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User's manual
STEP  light
EN-B+



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

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

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

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

Naturally the entire SUPAIR team remains at your disposal at info@supair.com

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

Team SUPAIR

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The STEP Light meets all the requirements of the sport pilot wishing to fly under an accessible but yet performant and lightweight B glider. It was designed for distance flying and will give the pilot maximum comfort to optimize long distance XC adventures. The well thought out design and choice of materials were guided by the same quality and longevity objectives.

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

This means that the paraglider has a good passive safety and forgiving flying characteristics. Gliders in this class show some resistance to departures from normal flight.

It also means that it requires a skill level and experience compatible with the wings in that category, which is the upper part of the B-class.

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 cross or hike & fly harness models.

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

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



Advice



Caution !



Danger !!

Glider STEP Light	XS	S	M	ML
Cell number	61	61	61	61
Flat surface area (m ²)	21,5	24	26	28
Span (m)	11,07	11,7	12,17	12,63
Chord (m)	2,4	2,54	2,64	2,74
Flat Aspect Ratio	5,7	5,7	5,7	5,7
Projected surface area (m ²)	18,106	20,21	21,90	23,58
Projected span (m)	8,68	9,17	9,55	9,91
Projected aspect ratio	4,16	4,16	4,16	4,16
Glider weight (kg)	3,35	3,66	3,9	4,2
In-flight weight range (kg)	55-75	70-90	80-100	90-110
Certification	Class B, EN : 926-2 : 2013 & 926-1 : 2015, LTF : 2. DV LuftGerPV §1, Nr 7 c			
Aerobatics flying	NO			
Riser number	3+1			
Speed system	yes, travel: 130mm	yes, travel: 170mm	yes, travel: 170mm	yes, travel: 150mm
Trimmer	No			
Other variable device	No			
Break travel at maximal weight (cm)	57	60	62	66
Harness dimensions used for certification At minimum weight	* Length between main suspension points: 40 ±2 cm * Height of main suspension points: 50 ±1 cm	* Length between main suspension points: 40 ±2 cm * Height of main suspension points: 43 ±1 cm	* Length between main suspension points: 40 ±2 cm * Height of main suspension points: 41 ±1 cm	* Length between main suspension points: 43 ±2 cm * Height of main suspension points: 44 ±1 cm
Harness dimensions used for certification At maximum weight	* Length between main suspension points: 43 ±2 cm * Height of main suspension points: 40 ±1 cm	* Length between main suspension points: 43 ±2 cm * Height of main suspension points: 43 ±1 cm	* Length between main suspension points: 44 ±2 cm * Height of main suspension points: 43 ±1 cm	* Length between main suspension points: 48 ±2 cm * Height of main suspension points: 43 ±1 cm

In-flight weight range

Weight (kg)	55	60	65	70	75	80	85	90	95	100	105	110
STEP Light XS	Green	Green	Dark Blue	Dark Blue	Green	White	White	White	White	White	White	White
STEP Light S	White	White	White	Green	Green	Dark Blue	Dark Blue	Green	White	White	White	White
STEP Light M	White	White	White	White	White	Green	Green	Dark Blue	Dark Blue	Green	White	White
STEP Light ML	White	White	White	White	White	White	White	Green	Green	Dark Blue	Dark Blue	Green

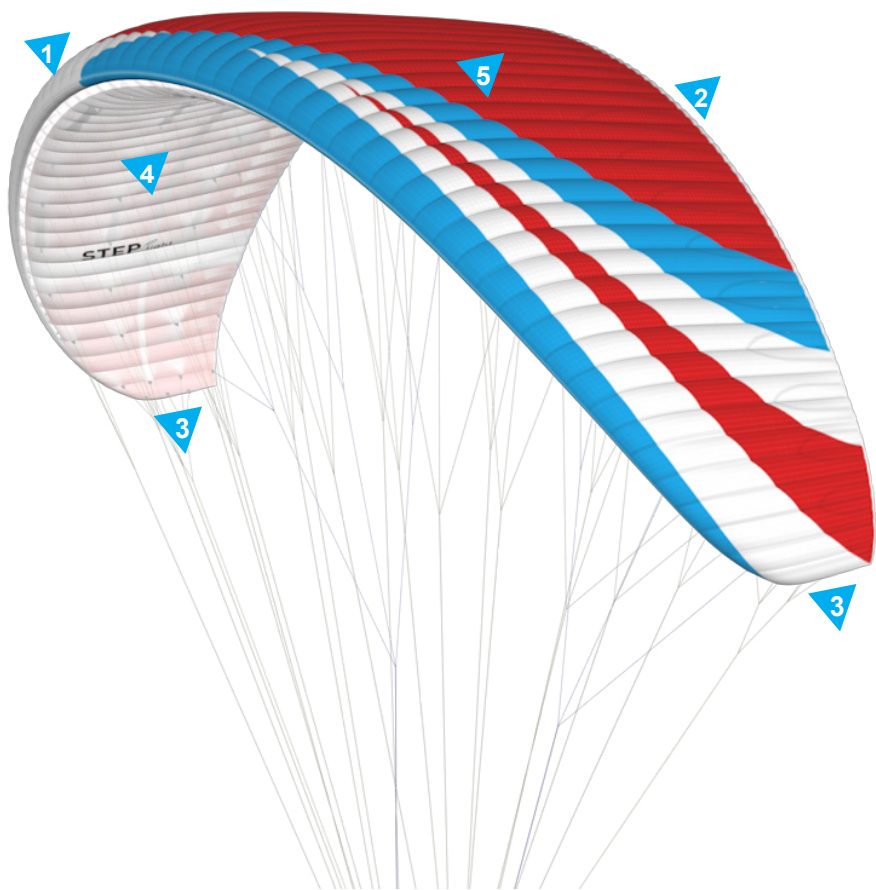
- In-flight weight range (kg)
- Perfect In-flight weight range (kg) to optimize flight performances



OCEAN



VOLCANO



- 1 Leading edge
- 2 Trailing edge
- 3 Stabilizer
- 4 Inner Surface
- 5 Outer Surface
- 6 A riser
- 7 « A » split riser (for Big Ears)
- 8 B riser
- 9 C riser
- 10 Brake line
- 11 Brake holder
- 12 Brake handle
- 13 Riser hook-up loop
- 14 C-handling bar
- 15 Pocket with repair kit.
- 16 Compact case



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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 and C risers as well as the brake lines neatly. Knots or tangles can not be present.

Choosing an adapted harness.

The STEP Light glider was certified EN B with a EN1651 & LTF certified harness and can therefore be flown with most harnesses models found on the market today. We will advise you to choose a EN1651 and or LTF certified harness with a built-in dorsal protection system.

Connecting the wing to the harness.

Without twisting the risers, connect them to the harness connection loops using the 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 carabiners to be fully closed and locked in place.

Installing the speed system

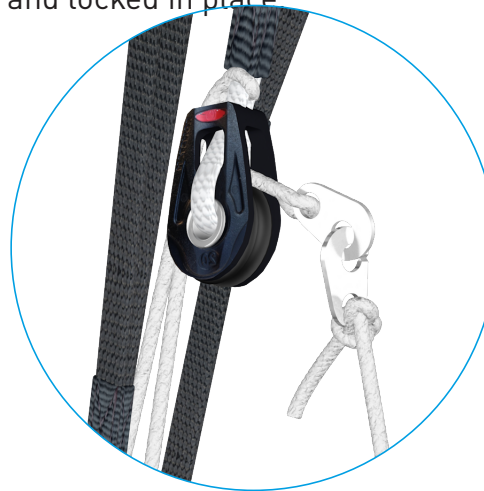
Install the speed system according to your harness manufacturer's recommendations.

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.



Setting up the glider



Setting up the glider

Brake line length

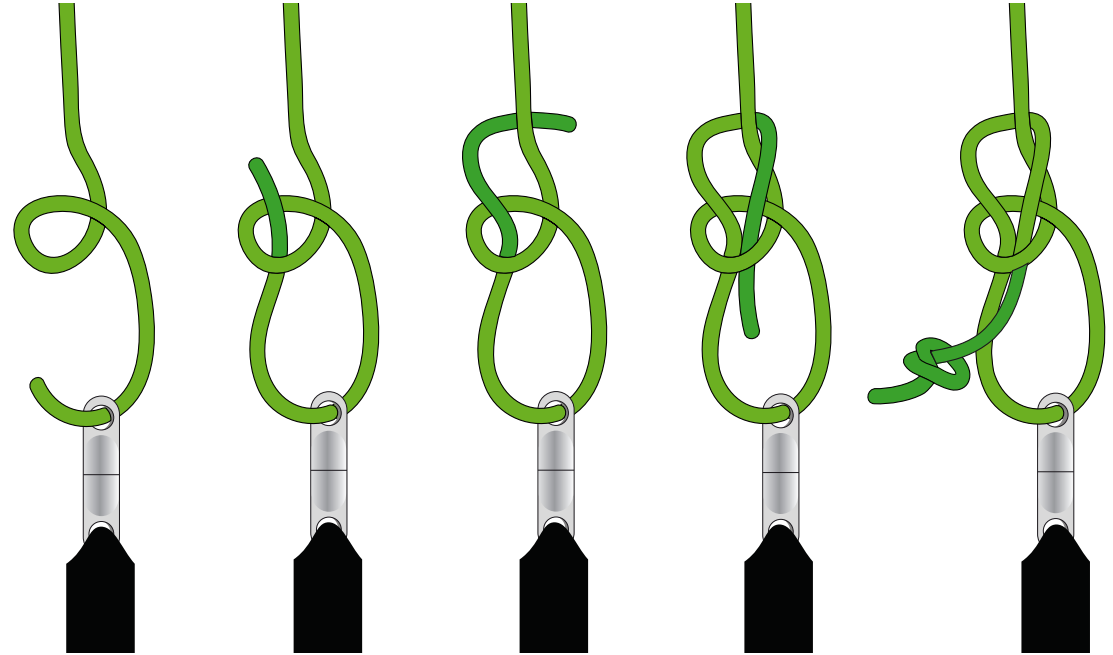
Brake line lengths are set at the factory to allow optimal glider control. However, if they do not suit you they can be adjusted to your liking.

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



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

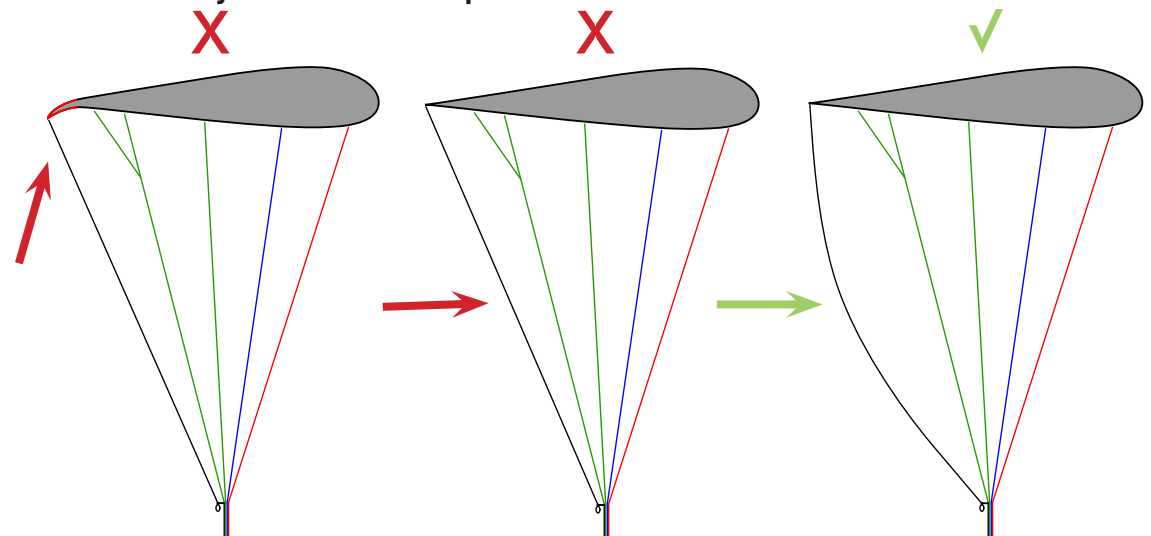
fisherman's knot



Free travel adjustment at full speed



Be certain to maintain a small amount of slack in the brake line. While flying with the accelerator on (full speed) you must be able to pull the first centimeters of brake line towards you without having any noticeable action on the trailing edge.



Pre-flight preparation

The STEP Light wing was designed for recreational pilots, sportsmen, who want a high performance glider, at the top of the B-category.

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

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

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



Caution !

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

Run through the following procedure prior to each takeoff:

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

Inflating the STEP Light is easy without any hard point. The sequence demands and adaptation to the weather conditions of the day. It is possible to inflate it forward or reversed.

Forward launch

To inflate the glider grab the upper ends of the "A" risers with your hands and progressively move forward guiding the glider upward. Once the wing is flying overhead, apply brakes as necessary, look up and perform a visual check before accelerating to take off.

Reverse launch

If the wind speed is sustained and allows 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 taking off.
Note: In strong winds you may only need to use the inner 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 characteristics

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

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

« Hands up » speed or trim speed

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

Using the accelerator/speedbar.

The STEP Light glider was designed to be stable throughout its speed range.

Accelerated, the wing becomes more sensitive to turbulence. If you sense a glider internal pressure decrease while pushing on the accelerator; lessen the speedbar tension to bring it back to its neutral default setting while slightly pulling the C-riser handles and prevent a possible leading edge frontal collapse.

Piloting without the toggles/brakes.

If for whatever reason, the handles 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 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 handles and could bring a more energetic landing than normal.

Piloting with the « C ».

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

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

This method also optimizes the performance of your wing: using a brake handle input to counteract the turbulence strains the wing's profile and deteriorates its performance.

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

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

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

Turns

To make your glider turn efficiently, and only after checking that the space below you is clear and safe to land on, shift your weight toward the inside of the turn and progressively pull your brake handle on the same side until the desired turning angle is reached. The turning speed and radius can also be adjusted by using the other brake handle controlling the upper half side of the wing. When flying at low speed, begin your turn by raising your hand on the upper and external side of the turn to prevent a possible spin from occurring. The STEP Light turns very well with handle input, and does not require big weightshifting in the harness.

Landing

Be certain to always have enough altitude for a safe landing before approaching the chosen Landing Zone. 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. Fold the wing on itself, starting from the leading edge toward the trailing edge. During the entire packing procedure, avoid as much as possible bending the leading edge's reinforcements.

Towing

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

Aerobatics

Your wing was not designed for aerobatic maneuvers. We highly discourage its use for this type of flying. 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"-type maneuvers are the most damaging to your equipment.

Tandem



The STEP Light wing was not designed for tandem flying.

Specific practices

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

Big Ears

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

In order to pull "ears", grab the specific riser (outer "A" riser) while keeping the handles in hands and lowering them until the win tips collapse.

Once the "Ears" are folded and stabilized, we will recommend using the accelerator/speedbar to recover 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 handles on either side of the wing to facilitate its reopening sequence.

B-line stall

This technique is usually physically demanding and will lead to a deep stall configuration and therefore wing control will be diminished.

Loosing altitude using the "B" risers is done by grabbing the risers at the metal (or soft) 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 recover a normal flying configuration, bring your hands up quickly to the "A" risers red markers, then let go of 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 handle pressure on that side. The wing will gradually accelerate before entering a full spiral dive. You may use the outer/upper handle 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 excessive stress on the glider we do not recommend combining spiral dives with "Ears".



Conforming to the B-class of EN-926-2, the STEP LIGHT glider does not show any tendency to stay in a locked spiral configuration and will return by itself to a normal flying angle in less than three full rotations when the brakes are brought back up.



DANGER: This manoeuvre 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 available space around and below you.

Asymmetric collapses

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

In the event of an asymmetrical collapse induced by turbulence or purposely by the pilot, we want to remind you that the best course of action to take is:

- Shift all your weight onto the open side of the wing.
- If necessary, slightly brake on the open side of the wing to further prevent it from rotating.
- Once the wing is balanced and stabilized, (straight flight), if the folded side does not spontaneously reopen, give large up and down pumping motions until the collapsed glider side is fully reopened.
- Repeat if necessary until full reinflation is achieved. In the event of a "cravat" (where the wing tip is snagged between the lines) you may pull 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. If the collapse is purposely induced by the pilot, we recommend that brake handles be clipped back on the stoppers before collapsing the glider.
- Grab the brakes, arms up. 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 following surge by using the brakes proportionally and symmetrically once the wing has flies again.

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 break handles fully and trims symmetrically. You might also need to push forward on the "A" risers. Make sure you regained a normal flight configuration before proceeding with break handles usage again.

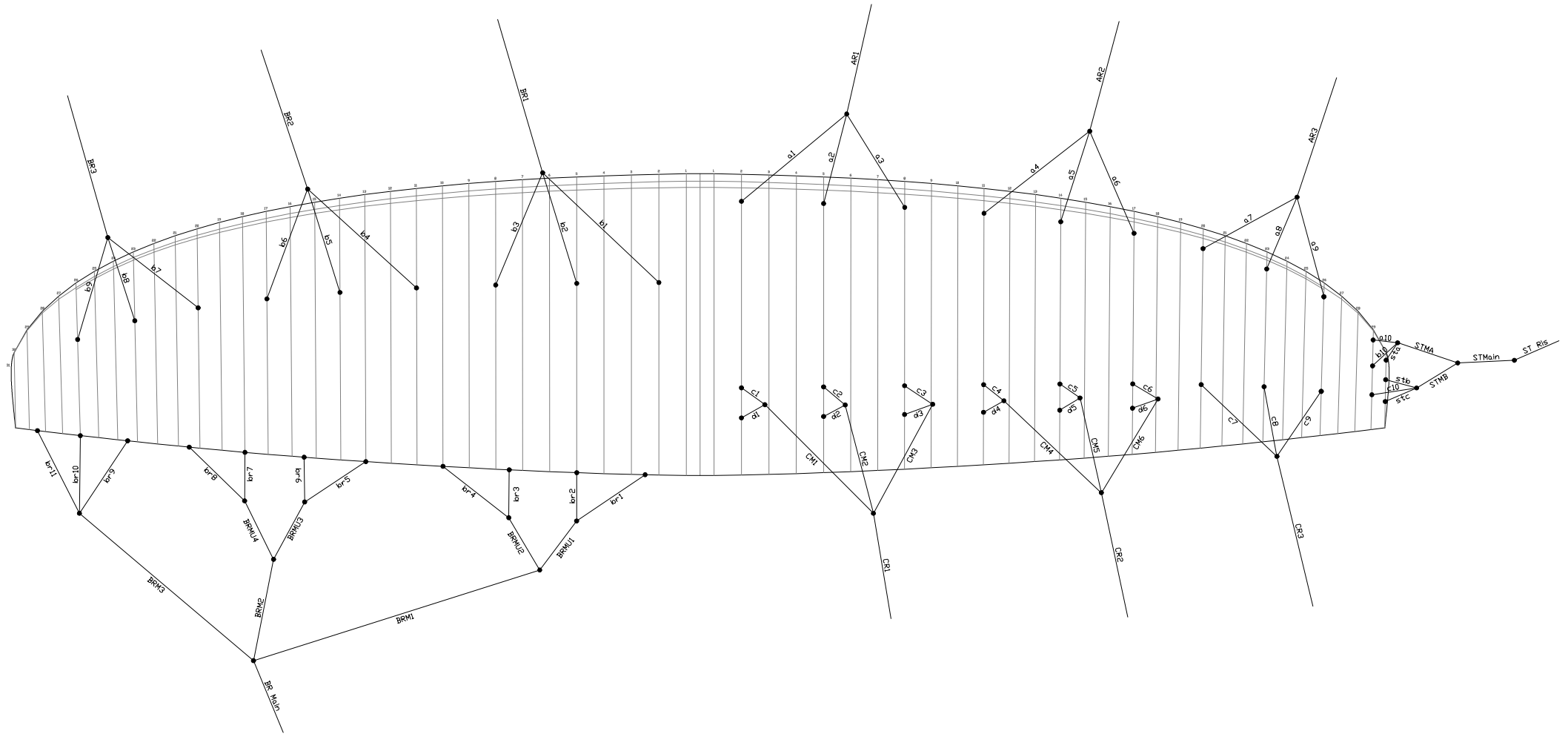
Stall

A stall does not happen by itself even in turbulent air. In the event of a cravat (deflated part of the wing tucked in the lines) from which you can't recover by pumping the concerned side's brake, you might have to stall the glider.

We do not recommend using this technique unless you have proper training and sufficient altitude.

Spin / asymmetric stall

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



Fabrics	Manufacturer	Reference
Outer surface (main)	Porcher Sport	Skytex 27gr Classic 2 - 70000 E3H
Inner Surface	Porcher Sport	Skytex 27gr Classic 70000 E71
Supported ribs	Porcher Sport	Skytex 32 gr Hard finish - 700032E4D
Compression straps and D ribs	Porcher Sport	Skytex 27gr Hard finish - 70000 E91 & Skytex 32gr Hard finish - 70032 E4D
Unsupported ribs	Porcher Sport	Skytex 27gr Hard finish - 70000 E91
Rib reinforcements	Porcher Sport	SR 170

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

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

Brake lines	Manufacturer	Reference
Top cascade	Edelrid	8000U-50
Upper middle cascade	Edelrid	8000U-70
Lower middle cascade	Edelrid	8000U-90
Lower cascade	Edelrid	8000U-190 / N10_300
Mailons	SUPAIR	SUPAIR Dyneema softlinks

STEP Light glider size XS

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and soft links, under a 5 kg tension.

	A			B			C			D			Brake			
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	
Center	1	6735	6740	5	6653	6655	2	6788	6782	-6	6843	6835	-8	7105	7109	4
	2	6650	6658	8	6568	6565	-3	6699	6696	-3	6753	6746	-7	6871	6872	1
	3	6681	6684	3	6599	6594	-5	6723	6724	1	6773	6767	-6	6683	6681	-2
	4	6625	6629	4	6542	6538	-4	6655	6655	0	6701	6697	-4	6587	6585	-2
	5	6514	6512	-2	6435	6437	2	6540	6537	-3	6582	6578	-4	6412	6409	-3
	6	6516	6514	-2	6440	6439	-1	6534	6526	-8	6571	6566	-5	6270	6267	-3
	7	6381	6384	3	6329	6325	-4	6400	6393	-7				6212	6209	-3
	8	6248	6240	-8	6213	6209	-4	6276	6272	-4				6242	6249	7
	9	6189	6190	1	6179	6171	-8	6230	6237	7				6106	6103	-3
Stabilizers	10	5907	5899	-8	5885	5877	-8	5930	5925	-5				6058	6054	-4
Wingtip	11	5797	5804	7	5821	5815	-6	5876	5870	-6				6028	6028	0

Tolerance +/- 10mm

Riser length measurement (mm) table

Risers length, Measured with carabiner.	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	505	505	0	375	375	0
A'	505	504	-1	375	374	-1
B	505	503	-2	418	415	-3
C	505	506	1	505	506	1

Tolerance +/- 5mm

STEP Light glider size XS

Measurements tables

Tolérance +/- 10mm

•Lines lengths under 5 kg of tension

Lines individual lengths																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	4305	4005	BR1	4255	3955	CR1	4378	4078				STRis	525	305	BRMain	1644	1344
AR2	4529	4229	BR2	4467	4167	CR2	4565	4265				STmain	4509	4289	BRML	1477	1257
AR3	4641	4341	BR3	4622	4322	CR3	4685	4385									
						CM1	2057	1837				STMA	691	471	BRM1	1921	1701
						CM2	1982	1762				STMB	708	488	BRM2	2250	2030
						CM3	2002	1782							BRM3	2706	2486
						CM4	1791	1571									
						CM5	1697	1477									
						CM6	1695	1475									
															BRMU1	1824	1604
															BRMU2	1566	1346
															BRMU3	1112	892
															BRMU4	1133	913
a1	2493	2273	b1	2461	2241	c1	668	448	721	501	486	sta	493	273	br1	1508	1288
a2	2408	2188	b2	2376	2156	c2	654	434	706	486	433	stb	500	280	br2	1274	1054
a3	2439	2219	b3	2407	2187	c3	658	438	706	486	417	stc	555	335	br3	1344	1124
a4	2159	1939	b4	2138	1918	c4	607	387	651	431	404				br4	1248	1028
a5	2048	1828	b5	2031	1811	c5	586	366	626	406	364				br5	1198	978
a6	2050	1830	b6	2036	1816	c6	582	362	617	397	391				br6	1056	836
a7	1804	1584	b7	1771	1551	c7	1772	1552							br7	977	757
a8	1671	1451	b8	1655	1435	c8	1648	1428							br8	1007	787
a9	1607	1387	b9	1616	1396	c9	1602	1382							br9	1307	1087
a10	605	385	b10	583	363	c10	611	391							br10	1259	1039
															br11	1229	1009

*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

STEP Light glider size S

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and soft links, under a 5 kg tension.

	A			B			C			D			Brake			
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	
Center	1	7120	7127	7	7032	7034	2	7176	7170	-6	7234	7230	-4	7484	7483	-1
	2	7032	7034	2	6943	6944	1	7083	7082	-1	7140	7140	0	7241	7236	-5
	3	7067	7072	5	6977	6974	-3	7110	7102	-8	7163	7159	-4	7043	7034	-9
	4	7013	7020	7	6926	6921	-5	7047	7042	-5	7095	7093	-2	6944	6938	-6
	5	6896	6901	5	6814	6816	2	6926	6920	-6	6971	6966	-5	6760	6755	-5
	6	6899	6901	2	6819	6820	1	6920	6912	-8	6959	6956	-3	6613	6613	0
	7	6756	6763	7	6704	6702	-2	6780	6772	-8				6550	6542	-8
	8	6615	6619	4	6581	6582	1	6649	6644	-5				6584	6586	2
	9	6553	6557	4	6545	6544	-1	6617	6611	-6				6442	6438	-4
Stabilizers	10	6300	6298	-2	6277	6273	-4	6325	6321	-4				6393	6385	-8
Wingtip	11	6190	6187	-3	6210	6204	-6	6267	6263	-4				6360	6368	8

Tolerance +/- 10mm

Riser length measurement (mm) table

Risers length, Measured with carabiner.	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	520	518	-2	350	346	-4
A'	520	518	-2	350	346	-4
B	520	517	-3	406	401	-5
C	520	517	-3	520	517	-3

Tolerance +/- 5mm

STEP Light glider size S

Measurements tables

Tolérance +/- 10mm

•Lines lengths under 5 kg of tension

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

*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

STEP Light glider size M

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and soft links, under a 5 kg tension.

	A			B			C			D			Brake			
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	
Center	1	7413	7421	8	7317	7325	8	7471	7475	4	7532	7529	-3	7890	7896	6
	2	7323	7329	6	7227	7231	4	7376	7376	0	7435	7434	-1	7641	7647	6
	3	7360	7368	8	7263	7263	0	7405	7405	0	7460	7456	-4	7427	7421	-6
	4	7304	7312	8	7211	7215	4	7337	7336	-1	7388	7388	0	7325	7320	-5
	5	7183	7192	9	7095	7096	1	7212	7208	-4	7258	7254	-4	7136	7135	-1
	6	7186	7191	5	7101	7097	-4	7206	7205	-1	7246	7241	-5	6983	6984	1
	7	7036	7038	2	6979	6984	5	7050	7047	-3				6916	6915	-1
	8	6889	6891	2	6851	6855	4	6914	6915	1				6950	6951	1
	9	6824	6832	8	6812	6812	0	6880	6876	-4				6804	6805	1
Stabilizers	10	6561	6559	-2	6537	6534	-3	6587	6588	1				6756	6749	-7
Wingtip	11	6441	6450	9	6467	6464	-3	6527	6526	-1				6722	6719	-3

Tolerance +/- 10mm

Riser length measurement (mm) table

Risers length, Measured with carabiner.	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	520	524	4	360	357	-3
A'	520	522	2	360	355	-5
B	520	523	3	410	410	0
C	520	524	4	520	524	4

Tolerance +/- 5mm

Tolérance +/- 10mm

•Lines lengths under 5 kg of tension

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

*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

STEP Light glider size ML

Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and soft links, under a 5 kg tension.

	A			B			C			D			Brake			
	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	
Center	1	7721	7727	6	7619	7626	7	7786	7779	-7	7849	7842	-7	8143	8139	-4
	2	7629	7633	4	7527	7533	6	7689	7681	-8	7750	7746	-4	7887	7887	0
	3	7668	7676	8	7565	7568	3	7719	7712	-7	7770	7760	-10	7679	7678	-1
	4	7612	7620	8	7517	7521	4	7648	7639	-9	7700	7691	-9	7574	7577	3
	5	7487	7492	5	7397	7402	5	7518	7514	-4	7566	7561	-5	7379	7376	-3
	6	7490	7494	4	7403	7403	0	7512	7513	1	7554	7555	1	7220	7225	5
	7	7340	7342	2	7281	7282	1	7348	7352	4				7151	7154	3
	8	7187	7183	-4	7148	7148	0	7207	7210	3				7185	7186	1
	9	7119	7119	0	7108	7105	-3	7171	7174	3				7037	7035	-2
Stabilizers	10	6839	6832	-7	6814	6810	-4	6866	6864	-2				6985	6979	-6
Wingtip	11	6714	6721	7	6741	6745	4	6803	6800	-3				6953	6949	-4

Tolerance +/- 10mm

Riser length measurement (mm) table

Risers length, Measured with carabiner.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	545	545	0	390	391	1
A'	545	543	-2	390	391	1
B	545	544	-1	442	440	-2
C	545	544	-1	545	544	-1

Tolerance +/- 5mm

STEP Light glider size ML

Measurements tables

Tolérance +/- 10mm

•Lines lengths under 5 kg of tension

Lines individual lengths																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	4909	4609	BR1	4840	4540	CR1	4992	4692				STRis	525	305	BRMain	1656	1356
AR2	5176	4876	BR2	5108	4808	CR2	5219	4919				STmain	5265	5045	BRML	1704	1484
AR3	5311	5011	BR3	5285	4985	CR3	5355	5055									
						CM1	2332	2112				STMA	766	546	BRM1	2226	2006
						CM2	2250	2030				STMB	787	567	BRM2	2637	2417
						CM3	2275	2055							BRM3	3185	2965
						CM4	2029	1809									
						CM5	1923	1703									
						CM6	1921	1701									
															BRMU1	2100	1880
															BRMU2	1816	1596
															BRMU3	1277	1057
															BRMU4	1302	1082
a1	2835	2615	b1	2802	2582	c1	737	517	d1	798	578	sta	539	319	br1	1726	1506
a2	2743	2523	b2	2710	2490	c2	722	502	d2	781	561	stb	545	325	br2	1470	1250
a3	2782	2562	b3	2748	2528	c3	727	507	d3	776	556	stc	607	387	br3	1546	1326
a4	2459	2239	b4	2432	2212	c4	668	448	d4	718	498				br4	1441	1221
a5	2334	2114	b5	2312	2092	c5	644	424	d5	690	470				br5	1374	1154
a6	2337	2117	b6	2318	2098	c6	640	420	d6	680	460				br6	1215	995
a7	2053	1833	b7	2020	1800	c7	2010	1790							br7	1121	901
a8	1900	1680	b8	1887	1667	c8	1869	1649							br8	1155	935
a9	1827	1607	b9	1842	1622	c9	1833	1613							br9	1520	1300
a10	666	446	b10	641	421	c10	672	452							br10	1468	1248
															br11	1436	1216

*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

Washing and glider maintenance.

It is a good idea to wash your glider from time to time. We recommend using sponge or soft hair brush and a non aggressive water-soluble cleaning agent (such as baby soap).

We recommend minor wing's maintenance to be conducted by the pilot at regular intervals:

- Repair eventual small fabric damages (holes smaller than a 1Euro coin or 1 US. 25 cents coin) with the small rounded sticky rips-top pieces included in your repair kit.
- Empty out the cells/caissons from sand, pebbles, grass, leaves, etc...

Storage and transport.

When not using your glider store it inside your paragliding rucksack in a dry cool and clean place protected from UV exposure. If your harness is wet please dry thoroughly before storing. If your glider is wet or humid, dry it thoroughly first.

Keep all metal parts away from corrosive elements.

Product longevity.



Irrespective of pre-flight checks, your glider must be serviced regularly and in accordance with its maintenance schedule. We will recommend for the wing to be inspected once a year or every one hundred (100) hours (whichever occurs first), and more specifically have the following points checked:



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

Spare parts

In case of premature wear or tear of your gear, you may order the following parts:

- * Suspension and brake lines, through a specialized workshop
- * Riser maillons, through SUPAIR directly
- * Whole risers, through SUPAIR directly

Repair



In spite of using the best quality materials, your glider may be exposed to wear and tear and will therefore need to be regularly inspected at a qualified repair center.

SUPAIR also offers the possibility for its products to be repaired beyond the end of the warranty period. Please contact us either by telephone or by E-mail sav@supair.com in order to receive a quote.

Recycling

All our materials are selected for their technical and environmentally friendly characteristics. None of the components found in our products will harm the environment. Most of them are recyclable.

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

Eco-responsibility

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

- * respecting the local flora and fauna
- * not throwing your trash out in nature
- * keeping your noise level low.

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



Your glider must be checked every year or every 100 flying hours (whichever occurs first) by a qualified operator. We advise you to take this opportunity to have your reserve repacked.

Mandatory checks

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.



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.

Disclaimer



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

Pilot's gear

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

The entire SUPAIR harness, accessory and reserve parachute selection (except for tandem gear), is compatible with the STEP Light glider.

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



STEP ^{leaf}light

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