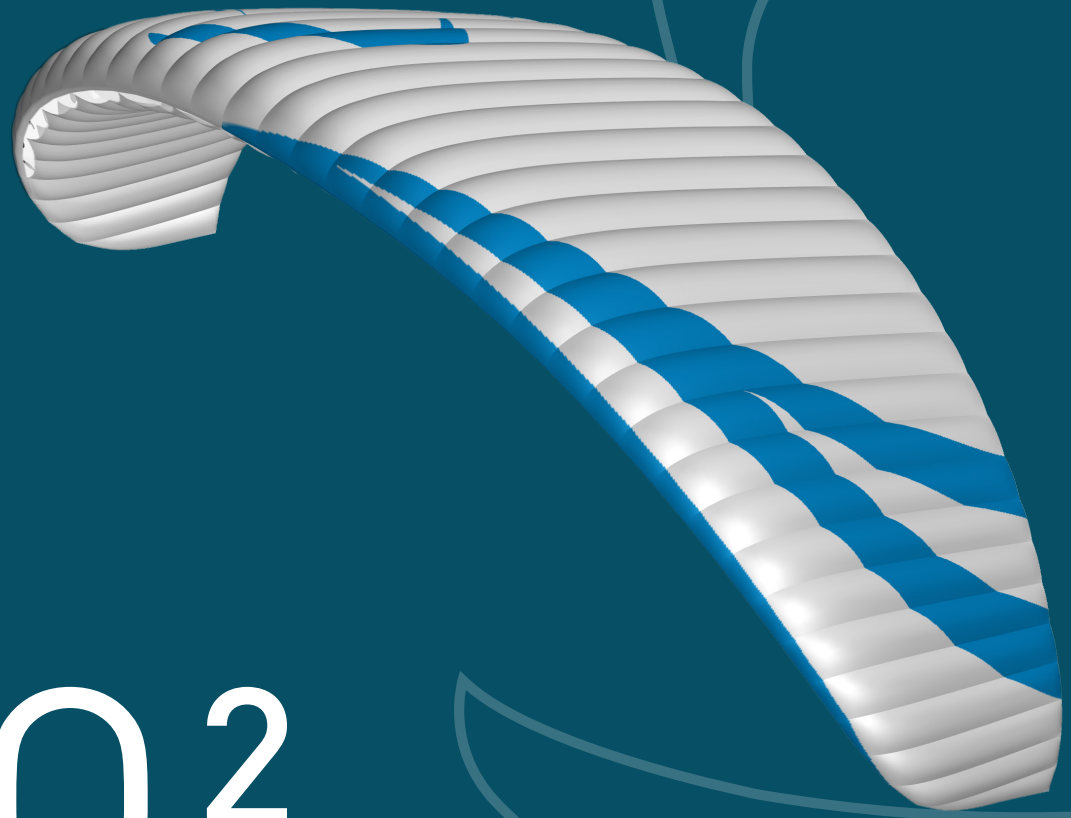
SUPAIR

English



EIKO 2

User's manual

SUPAIR SAS
PARC ALTAÏS
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RCS 387956790

Revision Index : V2 25/03/2022

Thank you for choosing to fly our EIKO 2 to paraglide with. We are delighted to have you on-board to share our passion for paragliding.

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

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

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

Naturally the entire SUPAIR team remains at your disposal at info@supair.com
We wish you many safe and enjoyable flying hours and happy landings.

Team SUP'AIR

Contents

Introduction

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

The EIKO 2 glider is the answer to the Hike&Fly pilots targeting local sites, Flight Parks and mountaineering in general. Providing great comfort levels in all stages of the activity, the EIKO layout was well thought from beginning to end, and choice of materials were guided by the same quality and longevity objectives.

The EIKO 2 glider as described in this user manual is a glider classified EN 926 -1 : 2015 & 926 - 2 : 2013 Classe A, B or C depending the size. Meaning that this paragliding wing, used in the correct size, 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

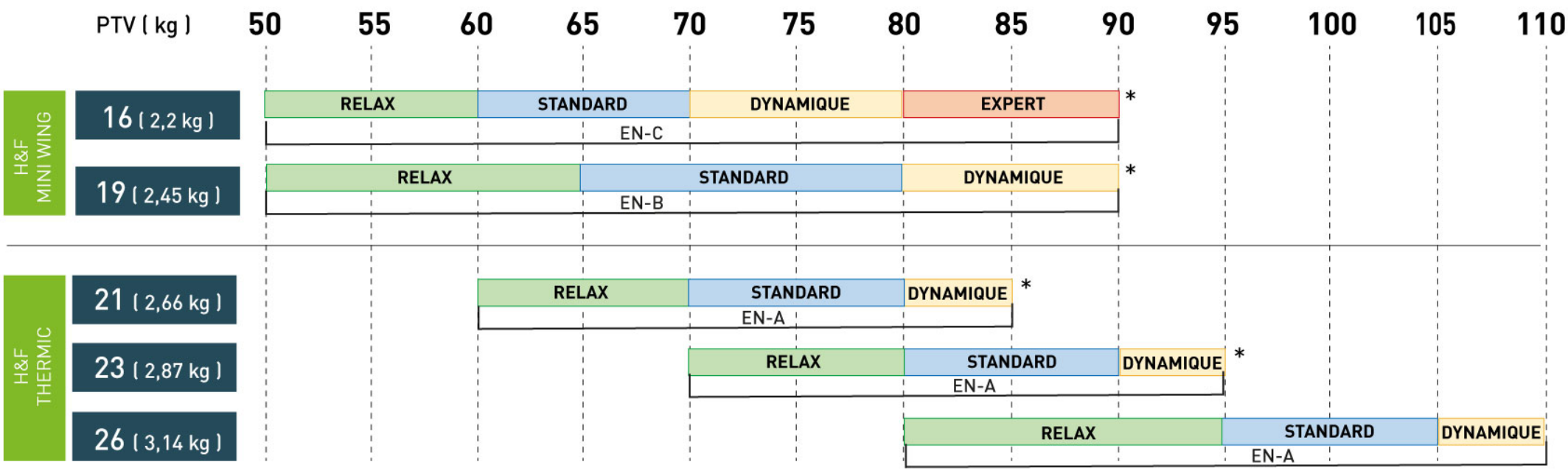

Attention !


Danger !

Technical data

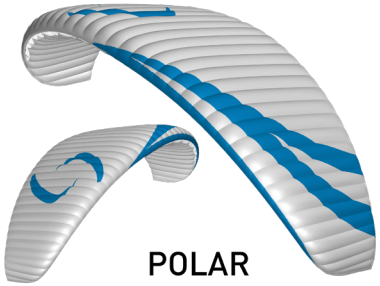
Glider EIKO 2	16	19	21	23	26
Number of cells	38	38	38	38	38
Flat surface area (m²)	16	19	21	23	26
Span (m)	8,76	9,55	10,04	10,51	11,17
Chord (m)	2,27	2,47	2,6	2,72	2,89
Flat Aspect Ratio	4,8	4,8	4,8	4,8	4,8
Projected surface (m²)	3,54	3,54	3,54	3,54	3,54
Projected span (m²)	13,56	16,1	17,8	19,49	22,03
Projected aspect ratio	6,93	7,55	7,94	8,31	8,84
Glider weight (kg)	2,2	2,45	2,66	2,87	3,14
In-flight weight range (kg)	50-90	50-90	60-85	70-95	80-110
	EN-C	EN-B	EN-A	EN-A	EN-A
Certification	EN : 926-2 : 2013 & 926-1 : 2015, LTF NFL II-91/09"				
Acrobatic flying	No				
Number of risers	3+1				
Speed bar	Oui, course : 120 mm	Oui, course : 120 mm	Oui, course : 130 mm	Oui, course : 130 mm	Oui, course : 140 mm
Trim	Non				
Other variable device	Non				
Break travel at maximal weight (cm)	65	65	65	65	65
Dimensions du harnais utilisé pour l'homologation	Lenght between attachment points : 40 +/- 2 cm Height of main suspension points : 41 +/- 1 cm	Lenght between attachment points : 40 +/- 2 cm Height of main suspension points : 41 +/- 1 cm	Lenght between attachment points : 42 +/- 2 cm Height of main suspension points : 41 +/- 1 cm	Lenght between attachment points : 42 +/- 2 cm Height of main suspension points : 41 +/- 1 cm	Lenght between attachment points : 44 +/- 2 cm Height of main suspension points : 44 +/- 1 cm

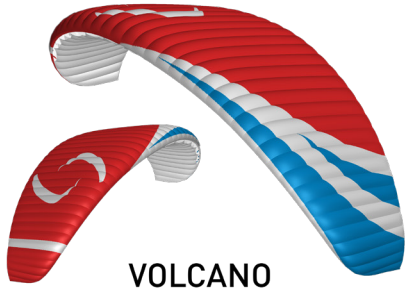
In-flight weight range



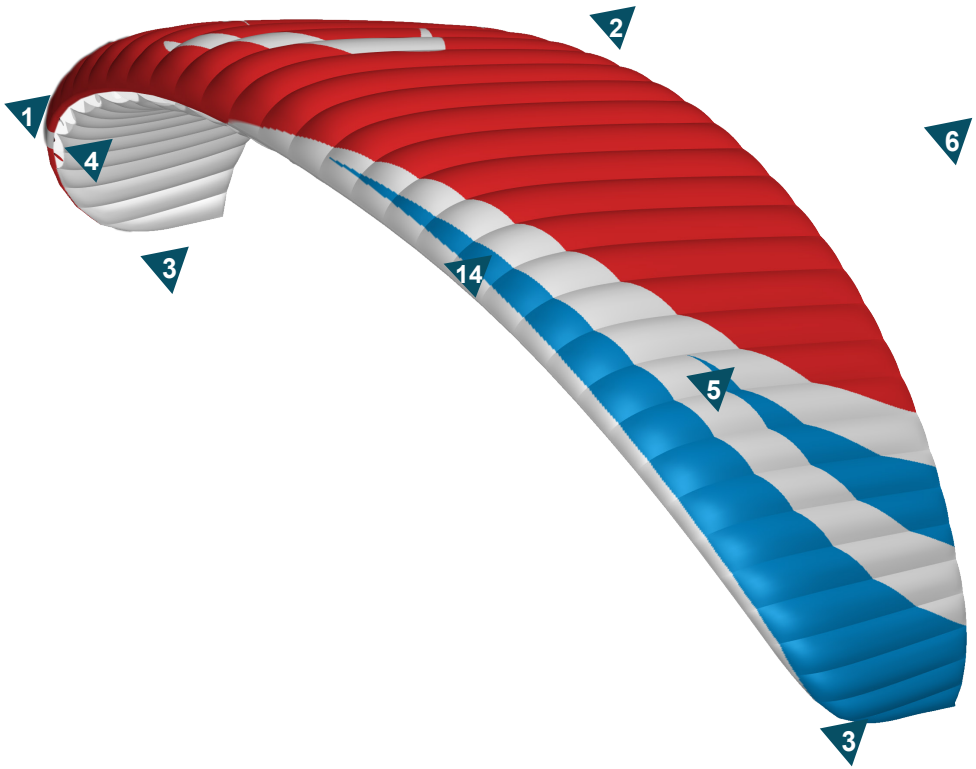
* glider certified in load up to 104 kg

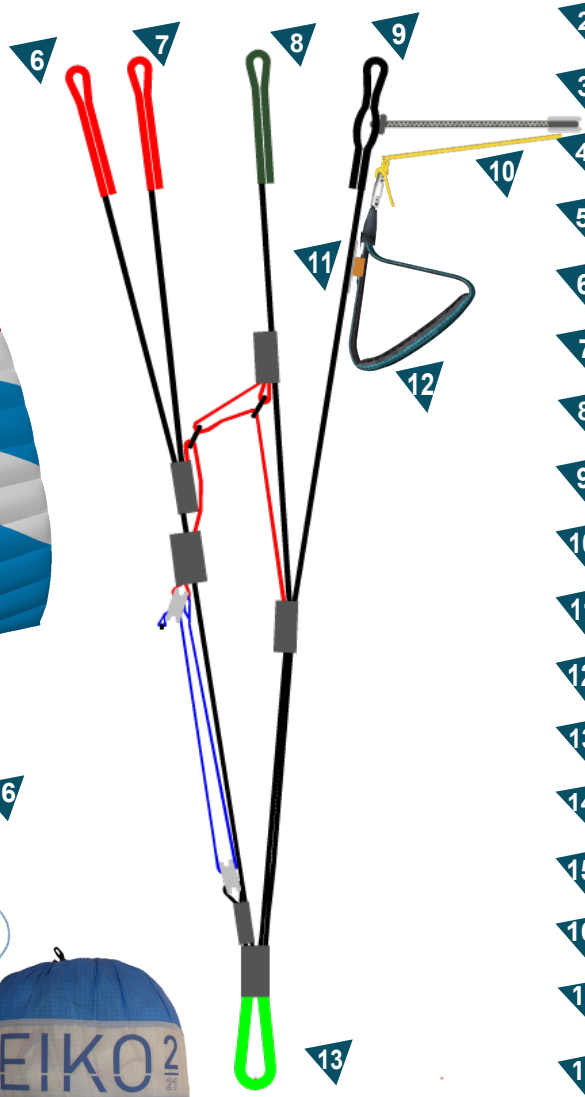
RELAX	Damped glider, easy to manage flight speed
STANDARD	Dynamic glider, flight speed requiring attention
DYNAMIC	Very dynamic and reactive wing, flight speed requiring precise piloting
EXPERT	Use reserved for very experienced pilots

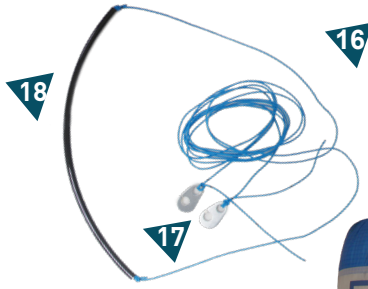

POLAR


VOLCANO

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. Hypalon attachment for pimples
15. EIKO 2 backpack
16. Speedbar
17. Speedbar Split-hook
18. Speedbar bar
19. Inner bag
20. 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 EIKO 2 wing has been EN A, B or C approved depending on the size, with a harness that meets EN1651 and LTF standards. Meaning that it can be flown with most harnesses models found on the market today. We wil advise you to choose a EN1651 and or LTF certified harness with a built-in dorsal protection system.

Connecting the wing to the harness

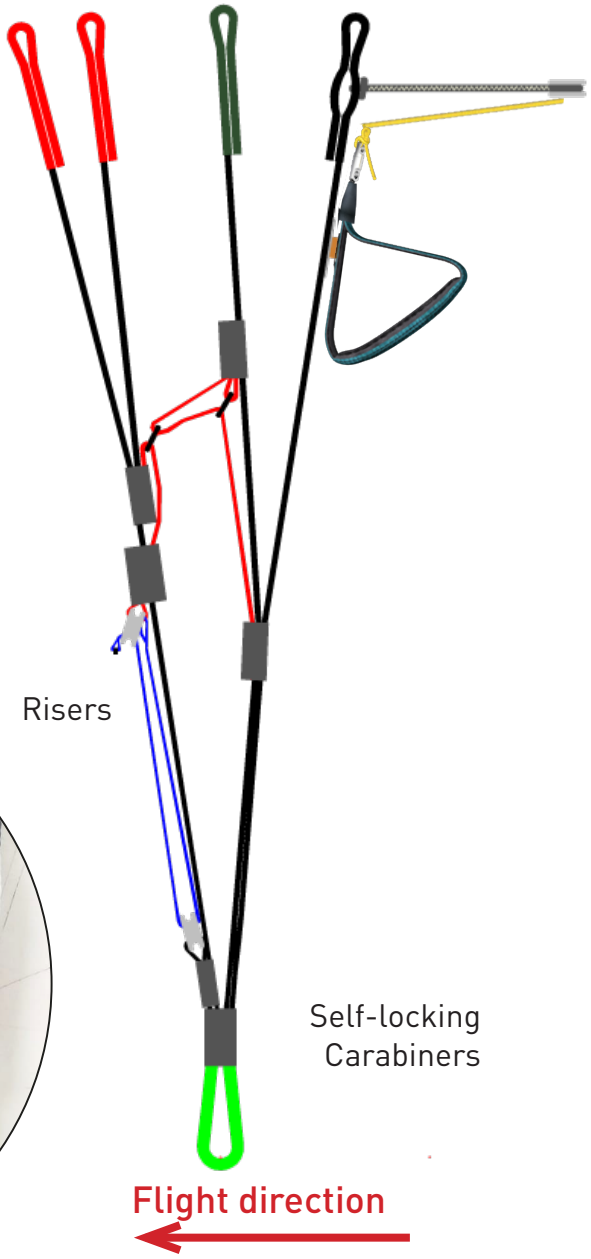
Without twisting the risers, connect them to the harness connection loops using the self-locking carabiners. Check for the risers to be properly positioned and untwisted. The "A" risers must be located at the front and facing the flight direction(see schematic). Lastly, check for the main self-locking carabiners to be fully closed and locked in place.

Harness chest strap spacing

It is advised to adjust the harness's chest strap width based on your wing size :
40 cm for an EIKO 2 16
40 cm for an EIKO 2 19
42 cm for an EIKO 2 21
42 cm for an EIKO 2 23
44 cm for an EIKO 2 26

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.



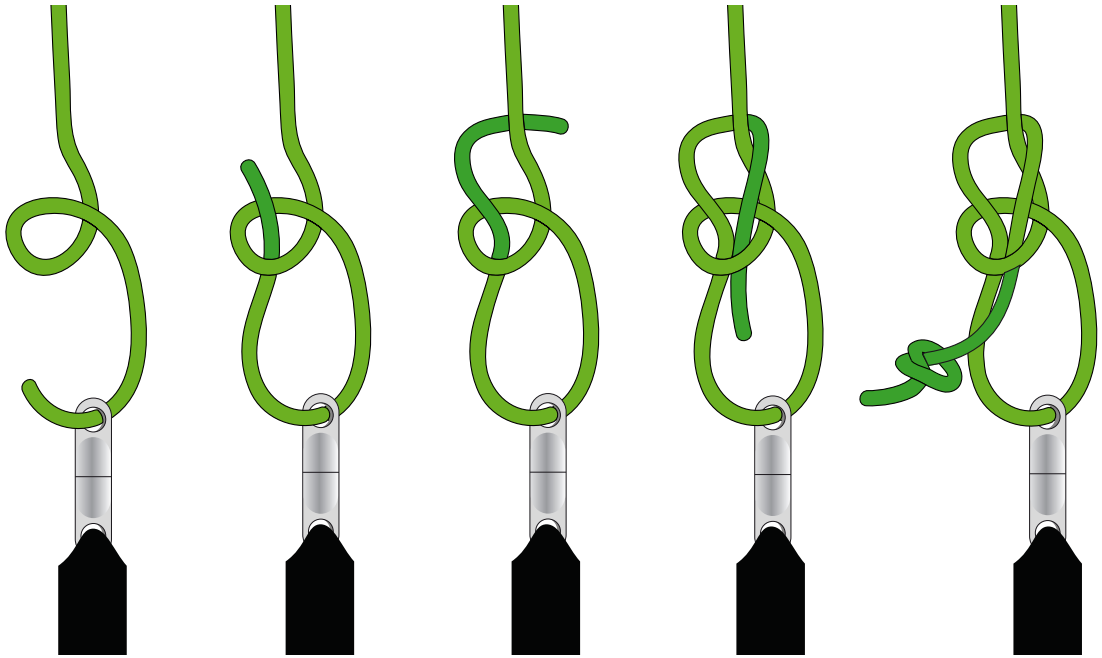
CONNECTING THE GLIDER

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.

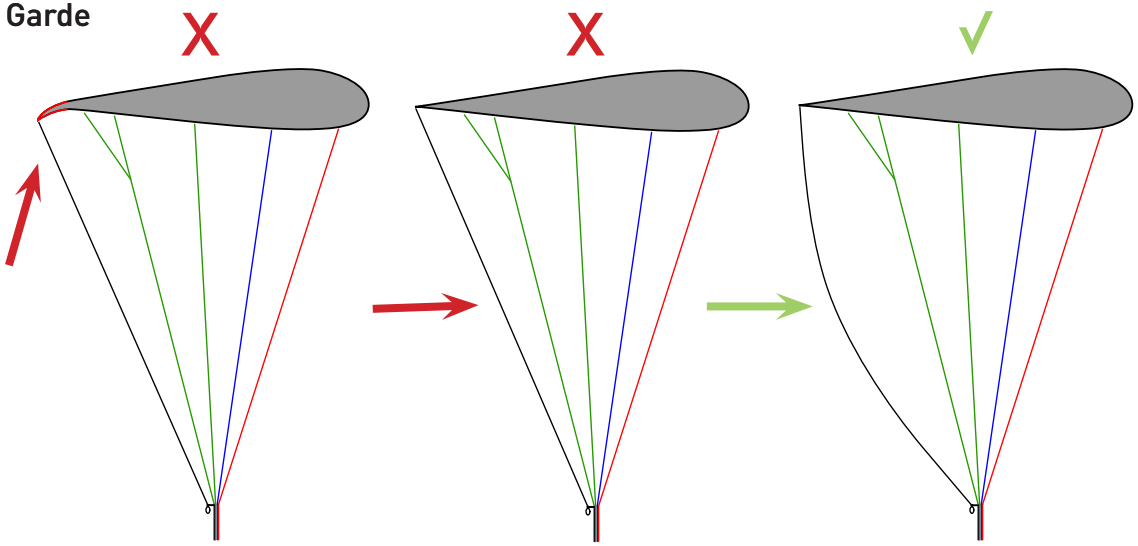
We will advise using a fisherman's knot and to keep your length changes to a minimum (approx 5cm maximum).

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.

Assembly of accessories

HYPALON CLIPS

Small hypalon clips are used to connect spikes to prevent the glider from slipping and to facilitate your take-off on steep or snowy slopes. They are simply planted in the ground to hold the glider in place.
The spikes can be simply attached with a lark's head through the hypalon piece.
They will then remain attached to the wing so that nothing is left behind in the mountains.

Important: Of course you should not push the spike in too deep so as not to interfere with the take-off or risk tearing off the hypalon parts.
Before folding, remember to disconnect the spikes so as not to damage the glider.

Pre-flight preparation

The EIKO 2 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 EIKO 2 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 EIKO 2 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 :

- 12 cm for a EIKO 2 16
- 12 cm for a EIKO 2 19
- 13 cm for a EIKO 2 21
- 13 cm for a EIKO 2 23
- 14 cm for a EIKO 2 26

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 EIKO 2 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

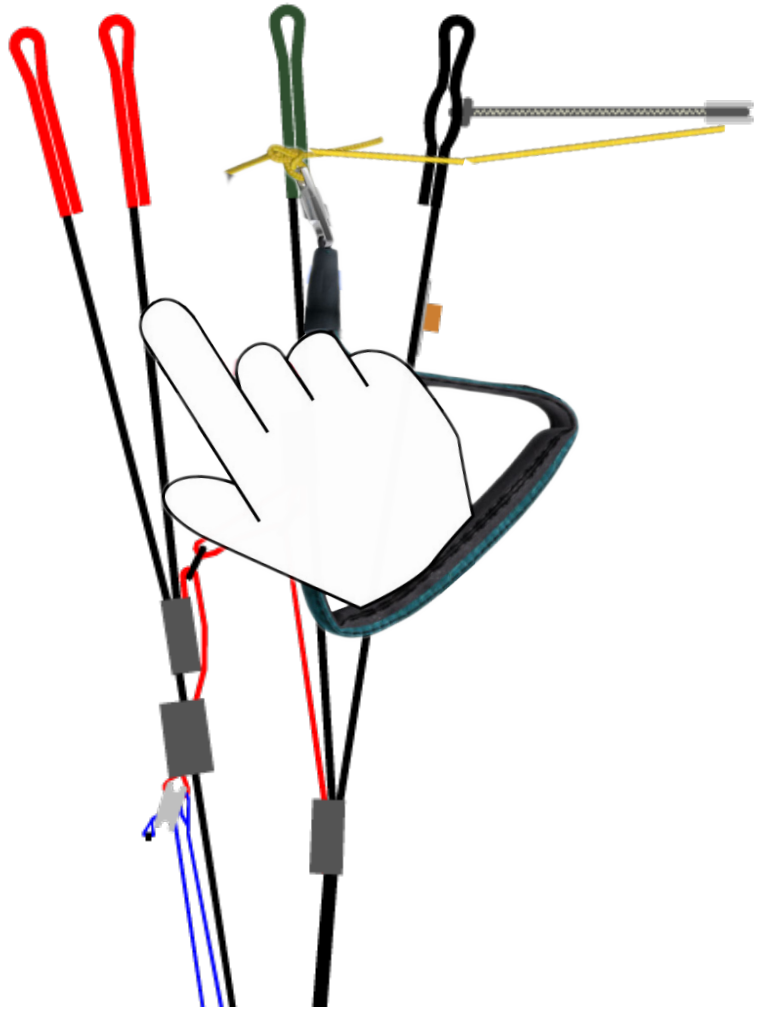
The EIKO 2 wing was not designed for tandem flying

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 big 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 EIKO 2 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

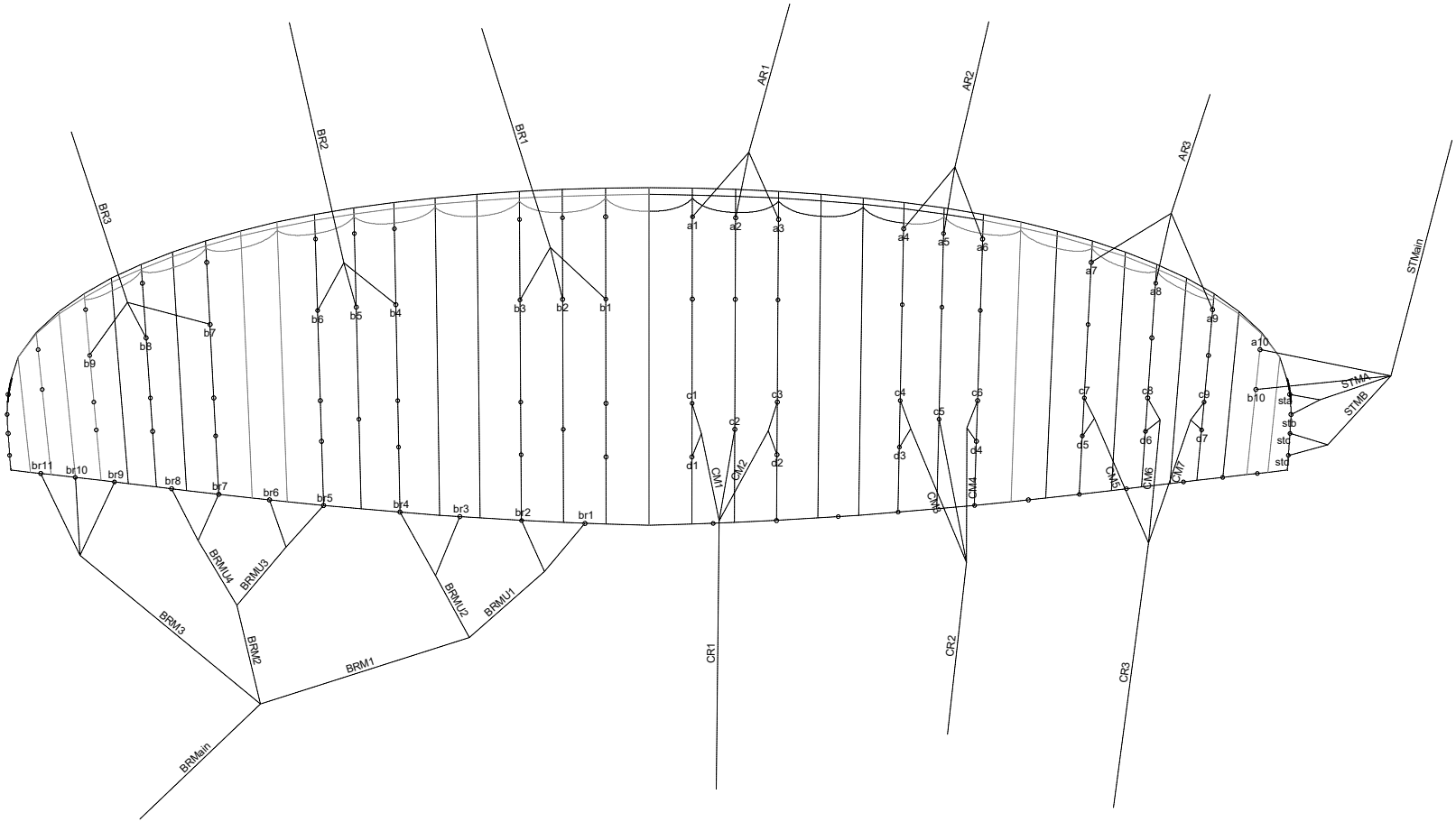
Parachutal stall

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	Porcher sport	70032E3W / 70000E3H
Inner Surface	Dominico Tex	10 D
Supported ribs	Porcher Sport	70000E91
Compression straps and D ribs	Porcher Sport	70000E91
Unsupported ribs	Porcher Sport	70000E91
Rib reinforcements	Porcher Sport	Sticky skytex + Dacron

Main lines	Producer	Reference
Top cascade	Edelrid	8000U-090 / 070 / 050
Middle cascade	Edelrid	8000U-090 / 070
Low cascade	Edelrid	8000U-230 / 190

Stabilo lines	Producer	Reference
Top cascade	Edelrid	8000U-050
Middle cascade	Edelrid	8000U-070
Low cascade	Edelrid	7343-075

Brake lines	Producer	Reference
Top cascade	Edelrid	8000U-050
Upper middle cascade	Edelrid	8000U-070
Lower middle cascade	Edelrid	8000U-090
Lower cascade	Edelrid	7850X-240

Connexion lines / risers
Softlink SUPAIR

Maintenance sheet

Glider EIKO 2 16

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
5347		-5347	5284		-5284	5405		-5405	5507		-5507	5554		-5554
5306		-5306	5240		-5240	5381		-5381				5341		-5341
5317		-5317	5245		-5245	5354		-5354	5448		-5448	5186		-5186
5277		-5277	5197		-5197	5277		-5277	5351		-5351	5136		-5136
5251		-5251	5170		-5170	5255		-5255				5000		-5000
5268		-5268	5180		-5180	5241		-5241	5291		-5291	4950		-4950
5235		-5235	5165		-5165	5221		-5221	5261		-5261	4962		-4962
5165		-5165	5114		-5114	5158		-5158	5183		-5183	5045		-5045
5129		-5129	5091		-5091	5119		-5119	5134		-5134	4972		-4972
												4962		-4962
4879		-4879	4885		-4885							5020		-5020
4807		-4807	4849		-4849	4916		-4916	5010		-5010			

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	503			378		
A'	503			378		
B	503			420		
C	503			503		

Tolérance +/- 5mm

Maintenance sheet

Glider EIKO 2 16

Lines individual lenghts

A LINES			B LINES			C LINES			D LINES			BRAKE LINES		
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN
AR1	3885	3625	BR1	3830	3570	CR1	3926	3666	d1	948	728	BRmain	2411	2111
AR2	3830	3570	BR2	3767	3507	CR2	3831	3571	d2	928	708	BRM1	1952	1732
AR3	3589	3329	BR3	3543	3283	CR3	3569	3309	d3	895	675	BRM2	1907	1687
a1	1453	1233	b1	1445	1225	CM1	860	640	d4	859	639	BRM3	2414	2194
a2	1412	1192	b2	1401	1181	CM2	821	601	d5	691	471	BRMU1	1118	1405
a3	1423	1203	b3	1406	1186	CM3	852	632	d6	650	430	BRMU2	945	725
a4	1438	1218	b4	1421	1201	CM4	828	608	d7	620	400	BRMU3	930	710
a5	1412	1192	b5	1394	1174	CM5	1227	1007				BRMU4	951	731
a6	1429	1209	b6	1404	1184	CM6	1190	970	STABILO LINES			br1	1058	838
a7	1635	1415	b7	1611	1391	CM7	1171	951	NAME	CUT	SEWN	br2	845	625
a8	1565	1345	b8	1560	1340	c1	846	626	STMain	3842	3622	br3	863	643
a9	1529	1309	b9	1537	1317	c2	1453	1233	STMA	566	346	br4	813	593
a10	979	759	b10	985	765	c3	834	614	STMB	641	421	br5	737	517
						c4	821	601	sta	566	346	br6	687	467
						c5	1422	1202	stb	608	388	br7	678	458
						c6	809	589	stc	600	380	br8	761	541
						c7	657	437	std	694	474	br9	904	684
						c8	631	411				br10	850	630
						c9	611	391				br11	908	688

Tolerance +/- 10mm

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

Maintenance sheet

Glider EIKO 2 19

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
5822	*5820*	-2	5754	*5754*	-0	5879	*5878*	-1	5997	*6000*	3	6094	*6092*	-3
5780	*5781*	1	5707	*5704*	-3	5860	*5860*	-0				5866	*5862*	-4
5792	*5793*	1	5714	*5713*	-1	5827	*5824*	-3	5936	*5936*	0	5699	*5697*	-2
5755	*5761*	6	5663	*5667*	4	5748	*5749*	1	5834	*5838*	4	5646	*5644*	-2
5726	*5729*	3	5634	*5636*	2	5729	*5728*	-1				5502	*5500*	-3
5745	*5747*	2	5646	*5648*	2	5710	*5712*	2	5770	*5771*	1	5448	*5448*	0
5708	*5714*	6	5631	*5637*	6	5683	*5689*	6	5732	*5737*	5	5461	*5464*	3
5632	*5637*	5	5576	*5582*	6	5616	*5623*	7	5648	*5653*	5	5551	*5555*	4
5587	*5592*	5	5545	*5550*	5	5575	*5580*	5	5595	*5600*	5	5473	*5480*	7
												5458	*5452*	-6
5282	*5276*	-6	5288	*5283*	-5							5517	*5516*	-1
5196	*5190*	-6	5244	*5238*	-6	5318	5312	-6	5422	*5416*	-6			

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	507	506	-1	397	396	-1
A'	507	510	3	397	393	-4
B	507	509	2	434	435	1
C	507	503	-4	507	503	-4

Tolérance +/- 5mm

Maintenance sheet

Glider EIKO 2 19

Lines individual lenghts

A LINES			B LINES			C LINES			D LINES			BRAKE LINES		
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN
AR1	4241	3981	BR1	4181	3921	CR1	4281	4021	d1	1024	804	BRmain	2632	2332
AR2	4186	3926	BR2	4114	3854	CR2	4183	3923	d2	1004	784	BRM1	2119	1899
AR3	3921	3661	BR3	3870	3610	CR3	3892	3632	d3	966	746	BRM2	2075	1855
a1	1572	1352	b1	1564	1344	CM1	919	699	d4	927	707	BRM3	2633	2413
a2	1530	1310	b2	1517	1297	CM2	878	658	d5	741	521	BRMU1	1201	981
a3	1542	1322	b3	1524	1304	CM3	912	692	d6	697	477	BRMU2	1016	796
a4	1560	1340	b4	1540	1320	CM4	887	667	d7	663	443	BRMU3	1000	780
a5	1531	1311	b5	1511	1291	CM5	1325	1105				BRMU4	1023	803
a6	1550	1330	b6	1523	1303	CM6	1285	1065	STABILO LINES			br1	1135	915
a7	1776	1556	b7	1750	1530	CM7	1266	1046	NAME	CUT	SEWN	br2	907	687
a8	1700	1480	b8	1695	1475	c1	906	686	STMain	4169	3949	br3	925	705
a9	1655	1435	b9	1664	1444	c2	1577	1357	STMA	600	380	br4	872	652
a10	1055	835	b10	1061	841	c3	895	675	STMB	681	461	br5	788	568
						c4	880	660	sta	594	374	br6	734	514
						c5	1544	1324	stb	642	422	br7	724	504
						c6	867	647	stc	635	415	br8	814	594
						c7	698	478	std	739	519	br9	973	753
						c8	671	451				br10	914	694
						c9	649	429				br11	973	753

Tolérance +/- 10mm

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

Maintenance sheet

Glider EIKO 2 21

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
6125	*6123*	-2	6054	*6051*	-3	6185	*6182*	-3	6314	*6313*	-1	6421	*6414*	-7
6081	*6078*	-3	6005	*6000*	-5	6167	*6161*	-6				6182	*6179*	-3
6095	*6093*	-2	6014	*6010*	-4	6133	*6129*	-5	6251	*6250*	-1	6007	*6007*	0
6052	*6051*	-1	5963	*5960*	-3	6051	*6044*	-7	6145	*6142*	-3	5952	*5954*	2
6024	*6022*	-2	5933	*5930*	-3	6033	*6026*	-7				5802	*5805*	3
6044	*6044*	0	5946	*5943*	-3	6013	*6007*	-6	6079	*6075*	-4	5746	*5750*	4
6015	*6012*	-3	5934	*5933*	-1	5990	*5987*	-3	6046	*6039*	-7	5761	*5765*	4
5936	*5936*	0	5876	*5874*	-2	5920	*5918*	-2	5957	*5951*	-6	5856	*5859*	3
5894	*5890*	-4	5850	*5847*	-3	5878	*5876*	-2	5901	*5898*	-3	5775	*5776*	1
												5804	*5798*	-6
5607	*5605*	-2	5612	*5609*	-3							5820	*5814*	-6
5522	*5515*	-7	5570	*5563*	-7	5644	5638	-6	5751	*5745*	-6			

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	527	529	2	400	399	-1
A'	527	527	0	400	398	-2
B	527	529	2	444	443	-1
C	527	523	-4	527	523	-4

Tolérance +/- 5mm

Maintenance sheet

Glider EIKO 2 21

Lines individual lenghts

A LINES			B LINES			C LINES			D LINES			BRAKE LINES		
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN
AR1	4454	4194	BR1	4392	4132	CR1	4497	4237	d1	1070	850	BRmain	2756	2456
AR2	4395	4135	BR2	4325	4065	CR2	4397	4137	d2	1049	829	BRM1	2217	1997
AR3	4126	3866	BR3	4072	3812	CR3	4098	3838	d3	1008	788	BRM2	2174	1954
a1	1642	1422	b1	1633	1413	CM1	954	734	d4	967	747	BRM3	2762	2542
a2	1598	1378	b2	1584	1364	CM2	912	692	d5	772	552	BRMU1	1251	1405
a3	1612	1392	b3	1593	1373	CM3	947	727	d6	724	504	BRMU2	1057	837
a4	1628	1408	b4	1609	1389	CM4	922	702	d7	688	468	BRMU3	1040	820
a5	1600	1380	b5	1579	1359	CM5	1382	1162				BRMU4	1065	845
a6	1620	1400	b6	1592	1372	CM6	1341	1121	STABILO LINES			br1	1182	962
a7	1858	1638	b7	1831	1611	CM7	1321	1101	NAME	CUT	SEWN	br2	943	723
a8	1779	1559	b8	1773	1553	c1	941	721	STMain	4429	4209	br3	962	742
a9	1737	1517	b9	1747	1527	c2	1648	1428	STMA	620	400	br4	907	687
a10	1100	880	b10	1105	885	c3	931	711	STMB	704	484	br5	817	597
						c4	914	694	sta	620	400	br6	761	541
						c5	1614	1394	stb	668	448	br7	751	531
						c6	901	681	stc	658	438	br8	846	626
						c7	722	502	std	765	545	br9	1014	794
						c8	693	473				br10	999	779
						c9	671	451				br11	1015	795

Tolérance +/- 10mm

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

Maintenance sheet

Glider EIKO 2 23

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
6408	*6409*	1	6336	*6339*	3	6469	*6468*	-1	6606	*6607*	1	6744	*6742*	-2
6363	*6361*	-2	6287	*6287*	-0	6453	*6451*	-3				6495	*6494*	-1
6378	*6381*	3	6296	*6298*	2	6415	*6417*	2	6542	*6545*	3	6314	*6312*	-3
6338	*6339*	1	6245	*6247*	2	6331	*6328*	-3	6433	*6433*	0	6258	*6256*	-3
6308	*6309*	1	6215	*6215*	-0	6316	*6312*	-4				6101	*6102*	1
6330	*6333*	3	6228	*6230*	2	6292	*6291*	-1	6364	*6365*	1	6043	*6046*	3
6305	*6301*	-4	6214	*6217*	3	6271	*6271*	0	6332	*6329*	-3	6060	*6062*	2
6222	*6221*	-1	6153	*6156*	3	6198	*6200*	2	6239	*6237*	-2	6158	*6161*	3
6178	*6177*	-1	6125	*6127*	2	6154	*6155*	1	6181	*6175*	-6	6074	*6067*	-7
												6106	*6106*	-1
5875	*5876*	1	5881	*5882*	1							6118	*6118*	0
5785	*5786*	1	5836	*5836*	-0	5915	5915	-0	6027	*6025*	-2			

Tolérance +/- 10mm

Riser length (mm)

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	527	532	5	400	403	3
A'	527	527	0	400	398	-2
B	527	531	4	444	448	4
C	527	522	-5	527	522	-5

Tolérance +/- 5mm

Maintenance sheet

Glider EIKO 2 23

Lines individual lenghts

A LINES			B LINES			C LINES			D LINES			BRAKE LINES		
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN
AR1	4666	4406	BR1	4604	4344	CR1	4709	4449	d1	1115	895	BRmain	2884	2584
AR2	4609	4349	BR2	4537	4277	CR2	4607	4347	d2	1094	874	BRM1	2316	2096
AR3	4332	4072	BR3	4269	4009	CR3	4296	4036	d3	1051	831	BRM2	2274	2054
a1	1713	1493	b1	1703	1483	CM1	989	769	d4	1008	788	BRM3	2892	2672
a2	1668	1448	b2	1654	1434	CM2	946	726	d5	802	582	BRMU1	1301	1081
a3	1683	1463	b3	1663	1443	CM3	982	762	d6	752	532	BRMU2	1100	880
a4	1700	1480	b4	1679	1459	CM4	956	736	d7	714	494	BRMU3	1081	861
a5	1670	1450	b5	1649	1429	CM5	1440	1220				BRMU4	1108	888
a6	1692	1472	b6	1662	1442	CM6	1397	1177	STABILO LINES			br1	1228	1008
a7	1942	1722	b7	1914	1694	CM7	1377	1157	NAME	CUT	SEWN	br2	979	759
a8	1859	1639	b8	1853	1633	c1	978	758	STMain	4652	4432	br3	999	779
a9	1815	1595	b9	1825	1605	c2	1722	1502	STMA	639	419	br4	943	723
a10	1145	925	b10	1151	931	c3	967	747	STMB	728	508	br5	847	627
						c4	949	729	sta	641	421	br6	789	569
						c5	1687	1467	stb	692	472	br7	779	559
						c6	936	716	stc	682	462	br8	877	657
						c7	747	527	std	794	574	br9	1055	835
						c8	717	497				br10	1043	823
						c9	693	473				br11	1055	835

Tolérance +/- 10mm

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

Maintenance sheet

Glider EIKO 2 26

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
6819	6820	1	6743	6738	-5	6881	6875	-6	7032	7028	-4	7195	7194	-1
6772	6772	0	6691	6684	-7	6869	6862	-7				6932	6932	0
6789	6789	0	6702	6699	-3	6826	6823	-3	6965	6963	-2	6741	6743	2
6748	6753	5	6643	6646	3	6739	6736	-3	6851	6850	-1	6682	6685	3
6717	6719	2	6611	6614	3	6726	6719	-7				6517	6515	-2
6740	6743	3	6626	6631	5	[illegible]	6696	-3	6779	6777	-2	6456	6454	-2
6716	6725	9	6619	6624	5	6676	6678	2	6746	6741	-5	6474	6475	1
6629	6635	6	6556	6560	4	6600	6600	0	6649	6646	-3	6579	6581	2
6582	6586	4	6526	6528	2	6554	6553	-1	6586	6581	-5	6495	6488	-7
												6532	6530	-2
6265	6266	1	6270	6274	4							6546	6542	-4
6169	6170	1	6223	6225	2	6307	6308	1	6425	6423	-2			

RISERS LEN[illegible]
WITH MAILLON R[illegible]
MEASURED

Tolérance +/- 10mm

Riser length (mm) RISERS LENGHTS

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	546	549	3	411	410	-1
A'	546	549	3	411	411	0
B	546	551	5	457	462	5
C	546	546	0	546	546	0

Tolérance +/- 5mm

Maintenance sheet

Glider EIKO 2 26

Lines individual lenghts

A LINES			B LINES			C LINES			D LINES			BRAKE LINES		
NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN	NAME	CUT	SEWN
AR1	4961	4701	BR1	4895	4635	CR1	5005	4745	d1	1178	958	BRmain	3075	2775
AR2	4902	4642	BR2	4819	4559	CR2	4899	4639	d2	1156	936	BRM1	2452	2232
AR3	4610	4350	BR3	4543	4283	CR3	4570	4310	d3	1109	889	BRM2	2410	2190
a1	1809	1589	b1	1799	1579	CM1	1036	816	d4	1063	843	BRM3	3070	2850
a2	1762	1542	b2	1747	1527	CM2	991	771	d5	844	624	BRMU1	1369	1405
a3	1779	1559	b3	1758	1538	CM3	1030	810	d6	791	571	BRMU2	1157	937
a4	1797	1577	b4	1775	1555	CM4	1004	784	d7	749	529	BRMU3	1137	917
a5	1766	1546	b5	1743	1523	CM5	1518	1298				BRMU4	1166	946
a6	1789	1569	b6	1758	1538	CM6	1474	1254	STABILO LINES			br1	1292	1072
a7	2055	1835	b7	2025	1805	CM7	1453	1233	NAME	CUT	SEWN	br2	1029	809
a8	1968	1748	b8	1962	1742	c1	1027	807	STMain	4960	4740	br3	1050	830
a9	1921	1701	b9	1932	1712	c2	1822	1602	STMA	667	447	br4	991	771
a10	1207	987	b10	1212	992	c3	1017	797	STMB	761	541	br5	888	668
						c4	997	777	sta	669	449	br6	827	607
						c5	1785	1565	stb	723	503	br7	816	596
						c6	983	763	stc	713	493	br8	921	701
						c7	780	560	std	831	611	br9	1110	890
						c8	748	528				br10	1097	877
						c9	723	503				br11	1111	891

Tolérance +/- 10mm

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

Certification

Certification

Certification

Certification

Certification

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.

Product longevity and mandatory controls

Irrespective of pre-flight checks, you must have the glider serviced regularly. We recommend that the wing should be checked every 2 years or every 100 flight hours, whichever comes first, and in particular :

- Lines (no excessive wear, no breakages or folds), maillons, attachment points and carabiners

- Materials selected for the EIKO 2 ensure the best compromise for lightness and longevity. However in certain conditions, for example excessive exposure to UV or abrasion or exposure to chemical products, the glider must be submitted to a full check in a qualified facility. Your safety is at stake.
- Carabiners must be replaced by new ones every five (5) years by identical models or models recommended by the manufacturer (SUPAIR).

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

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 EIKO 2 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.

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.

DESIGNED
IN ANNECY

100% MADE
IN EUROPE

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