0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel		not available	0	Increasing / greater than 60 cm A
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel		not available	0	not available 0
5. Pitch stability exiting accelerated flight	**A**			
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30° A
Collapse occurs		No	A	No A
6. Pitch stability operating controls during accelerated flight	**A**			
Collapse occurs		No	A	No A
7. Roll stability and damping	**A**			
Oscillations		Reducing	A	Reducing A
8. Stability in gentle spirals	**A**			
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit A
9. Behaviour exiting a fully developed spiral dive	**A**			
Initial response of glider (first 180°)		Immediate reduction of rate of turn	A	Immediate reduction of rate of turn A
Tendency to return to straight flight		Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing) A
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery A
10. Symmetric front collapse	**A**			
Approximately 30 % chord				
Entry		Rocking back less than 45°	A	Rocking back less than 45° A
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s A
Dive forward angle on exit Change of course		Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course A
Cascade occurs		No	A	No A
Folding lines used		No	A	No A
At least 50% chord				
Entry		Rocking back less than 45°	A	Rocking back less than 45° A
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s A
Dive forward angle on exit / Change of course		Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course A
Cascade occurs		No	A	No A
Folding lines used		No	A	No A
With accelerator				
Entry		Rocking back less than 45°	A	Rocking back less than 45° A
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s A
Dive forward angle on exit / Change of course		Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course A
Cascade occurs		No	A	No A
Folding lines used		No	A	No A
11. Exiting deep stall (parachutal stall)	**A**			
Deep stall achieved		Yes	A	Yes A
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s A
Dive forward angle on exit		Dive forward 0° to 30°	A	Dive forward 0° to 30° A
Change of course		Changing course less than 45°	A	Changing course less than 45° A
Cascade occurs		No	A	No A
12. High angle of attack recovery	**A**			
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s A
Cascade occurs		No	A	No A
13. Recovery from a developed full stall	**A**			
Dive forward angle on exit		Dive forward 0° to 30°	A	Dive forward 0° to 30° A
Collapse		No collapse	A	No collapse A
Cascade occurs (other than collapses)		No	A	No A

*This standard is NOT covered by accreditation D-IS-19457-01

Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	**A**			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
15. Directional control with a maintained asymmetric collapse	**A**			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency	**A**			
Spin occurs	No	A	No	A
17. Low speed spin tendency	**A**			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	**A**			
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall	**A**			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
20. Big ears	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control	**A**			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
23. Any other flight procedure and/or configuration described in the user's manual	**0**			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0

Certification

EONA 4 M | EN 926 -1 : 2015 & 926 - 2 : 2013 Class A. | N° PG_2301.2023

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paragliding by air turquoise

Flight test report: EN 926-2:2013+A1:2021* and NfL 2-565-20

Manufacturer	**Supair s.a.s.**	Certification number	PG_2301.2023
Address	Parc Altais / 34 rue Adrastée 74650 Chavanod France	Flight test	29.01.2024
Glider model	**EONA 4 M**	**Classification**	**A**
Serial number	SA-ENA4-M-P7-2401	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		

Test pilot	Claude Thurnheer		Alexandre Jofresa	
Harness	Advance Thun AG Success 4 M		Advance Thun AG Success 4 M	
Harness to risers distance [cm]	43		43	
Distance between risers [cm]	44		48	
Total weight in flight [kg]	80		105	
1. Inflation/Take-off	**A**			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	**A**			
Special landing technique required	No	A	No	A
3. Speed in straight flight	**A**			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	**A**			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	Increasing / greater than 60 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	**A**			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	**A**			
Collapse occurs	No	A	No	A
7. Roll stability and damping	**A**			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	**A**			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A

*This standard is NOT covered by accreditation D-IS-19457-01

9. Behaviour exiting a fully developed spiral dive	**A**			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
10. Symmetric front collapse	**A**			
Approximately 30 % chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
At least 50% chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
11. Exiting deep stall (parachutal stall)	**A**			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	**A**			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	**A**			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A

Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	**A**			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
15. Directional control with a maintained asymmetric collapse	**A**			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency	**A**			
Spin occurs	No	A	No	A
17. Low speed spin tendency	**A**			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	**A**			
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall	**A**			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
20. Big ears	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control	**A**			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
23. Any other flight procedure and/or configuration described in the user's manual	**0**			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0

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paragliding by air turquoise

Flight test report: EN 926-2:2013+A1:2021* and NfL 2-565-20

Manufacturer	**Supair s.a.s.**	Certification number	PG_2370.2024
Address	Parc Altais / 34 rue Adrastée 74650 Chavanod France	Flight test	14.02.2024
Glider model	**EONA 4 ML**	**Classification**	**A**
Serial number	SA-ENA4-ML-P8-2401	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		

Test pilot		Claude Thurnheer		Alain Zoller	
Harness		Advance Thun AG Success 4 M		Supair s.a.s. Evo XC 3 L	
Harness to risers distance [cm]		43		44	
Distance between risers [cm]		44		48	
Total weight in flight [kg]		90		115	
1. Inflation/Take-off	**A**				
Rising behaviour	Smooth, easy and constant rising	A		Smooth, easy and constant rising	A
Special take off technique required	No	A		No	A
2. Landing	**A**				
Special landing technique required	No	A		No	A
3. Speed in straight flight	**A**				
Trim speed more than 30 km/h	Yes	A		Yes	A
Speed range using the controls larger than 10 km/h	Yes	A		Yes	A
Minimum speed	Less than 25 km/h	A		Less than 25 km/h	A
4. Control movement	**A**				
Max. weight in flight up to 80 kg					
Symmetric control pressure / travel	not available	0		not available	0
Max. weight in flight 80 kg to 100 kg					
Symmetric control pressure / travel	Increasing / greater than 60 cm	A		not available	0
Max. weight in flight greater than 100 kg					
Symmetric control pressure / travel	not available	0		Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	**A**				
Dive forward angle on exit	Dive forward less than 30°	A		Dive forward less than 30°	A
Collapse occurs	No	A		No	A
6. Pitch stability operating controls during accelerated flight	**A**				
Collapse occurs	No	A		No	A
7. Roll stability and damping	**A**				
Oscillations	Reducing	A		Reducing	A
8. Stability in gentle spirals	**A**				
Tendency to return to straight flight	Spontaneous exit	A		Spontaneous exit	A

*This standard is NOT covered by accreditation D-IS-19457-01

9. Behaviour exiting a fully developed spiral dive	**A**				
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A		Immediate reduction of rate of turn	A
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A		Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A		Less than 720°, spontaneous recovery	A
10. Symmetric front collapse	**A**				
Approximately 30 % chord					
Entry	Rocking back less than 45°	A		Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A		Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° / Keeping course	A		Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A		No	A
Folding lines used	No	A		No	A
At least 50% chord					
Entry	Rocking back less than 45°	A		Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A		Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A		Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A		No	A
Folding lines used	No	A		No	A
With accelerator					
Entry	Rocking back less than 45°	A		Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A		Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A		Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A		No	A
Folding lines used	No	A		No	A
11. Exiting deep stall (parachutal stall)	**A**				
Deep stall achieved	Yes	A		Yes	A
Recovery	Spontaneous in less than 3 s	A		Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A		Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A		Changing course less than 45°	A
Cascade occurs	No	A		No	A
12. High angle of attack recovery	**A**				
Recovery	Spontaneous in less than 3 s	A		Spontaneous in less than 3 s	A
Cascade occurs	No	A		No	A
13. Recovery from a developed full stall	**A**				
Dive forward angle on exit	Dive forward 0° to 30°	A		Dive forward 0° to 30°	A
Collapse	No collapse	A		No collapse	A
Cascade occurs (other than collapses)	No	A		No	A

Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	**A**			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
15. Directional control with a maintained asymmetric collapse	**A**			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency	**A**			
Spin occurs	No	A	No	A
17. Low speed spin tendency	**A**			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	**A**			
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall	**A**			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
20. Big ears	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control	**A**			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
23. Any other flight procedure and/or configuration described in the user's manual	**0**			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0

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paragliding by air turquoise

Flight test report: EN 926-2:2013+A1:2021* and NfL 2-565-20

Manufacturer	**Supair s.a.s.**	Certification number	PG_2382.2024
Address	Parc Altais / 34 rue Adrastée 74650 Chavanod France	Flight test	21.02.2024
Glider model	**EONA 4 L**	**Classification**	**A**
Serial number	SA-ENA4-L-P9-2401	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		

Test pilot	Alexandre Jofresa	Anselm Rauh
Harness	Supair s.a.s. Altiplume M	Niviuk Makan L
Harness to risers distance [cm]	43	41
Distance between risers [cm]	48	48
Total weight in flight [kg]	105	130

1. Inflation/Take-off	**A**				
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	**A**				
Special landing technique required	No	A	No	A
3. Speed in straight flight	**A**				
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	**A**				
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	**A**				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	**A**				
Collapse occurs	No	A	No	A
7. Roll stability and damping	**A**				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	**A**				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A

*This standard is NOT covered by accreditation D-IS-19457-01

9. Behaviour exiting a fully developed spiral dive	**A**				
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
10. Symmetric front collapse	**A**				
Approximately 30 % chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
At least 50% chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
11. Exiting deep stall (parachutal stall)	**A**				
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	**A**				
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	**A**				
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A

Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	**A**			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A

Folding lines used	No	A	No	A
15. Directional control with a maintained asymmetric collapse	**A**			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency	**A**			
Spin occurs	No	A	No	A
17. Low speed spin tendency	**A**			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	**A**			
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall	**A**			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
20. Big ears	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control	**A**			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
23. Any other flight procedure and/or configuration described in the user's manual	**0**			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0

Maintenance

Washing and glider maintenance

It is best not to frequently clean your canopy. However, if necessary, we recommend that you use a damp cloth without soap or detergent. Use light strokes and make sure you let the sail dry well before folding it up.

We recommend regular maintenance of your wing:
- repair any small snags (size less than a 1 Euro coin) with the self-adhesive ripstop pads (content of your repair kit).
- empty the boxes of impurities (sand, stones, 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 make sure you dry it out properly. For transport: protect the glider well from all mechanical attacks and UV rays (put it in a bag). Avoid long journeys and exposure to humid conditions.
Keep metal parts away from corrosion.

Mandatory checks



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.

Repair



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

Spare parts

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

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 thre components found in our products will harm the environment. Most of them are recyclable.
If your EONA 4 has reached the end of its life, you can separate all metallic and plastic parts from the cloth and sort out refuse according to your country's practices. We advise you to contact appropriate organisations for the recycling of textile parts.

Eco-responsibility

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

Warranty

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

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.

Paramotor

Introduction to paramotor

The EONA4 is designed to excel in both free flight and powered flight, thanks to its performance, maneuverability and in-flight comfort. On the following pages, we'll tell you all you need to know about your EONA4 for paramotoring, and all the information you need to know for safe use.

Flight characteristics

This chapter supplements the "Flight characteristics" page of the EONA4 operating manual, which is also basically applicable to powered flight.

On take-off, the EONA4 scoops out perfectly, smoothly and progressively, even in light winds. In light winds (less than or equal to 8 km/h), the wing doesn't necessarily need to be inflated with engine power. Its relative lightness, combined with the pilot's dynamic movement during inflation, means that the wing can be easily built up above the pilot. What's more, the wing's ability to take charge of the take-off run is highly appreciated, even with low-power engines (such as 14 HP). To maintain behavior consistent with our ground and flight tests, we recommend not using engines with more than 25 HP.

In powered flight, the behavior of the EONA4 remains generally similar to unpowered flight, as long as the wing loading is equivalent. However, the added weight of the paramotor equipment increases the total flying weight (PTV), which in turn raises the wing loading and results in slightly more dynamic pendular movements (pitch and roll). Always make sure to respect the PTV ranges provided in the technical data table.

Although the [Canopy model] is a very stable and solid wing, it is best to avoid flying with maximum gas pedal travel at the feet in turbulent air masses.

Use in accelerated flight

Make sure to keep the brakes released when in accelerated flight to minimize the risk of collapse.

Sécurité en vol motorisé

Warning: when gaining altitude (initial climb or other specific needs), avoid combining brake use with high engine speed, as this may cause the wing to stall!

Certification and limits of use

Weight range

Please note that for the same glider size, your glider loading is greater in paramotoring than in free flight. Refer to the TPW table provided in the "Total Flying Weight (TPW) Ranges" section to ensure that your TPW falls within the recommended range.

Standards compliance

The EONA4 meets all the requirements of the paramotor standard laid down by the DGAC (French Civil Aviation Authority), which means that M, ML and L sizes benefit from an identification sheet issued by the DGAC.

Engine power limitation

The EONA4 has been tested with a maximum power of 25 HP, so using engines with a power exceeding 25 HP is not allowed.

Compatibility of harnesses and motors

We recommend using a harness specifically designed for paramotor use.
Depending on the motor used, the torque will be more or less powerful. Beware of torque effects that may lead you to use your trimmers asymmetrically.)

Further information

For any further information about using the EONA4 in paramotor flight, the SUPAIR team is at your disposal. You can contact us at info@supair.com



DESIGNED
IN ANNECY

100% MADE
IN EUROPE

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