

User's manual

# TASKA



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Photo : JM Ara

Thank you for choosing to fly our TASKA 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](http://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](mailto:info@supair.com)

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

Team SUPAIR



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Photo : JM Ara

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

The TASKA meets all the sporting pilot's requirements wishing to fly under an accessible but yet powerful C glider. It was designed for high performance 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 TASKA glider is EN EN 926 -1 : 2015 & 926 - 2 : 2013 Classe C. Certified.

This means that the paraglider in spite of good passive safety can react dynamically to over-piloting or in turbulence, and will have to be handled accordingly to stabilize it.

It also means that it requires a skill level and experience compatible with the wings in that category.

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 SUP'AIR 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 TASKA	XS	S	M	L
Cell number	67	67	67	67
Flat surface area (m <sup>2</sup> )	22,5	24,3	25,6	27,5
Span (m)	11,95	12,47	12,75	13,21
Chord (m)	2,33	2,43	2,48	2,57
Flat Aspect Ratio	6,35	6,35	6,35	6,35
Projected surface area (m <sup>2</sup> )	18,78	20,45	21,37	22,96
Projected span (m)	9,24	9,64	9,85	10,21
Projected aspect ratio	4,55	4,55	4,55	4,55
Glider weight (kg)	4,0	4,2	4,5	4,8
In-flight weight range (kg)	65 - 85	75 - 95	85 - 105	100 - 120
Certification	EN / LTF C			
Riser number.	3 + 1			
Trimmer	no			



Ocean

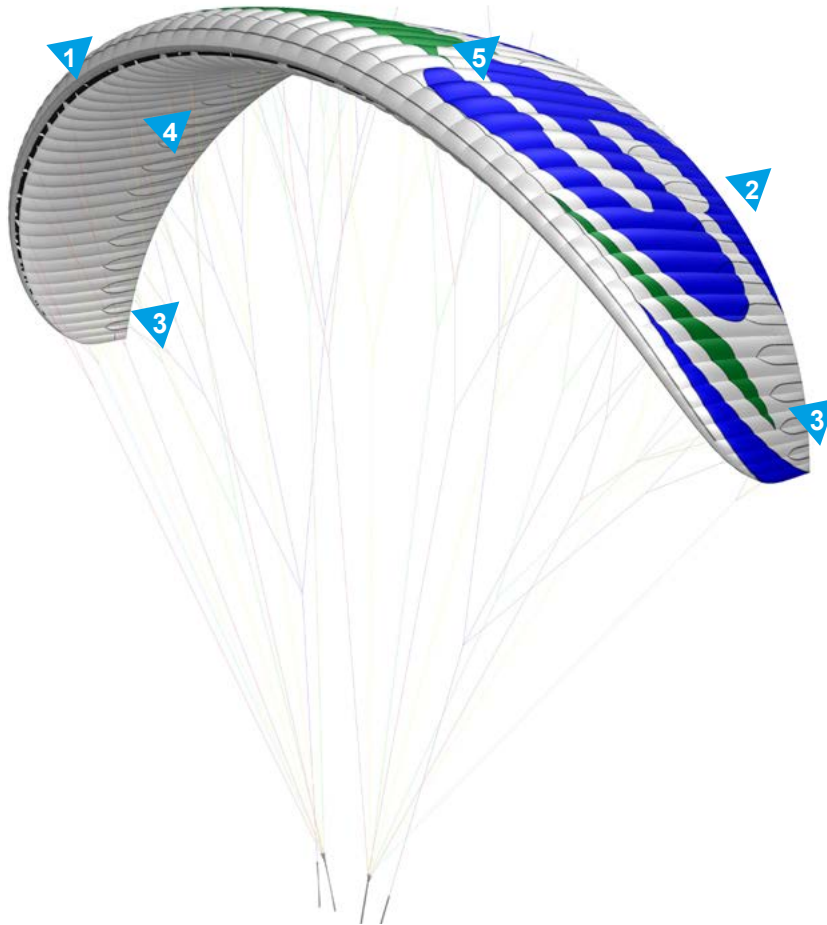


Ruby

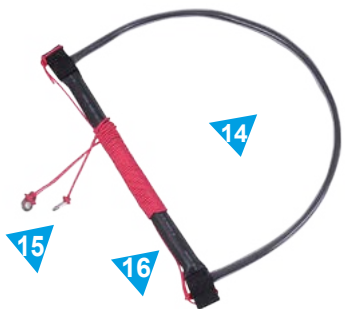


Jungle

# Equipment overview



- 1 Leading edge
- 2 Trailing edge
- 3 Stabilizer
- 4 Intrados
- 5 Extradados
- 6 A riser
- 7 « A » split risers (for Big Ears)
- 8 B riser
- 9 C riser
- 10 Brake line
- 11 Brake holder
- 12 Brake handle
- 13 Riser hook-up loop
- 14 Accelerator/Speedbar.
- 15 Accelerator/Speedbar Split-hook.
- 16 Accelerator/Speedbar bar.
- 17 Pocket with repair kit.
- 18 "C" steering ball.
- 19 "B-C" Recall Strap.



## 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 TASKA glider was certified EN C 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 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 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.

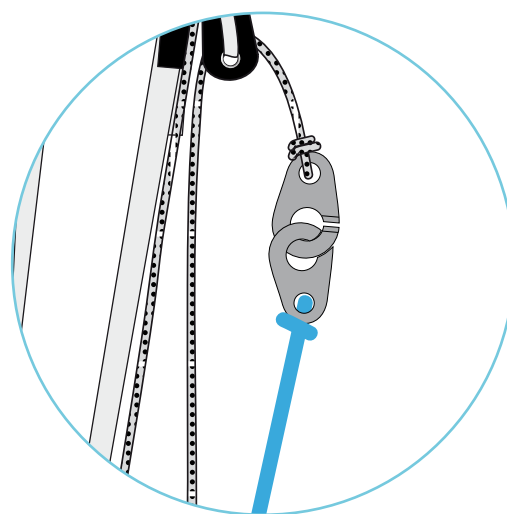
## Harness chest strap spacing

It is advised to adjust the harness's chest strap width based on your wing size :

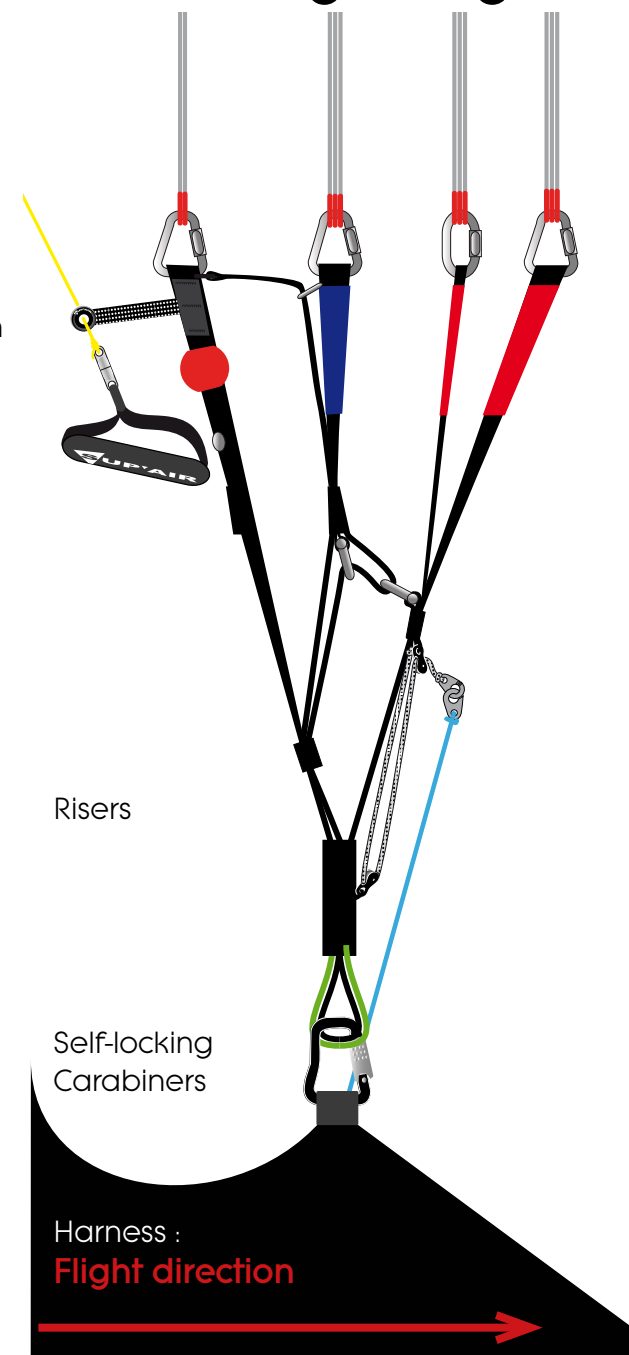
- 42 cm for an TASKA size XS
- 43 cm for an TASKA size S
- 44 cm for an TASKA size M
- 45 cm pour une TASKA taille L

## Installing the accelerator

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



# Connecting the glider



Risers

Self-locking  
Carabiners

Harness :  
**Flight direction**



# 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).

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



The default factory maximum brake line length is :  
 55.5 cm for an TASKA size XS  
 54 cm for an TASKA size S  
 59 cm for an TASKA size M  
 54 cm pour une TASKA taille L

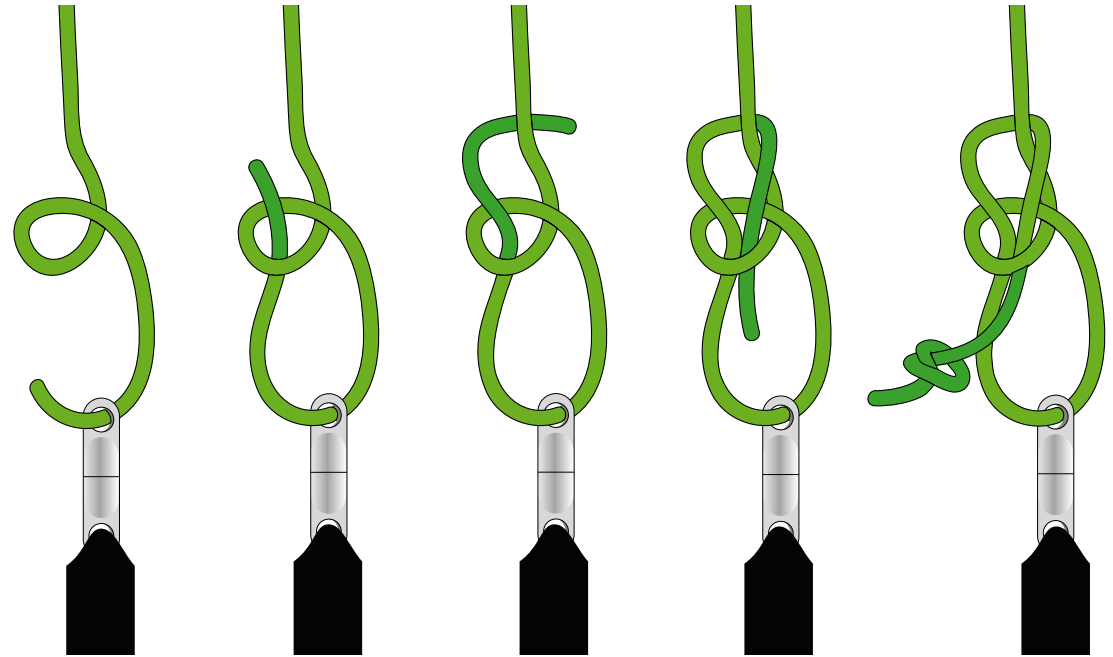


## Margin

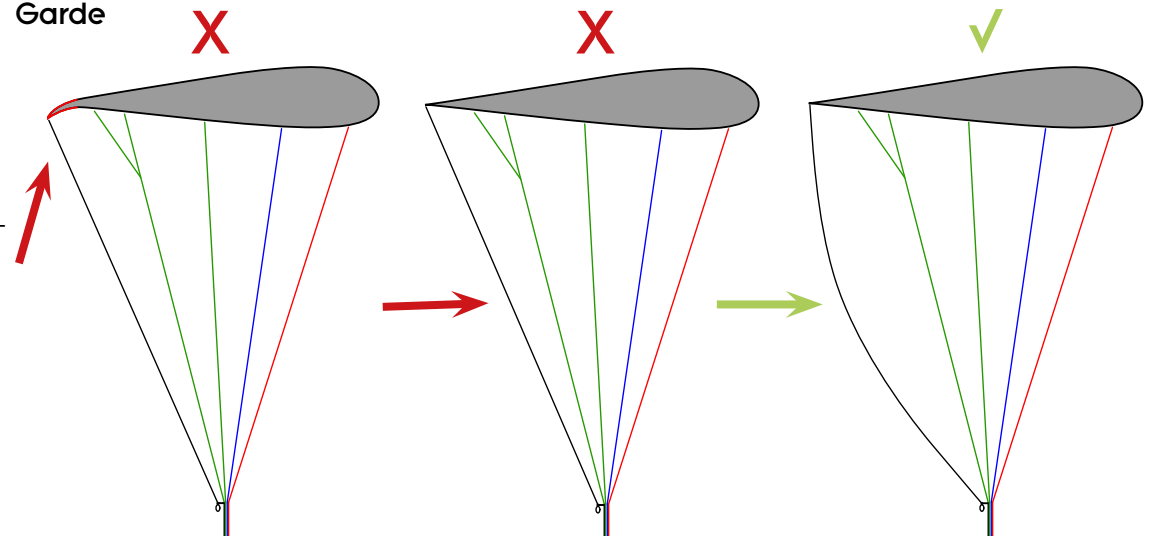


Be certain to adjust and leave a small amount of line slack to keep steering toggle play, prevent wing profile deformation and hinder the accelerator functionality.  
 During acceleration, the glider's trailing edge must not be deformed.

## fisherman's knot



## Garde





The TASKA wing was designed for cross-country flying pilots.

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

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

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

## Caution !



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

Run through the following procedure prior each takeoff:

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

The R&D team has optimized the wing's performance in response to the most ambitious pilots needs, while maintaining optimal passive safety, making the TASKA a well built and behaved glider in all circumstance.

However, before the first flight, practice ground handling to familiarize yourself with your new wing. It is possible to inflate it forward or reversed.

Inflating the TASKA is easy without any hard point ; the sequence demands and adaptation to the weather conditions of the day.

## 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 permits it, we will advise you to use a reversed inflation method more adapted to conduct a better visual check. Face the wing and grab the "A" risers. With a light pull and adapted rearward walking motion, inflate your wing. Once the glider is stable overhead, turn around, look up once more to check that all is ok. before running down the slope and takeoff. Note: it is not necessary to use the "A" risers to inflate the wing.



Caution !

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

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

In flight, the TASKA 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.

According to the EN C norm, the TASKA glider was designed to be stable throughout its speed range.

Accelerated, the wing becomes more sensitive to turbulence. If you sense a glider internal pressure decrease while pushing on the accelerator; lessen the speedbar tension to bring it back to its neutral default setting while slightly applying a small amount of brake by pulling the hand toggles and prevent a possible leading edge frontal collapse.

The accelerator/speedbar length travel is: 15 cm.

### Piloting without the toggles/brakes.

If for whatever reason, the toggles/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.

### Piloting with the « C ».

Piloting with the "C" is used for accelerated or non-accelerated transitions or, in some cases, for winding 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: usually toggle input to counteract the turbulence, brakes 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 toggles in hand, and use the red balls mounted on the elevators 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, weight shift toward the inside of the turn and progressively pull your brake/toggle on the same side until the desired turning angle is reached. The turning speed and radius can also be adjusted by using the other brake/toggle controlling the upper half side of the wing. If flying at low speed, begin your turn by raising your hand on the upper and external side of the turn to prevent a possible flat-turn or twisted turn on the vertical axis. The TASKA turns very well with toggle input, and does not require big weight-shifting in the harness.

If flying at low speed, begin your turn by raising your hand on the upper and external side of the turn to prevent a possible flat-turn or twisted turn on the vertical axis.

## 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.

## Towing

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

## Aerobatics

The TASKA wing was not designed to enter aerobatic maneuvers. We highly discourage its use for this type of flying.

## Tandem



The TASKA wing was not designed for tandem flying.

## Specific usage



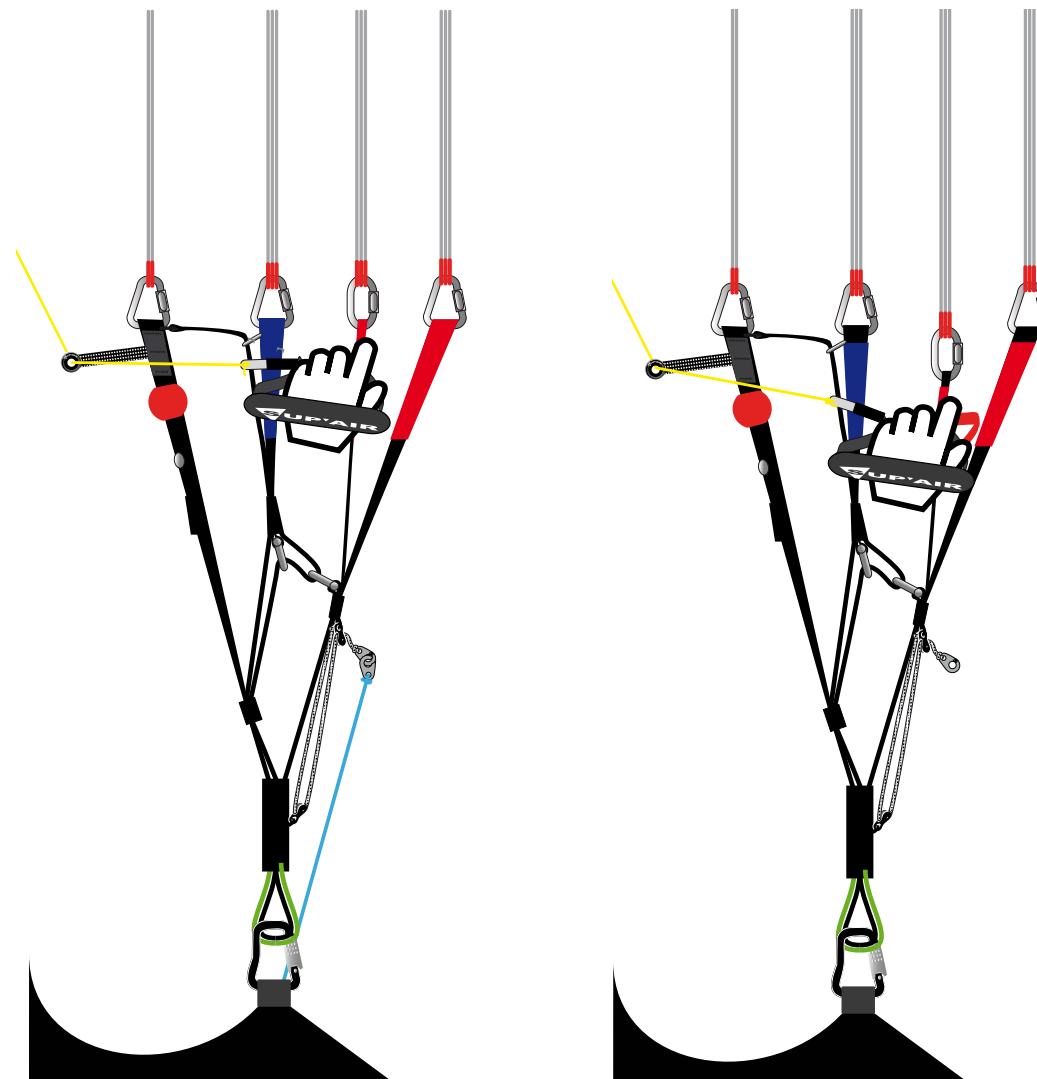
The following techniques should only be used in emergencies and require prior training to be safely conducted. Appropriate analysis and anticipation of the conditions will often prevent the need to use fast descent techniques. We will advise you to practice in still air and preferably above water.

## Big Ears

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

In order to pull "ears", grab the specific riser (outer "A" riser) while keeping the toggles in hands and lowering them until the win tips collapse. It is preferable to collapse one side after the other and not simultaneously in order to prevent an eventual frontal collapse.

Once the "Ears" are folded and stabilized, we will recommend using the accelerator/speedbar to regain your initial air speed.



To reopen the "Ears", bring the accelerator/speedbar back to its neutral default setting, then let go the risers symmetrically. You can pump the brake/toggles on either side of the wing to facilitate its reopening sequence.

## 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 certification, the TASKA 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 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 ample 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 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. 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.

## Stall

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

## 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	Producer	Reference
Outer surface	Porcher Sport	Skytex 38 Universel - 9017E25 + Skytex 32 Universal - 70032E3W
Inner Surface	Porcher Sport	Skytex 27 Soft - 70000E4A
Supported ribs	Porcher Sport	Skytex 32 Hard - 70032E4D
Compression straps and D ribs	Porcher Sport	Skytex 32 Hard - 70032E4D
Unsupported ribs	Porcher Sport	Skytex 27 Hard - 70000E91
Rib reinforcements	Porcher Sport	Sticky Skytex

Main lines	Producer	Reference
Top cascade	Edelrid	8000U-050 / 8000U-070 / 8000U-090
Upper middle cascade	Edelrid	8000U-090 / 8000U-120
Lower cascade	Edelrid	8000U-280 / 8000U-190 / 8000U-120

Stabilo lines	Producer	Reference
Top cascade	Edelrid	8000U-050
Middle cascade	Edelrid	8000U-070
Lower cascade	Liros	DSL 70

Brake lines	Producer	Reference
Top cascade	Edelrid	8000U-050
Upper middle cascade	Edelrid	8000U-070
Lower middle cascade	Edelrid	8000U-090
Lower cascade	Edelrid	A7850X-240-041
Mailons	Peguet	MAILLON RAPIDE DELTA INOX 3,5 MM

## TASKA glider

### Size XS

#### Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

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

		A	B	C	D	Frein
<b>Centre</b>	<b>1</b>	6827	6723	6838	6866	7424
	<b>2</b>	6731	6624	6735	6764	7185
	<b>3</b>	6703	6596	6704	6732	7042
	<b>4</b>	6760	6655	6765	6788	6968
	<b>5</b>	6651	6568	6618		6847
	<b>6</b>	6543	6464	6520		6688
	<b>7</b>	6478	6407	6429		6596
	<b>8</b>	6503	6435	6417		6594
	<b>9</b>	6258	6223	6294		6463
	<b>10</b>	6133	6109	6205		6376
	<b>11</b>	6001	5991	6094		6321
	<b>12</b>	5977	5966	6062		6300
<b>Stabilizers</b>	<b>13</b>	5777	5765			
<b>Wingtip</b>	<b>14</b>	5734	5777			

Tolerance: 10 mm. Measurement made under a tension of 50N

Risers length WITHOUT the Maillons Rapides :

Risers	Speed OFF	Speed ON
A	470	290
A'	470	290
B	470	350
C	470	470

Tolerance +/- 5mm

		A	B	C	D	Frein
<b>Centre</b>	<b>1</b>	7324	7220	7335	7363	7424
	<b>2</b>	7228	7121	7232	7261	7185
	<b>3</b>	7200	7093	7201	7229	7042
	<b>4</b>	7257	7152	7262	7285	6968
	<b>5</b>	7148	7065	7115		6847
	<b>6</b>	7040	6961	7017		6688
	<b>7</b>	6975	6904	6926		6596
	<b>8</b>	7000	6932	6914		6594
	<b>9</b>	6755	6720	6791		6463
	<b>10</b>	6630	6606	6702		6376
	<b>11</b>	6498	6488	6591		6321
	<b>12</b>	6474	6463	6559		6300
<b>Stabilizers</b>	<b>13</b>	6274	6262			
<b>Wingtip</b>	<b>14</b>	6231	6274			

Tolerance: 10 mm. Measurement made under a tension of 50N

Risers length WITH the Maillons Rapides :

Risers	Speed OFF	Speed ON
A	497	317
A'	497	317
B	497	377
C	497	497

Tolerance +/- 5mm

## TASKA glider

### Size S

#### Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

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

		A	B	C	D	Frein
<b>Centre</b>	<b>1</b>	7175	7057	7172	7213	7805
	<b>2</b>	7075	6955	7066	7108	7558
	<b>3</b>	7046	6927	7034	7074	7410
	<b>4</b>	7106	6989	7098	7134	7335
	<b>5</b>	7005	6905	7015		7210
	<b>6</b>	6893	6797	6875		7045
	<b>7</b>	6827	6737	6771		6950
	<b>8</b>	6853	6767	6781		6949
	<b>9</b>	6628	6574	6647		6810
	<b>10</b>	6497	6455	6571		6720
	<b>11</b>	6360	6331	6504		6663
	<b>12</b>	6334	6305	6501		6641
<b>Stabilizers</b>	<b>13</b>	6086	6073			
<b>Wingtip</b>	<b>14</b>	6041	6086			

Tolerance: 10 mm. Measurement made under a tension of 50N

Risers length WITHOUT the Maillons Rapides :

Risers	Speed OFF	Speed ON
A	490	310
A'	490	310
B	490	370
C	490	490

Tolerance +/- 5mm

		A	B	C	D	Frein
<b>Centre</b>	<b>1</b>	7692	7574	7689	7730	
	<b>2</b>	7592	7472	7583	7625	
	<b>3</b>	7563	7444	7551	7591	
	<b>4</b>	7623	7506	7615	7651	
	<b>5</b>	7522	7422	7532		
	<b>6</b>	7410	7314	7392		
	<b>7</b>	7344	7254	7288		
	<b>8</b>	7370	7284	7298		
	<b>9</b>	7145	7091	7164		
	<b>10</b>	7014	6972	7088		
	<b>11</b>	6877	6848	7021		
	<b>12</b>	6851	6822	7018		
<b>Stabilizers</b>	<b>13</b>	6603	6590			
<b>Wingtip</b>	<b>14</b>	6558	6603			

Tolerance: 10 mm. Measurement made under a tension of 50N

Risers length WITH the Maillons Rapides :

Risers	Speed OFF	Speed ON
A	517	337
A'	517	337
B	517	397
C	517	517

Tolerance +/- 5mm

## TASKA glider

### Size M

### Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

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

		A	B	C	D	Frein
<b>Centre</b>	<b>1</b>	7323	7209	7345	7386	7966
	<b>2</b>	7221	7105	7236	7279	7714
	<b>3</b>	7193	7077	7203	7245	7564
	<b>4</b>	7255	7140	7269	7306	7487
	<b>5</b>	7167	7067	7129		7360
	<b>6</b>	7053	6957	7019		7192
	<b>7</b>	6985	6896	6927		7095
	<b>8</b>	7011	6926	6918		7094
	<b>9</b>	6742	6697	6758		6954
	<b>10</b>	6609	6576	6664		6862
	<b>11</b>	6468	6450	6551		6803
	<b>12</b>	6441	6423	6507		6781
<b>Stabilizers</b>	<b>13</b>	6228	6214			
	<b>BWingtip</b>	<b>14</b>	6181	6227		

Tolerance: 10 mm. Measurement made under a tension of 50N

Risers length WITHOUT the Maillons Rapides :

Risers	Speed OFF	Speed ON
A	490	310
A'	490	310
B	490	370
C	490	490

Tolerance +/- 5mm

		A	B	C	D	Frein
<b>Centre</b>	<b>1</b>	7840	7726	7862	7903	
	<b>2</b>	7738	7622	7753	7796	
	<b>3</b>	7710	7594	7720	7762	
	<b>4</b>	7772	7657	7786	7823	
	<b>5</b>	7684	7584	7646		
	<b>6</b>	7570	7474	7536		
	<b>7</b>	7502	7413	7444		
	<b>8</b>	7528	7443	7435		
	<b>9</b>	7259	7214	7275		
	<b>10</b>	7126	7093	7181		
	<b>11</b>	6985	6967	7068		
	<b>12</b>	6958	6940	7024		
<b>Stabilizers</b>	<b>13</b>	6745	6731			
	<b>Wingtip</b>	<b>14</b>	6698	6744		

Tolerance: 10 mm. Measurement made under a tension of 50N

Risers length WITH the Maillons Rapides :

Risers	Speed OFF	Speed ON
A	517	337
A'	517	337
B	517	397
C	517	517

Tolerance +/- 5mm



## TASKA glider

### Size L

#### Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITHOUT risers and Maillons Rapides, were under 5 kg.

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

		A	B	C	D	Frein
<b>Centre</b>	<b>1</b>	7613	7494	7632	7675	8271
	<b>2</b>	7509	7387	7521	7566	8012
	<b>3</b>	7480	7359	7489	7531	7857
	<b>4</b>	7544	7425	7557	7595	7778
	<b>5</b>	7458	7355	7421		7649
	<b>6</b>	7340	7242	7307		7476
	<b>7</b>	7270	7179	7212		7376
	<b>8</b>	7297	7210	7203		7375
	<b>9</b>	7013	6966	7029		7229
	<b>10</b>	6874	6840	6932		7134
	<b>11</b>	6728	6708	6814		7074
	<b>12</b>	6700	6680	6768		7050
<b>Stabilizers</b>	<b>13</b>	6477	6463			
<b>Wingtip</b>	<b>14</b>	6429	6476			

Tolerance: 10 mm. Measurement made under a tension of 50N

		A	B	C	D	Frein
<b>Centre</b>	<b>1</b>	8150	8031	8169	8212	
	<b>2</b>	8046	7924	8058	8103	
	<b>3</b>	8017	7896	8026	8068	
	<b>4</b>	8081	7962	8094	8132	
	<b>5</b>	7995	7892	7958		
	<b>6</b>	7877	7779	7844		
	<b>7</b>	7807	7716	7749		
	<b>8</b>	7834	7747	7740		
	<b>9</b>	7550	7503	7566		
	<b>10</b>	7411	7377	7469		
	<b>11</b>	7265	7245	7351		
	<b>12</b>	7237	7217	7305		
<b>Stabilizers</b>	<b>13</b>	7014	7000			
<b>Wingtip</b>	<b>14</b>	6966	7013			

Tolerance: 10 mm. Measurement made under a tension of 50N

Risers length WITHOUT the Maillons Rapides :

Risers	Speed OFF	Speed ON
A	510	330
A'	510	330
B	510	390
C	510	510

Tolerance +/- 5mm

Risers length WITH the Maillons Rapides :

Risers	Speed OFF	Speed ON
A	537	357
A'	537	357
B	537	417
C	537	537

Tolerance +/- 5mm

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 and paraglider reserve parachutes



## PG PARAGLIDERS

### INSPECTION CERTIFICATE

Inspection certificate number: **PG\_1142.2017**

#### MANUFACTURER DATA

Manufacturer name: **Supair Sàrl**  
 Representative: **Laurent Chiabaut**  
 Street: **34, rue Adrastée**  
 Post code / place: **74650 Chavanod**  
 Country: **France**

#### SAMPLE DATA

Name: **Taska** Size: **XS**  
 Min weight in flight [kg]: **65** Max weight in flight [kg]: **85**  
 Weight [kg]: **4.2** Use: **Single-seater**  
 Load serial number: **n/a** Date of reception: **n/a**  
 Flight serial number: **SS-C1-XS-1611-002** Date of reception: **22.02.2017**

TEST REPORT SUMMARY	RESULTS	PLACE	DATE
PG 1 71.8.1   SHOCK LOAD TEST:	Test done on size L, inspection PG_1144.2017		27.02.2017
PG 2 71.8.1   SUSTAINED LOAD TEST:	Test done on size L, inspection PG_1144.2017		27.02.2017
PG 3 71.8.2   FLIGHT TEST:	<b>C</b>	Villeneuve	10.03.2017
PG 4 71.4.3   MEASUREMENT:	<b>POSITIVE</b>	Villeneuve	20.03.2017
PG 5 71.6.3   LINE BREAK STRENGTH:	<b>POSITIVE</b>	Villeneuve	28.02.2017

#### ISSUE DATA

Place of declaration: **Villeneuve**  
 Date of issue: **23.03.2017**  
 Managing Director: **Alain Zoller**

Signature:

This signature approves the validity of the test reports PG 1 to PG 5 (Only if test report are applicable).

Air Turquoise SA, having thoroughly assessed the sample mentioned hereunder, declare it was found conform with all requirements defined by the following norms:

EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place as mentioned here above.

This inspection report contain the following test and is complete with the test report number:  
 71.8.1 | PG1, PG2, 71.8.2 | PG3, 71.4.3 | PG4, 71.6.3 | PG5  
 (71.8.1 | PG1 and PG2, 71.8.2 are done for one size only, ref. to the size tested for strength)

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**TASKA XS**  
**EN 926 -1 : 2015 & 926 - 2 : 2013 Class B.**  
**N° PG-0889.2014**  
**LTF 91/09**

# CERTIFICATES

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Class: **C**

In accordance with standards  
 EN 926-2:2013, EN 926-1:2015 & LTF 91/09:

**PG\_1142.2017**

Date of issue (DMY):

**23. 03. 2017**

Manufacturer: **Supair Sàrl**

Model: **Taska XS**

Serial number: **SS-C1-XS-1611-002**

#### Configuration during flight tests

Paraglider	Accessories
Maximum weight in flight (kg) <b>85</b>	Range of speed system (cm) <b>14</b>
Minimum weight in flight (kg) <b>65</b>	Speed range using brakes (km/h) <b>13</b>
Glider's weight (kg) <b>4.2</b>	Range of trimmers (cm) <b>0</b>
Number of risers <b>3</b>	Total speed range with accessories (km/h) <b>25</b>
Projected area (m2) <b>18.78</b>	

Harness used for testing (max weight)	Inspections (whichever happens first)
Harness type <b>ABS</b>	every 12 months or every 100 flying hours
Harness brand <b>Advance</b>	Warning! Before use refer to user's manual
Harness model <b>Success 4 M</b>	Person or company having presented the glider for testing: <b>None</b>
Harness to risers distance (cm) <b>44</b>	
Distance between risers (cm) <b>44</b>	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24  
 A A B C A A A A B B A A A B A A A A A B A 0 □

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



**PG PARAGLIDERS**

**INSPECTION CERTIFICATE**

Inspection certificate number: **PG\_1127.2016**

**MANUFACTURER DATA**

Manufacturer name: **Supair Sàrl**  
Representative: **Laurent Chiabaut**  
Street: **34, rue Adrastée**  
Post code / place: **74650 Chavanod**  
Country: **France**

**SAMPLE DATA**

Name: **Taska** Size: **S**  
Min weight in flight [kg]: **80** Max weight in flight [kg]: **95**  
Weight [kg]: **4.4** Use: **Single-seater**  
Load serial number: **n/a** Date of reception: **n/a**  
Flight serial number: **C7-S-160826** Date of reception: **14.11.2016**

TEST REPORT SUMMARY	RESULTS	PLACE	DATE
PG 1 71.8.1   SHOCK LOAD TEST:	Test done on size L, inspection PG_1144.2017		27.02.2017
PG 2 71.8.1   SUSTAINED LOAD TEST:	Test done on size L, inspection PG_1144.2017		27.02.2017
PG 3 71.8.2   FLIGHT TEST:	C	Villeneuve	15.11.2016
PG 4 71.4.3   MEASUREMENT:	POSITIVE	Villeneuve	22.11.2016
PG 5 71.6.3   LINE BREAK STRENGTH:	POSITIVE	Villeneuve	28.02.2017

**ISSUE DATA**

Place of declaration: **Villeneuve**  
Date of issue: **23.03.2017**  
Managing Director: **Alain Zoller**

Signature:

This signature approves the validity of the test reports PG 1 to PG 5 (Only if test report are applicable).

Air Turquoise SA, having thoroughly assessed the sample mentioned hereunder, declare it was found conform with all requirements defined by the following norms:

EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place as mentioned here above.

This inspection report contain the following test and is complete with the test report number:  
71.8.1 | PG1, PG2, 71.8.2 | PG3, 71.4.3 | PG4, 71.6.3 | PG5  
(71.8.1 | PG1 and PG2, 71.8.2 are done for one size only, ref. to the size tested for strength)

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**TASKA S**  
**EN 926 - 1 : 2015 & 926 - 2 : 2013 Class B.**  
**N° PG-0889.2014**  
**LTF 91/09**

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Class: **C**

In accordance with standards  
EN 926-2:2013, EN 926-1:2015 & LTF 91/09:

**PG\_1127.2016**  
**23. 03. 2017**

Date of issue (DMY):

Manufacturer: **Supair Sàrl**

Model: **Taska S**

Serial number: **C7-S-160826**

**Configuration during flight tests**

Paraglider		Accessories	
Maximum weight in flight (kg)	<b>95</b>	Range of speed system (cm)	<b>15</b>
Minimum weight in flight (kg)	<b>80</b>	Speed range using brakes (km/h)	<b>13</b>
Glider's weight (kg)	<b>4.4</b>	Range of trimmers (cm)	<b>0</b>
Number of risers	<b>3</b>	Total speed range with accessories (km/h)	<b>25</b>
Projected area (m2)	<b>20.45</b>		
<b>Harness used for testing (max weight)</b>		<b>Inspections (whichever happens first)</b>	
Harness type	<b>ABS</b>	every 12 months or every 100 flying hours	
Harness brand	<b>Flugsau</b>	Warning! Before use refer to user's manual	
Harness model	<b>XX-Lite</b>	Person or company having presented the glider for testing: <b>Alloix Pierre-Yves</b>	
Harness to risers distance (cm)	<b>41</b>		
Distance between risers (cm)	<b>44</b>		

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24  
**B A B C A A A A A C A A B B A A A A A A A A 0**

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**PG PARAGLIDERS**

**INSPECTION CERTIFICATE**

Inspection certificate number: **PG\_1143.2017**

**MANUFACTURER DATA**

Manufacturer name: **Supair Sàrl**  
 Representative: **Laurent Chiabaut**  
 Street: **34, rue Adrastée**  
 Post code / place: **74650 Chavanod**  
 Country: **France**

**SAMPLE DATA**

Name: **Taska** Size: **M**  
 Min weight in flight [kg]: **90** Max weight in flight [kg]: **105**  
 Weight [kg]: **4.6** Use: **Single-seater**  
 Load serial number: **n/a** Date of reception: **n/a**  
 Flight serial number: **SS-C1-M-1611-005** Date of reception: **01.02.2017**

TEST REPORT SUMMARY	RESULTS	PLACE	DATE
PG 1 71.8.1   SHOCK LOAD TEST:	Test done on size L, inspection PG_1144.2017		27.02.2017
PG 2 71.8.1   SUSTAINED LOAD TEST:	Test done on size L, inspection PG_1144.2017		27.02.2017
PG 3 71.8.2   FLIGHT TEST:	C	Villeneuve	14.02.2017
PG 4 71.4.3   MEASUREMENT:	POSITIVE	Villeneuve	21.02.2017
PG 5 71.6.3   LINE BREAK STRENGTH:	POSITIVE	Villeneuve	28.02.2017

**ISSUE DATA**

Place of declaration: **Villeneuve**  
 Date of issue: **23.03.2017**  
 Managing Director: **Alain Zoller**

Signature:

This signature approves the validity of the test reports PG 1 to PG 5 (Only if test report are applicable).

Air Turquoise SA, having thoroughly assessed the sample mentioned hereunder, declare it was found conform with all requirements defined by the following norms:

EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place as mentioned here above.

This inspection report contain the following test and is complete with the test report number:  
 71.8.1 | PG1, PG2, 71.8.2 | PG3, 71.4.3 | PG4, 71.6.3 | PG5  
 (71.8.1 | PG1 and PG2, 71.8.2 are done for one size only, ref. to the size tested for strength)

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**TASKA M**  
**EN 926 -1 : 2015 & 926 - 2 : 2013 Class B.**  
**N° PG-0889.2014**  
**LTF 91/09**

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Class: **C**

In accordance with standards  
 EN 926-2:2013, EN 926-1:2015 & LTF 91/09:

**PG\_1143.2017**  
**23. 03. 2017**

Date of issue (DMY):

Manufacturer: **Supair Sàrl**

Model: **Taska M**

Serial number: **SS-C1-M-1611-005**

**Configuration during flight tests**

Paraglider	Accessories
Maximum weight in flight (kg) <b>105</b>	Range of speed system (cm) <b>16</b>
Minimum weight in flight (kg) <b>90</b>	Speed range using brakes (km/h) <b>13</b>
Glider's weight (kg) <b>4.6</b>	Range of trimmers (cm) <b>0</b>
Number of risers <b>3</b>	Total speed range with accessories (km/h) <b>25</b>
Projected area (m2) <b>21.37</b>	

**Harness used for testing (max weight)**

Harness type: **ABS**  
 Harness brand: **Advance**  
 Harness model: **Success 4 L**  
 Harness to risers distance (cm): **45**  
 Distance between risers (cm): **46**

**Inspections (whichever happens first)**

every 12 months or every 100 flying hours  
 Warning! Before use refer to user's manual  
 Person or company having presented the glider for testing: **None**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
B	A	A	C	A	A	A	A	B	B	A	A	A	C	A	A	A	A	A	A	A	A	0	<input type="checkbox"/>

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**TASKA L**  
**EN 926 -1 : 2015 & 926 - 2 : 2013 Class B.**  
**N° PG-0889.2014**  
**LTF 91/09**

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**PG PARAGLIDERS**

**INSPECTION CERTIFICATE**

Inspection certificate number: **PG\_1144.2017**

**MANUFACTURER DATA**

Manufacturer name: **Supair Sàrl**  
 Representative: **Laurent Chiabaut**  
 Street: **34, rue Adrastée**  
 Post code / place: **74650 Chavanod**  
 Country: **France**

**SAMPLE DATA**

Name: **Taska** Size: **L**  
 Min weight in flight [kg]: **100** Max weight in flight [kg]: **120**  
 Weight [kg]: **4.8** Use: **Single-seater**  
 Load serial number: **SS-C1-L-1611-007** Date of reception: **22.02.2017**  
 Flight serial number: **SS-C1-L-1611-006** Date of reception: **01.02.2017**

**TEST REPORT SUMMARY RESULTS PLACE DATE**

TEST REPORT SUMMARY	RESULTS	PLACE	DATE
PG 1 71.8.1   SHOCK LOAD TEST:	<b>POSITIVE</b>	Yverdon(airport)	27.02.2017
PG 2 71.8.1   SUSTAINED LOAD TEST:	<b>POSITIVE</b>	Yverdon(airport)	27.02.2017
PG 3 71.8.2   FLIGHT TEST:	<b>C</b>	Villeneuve	22.02.2017
PG 4 71.4.3   MEASUREMENT:	<b>POSITIVE</b>	Villeneuve	22.03.2017
PG 5 71.6.3   LINE BREAK STRENGTH:	<b>POSITIVE</b>	Villeneuve	28.02.2017

**ISSUE DATA**

Place of declaration: **Villeneuve**  
 Date of issue: **23.03.2017**  
 Managing Director: **Alain Zoller**

Signature:

This signature approves the validity of the test reports PG 1 to PG 5 (Only if test report are applicable).

Air Turquoise SA, having thoroughly assessed the sample mentioned hereunder, declare it was found conform with all requirements defined by the following norms:

EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place as mentioned here above.

This inspection report contain the following test and is complete with the test report number:  
 71.8.1 | PG1, PG2, 71.8.2 | PG3, 71.4.3 | PG4, 71.6.3 | PG5  
 (71.8.1 | PG1 and PG2, 71.8.2 are done for one size only, ref. to the size tested for strength)

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Class: **C**

In accordance with standards  
 EN 926-2:2013, EN 926-1:2015 & LTF 91/09:

**PG\_1144.2017**

Date of issue (DMY):

**23. 03. 2017**

Manufacturer: **Supair Sàrl**

Model: **Taska L**

Serial number: **SS-C1-L-1611-006**

**Configuration during flight tests**

Paraglider		Accessories	
Maximum weight in flight (kg)	<b>120</b>	Range of speed system (cm)	<b>16</b>
Minimum weight in flight (kg)	<b>100</b>	Speed range using brakes (km/h)	<b>13</b>
Glider's weight (kg)	<b>4.8</b>	Range of trimmers (cm)	<b>0</b>
Number of risers	<b>3</b>	Total speed range with accessories (km/h)	<b>25</b>
Projected area (m2)	<b>22.96</b>		

Harness used for testing (max weight)		Inspections (whichever happens first)
Harness type	<b>ABS</b>	every 12 months or every 100 flying hours
Harness brand	<b>Gin Gliders</b>	Warning! Before use refer to user's manual
Harness model	<b>Gingo 2 L</b>	Person or company having presented the glider for testing: <b>None</b>
Harness to risers distance (cm)	<b>43</b>	
Distance between risers (cm)	<b>48</b>	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24  
**B A B C A A A A B C A C A B A A A B A A A A 0**

## Washing and glider maintenance.

It is not a good idea to often wash your glider from time to time. Anyway if you have to do it, we recommend using sponge or soft hair brush and a non aggressive water-soluble cleaning agent (such as baby soap).

We will recommend wing inspections to be conducted at regular intervals:

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

## Storage and transport.

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

Keep all metal parts away from corrosive elements.

## Product longevity.

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, and more specifically check the followings :

- Lines (no excessive wear no breakages or folds) maillons and carabiners
- Materials selected for the TASKA 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).



## Repair



In spite of using the best quality materials, your glider may be subjected to wear and tear ( Gigi, subjected et non subject ) and hence will need to be regularly inspected at a qualified repair center.

SUP'AIR also offers the possibility for its products to be repaired beyond the end of the warranty period. Please contact us either by telephone or by E-mail [sav@supair.com](mailto: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 TASKA'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..

## Mandatory controls



Your glider must be checked every year or every 100 flight hours by a qualified operator.

We advise you to take this opportunity to have your reserve repacked.

## Warranty

SUP'AIR 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. SUP'AIR cannot be held responsible for your paragliding decisions or activities.



**This SUP'AIR 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 Sup'Air harness, accessory and reserve parachute selection (except for tandem gear), is compatible with the TASKA glider. For additional information, please access our internet site : [www.supair.com](http://www.supair.com)

The logo for Supair, featuring a green triangle with a white 'S' inside, followed by the word 'UPAIR' in white capital letters.

**SUPAIR**

SUPAIR-VLD  
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34 rue Adrastée  
74650 Chavanod, Annecy  
FRANCE

info@supair.com  
+33(0)4 50 45 75 29

45°54.024'N / 06°04.725'E

Photo : JM Ara

The word 'TASKA' in large, white, bold, sans-serif capital letters.

**TASKA**