

# SORA2 PLUS

User manual

SUPAIR SAS  
PARC ALTAÏS  
34 RUE ADRASTÉE  
74650 ANNECY CHAVANOD  
FRANCE

RCS 387956790

Revision index : V1 03/12/2020



Thank you for choosing to fly our SORA 2 Plus tandem. We are delighted to have you on board and to share our passion for paragliding.

Thank you for choosing to fly our SORA 2 Plus tandem. We are delighted to have you on board and to share our passion for paragliding.

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. And of course the entire SUPAIR team remains at your disposal on [info@supair.com](mailto:info@supair.com)

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

Team SUPAIR

Introduction	4
Technical specifications	5
Equipment overview	6
Connecting the glider	7
Installing the reserve parachute and the automatic collapse system on the risers	9
Pre-flight preparation	10
Take-off	11
Flight characteristics	12
Fast descents	14
Flight incidents	16
Towing	16
Line layout	17
Maintenance	18
Measurement table	19
Certificates	21
Maintenance	23
Mandatory checks	24
Warranty	24
Disclaimer	24
Pilot equipment	24
Complementary equipment / Accessories	25

Welcome to tandem flying : a world of shared passion in comfort and security.

Your SORA 2 Plus tandem is a glider which meets all the requirements of a modern tandem wing. It is designed for intensive professional use and will give both the pilot and his passengers a high level of in-flight comfort over the seasons. The construction techniques and materials were selected with longevity very much in mind.

Your SORA 2 Plus is certified EN / LTF B. It may be used with most models of harnesses available on the market but for better comfort and optimal feeling we recommend that you use a pilot and passenger harness from the SUPAIR range.

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

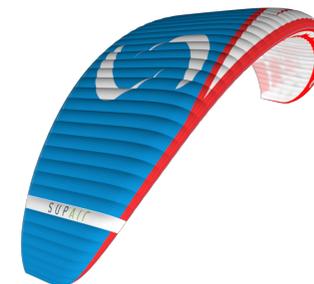


Caution !

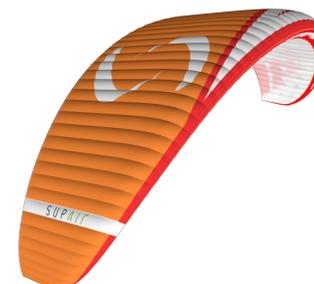


Danger !!

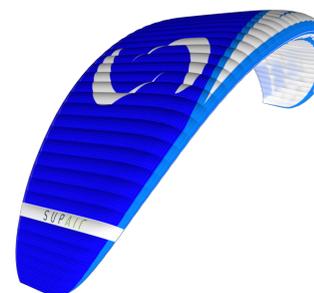
SORA 2 Plus	38	42
Size (m <sup>2</sup> )	38	42
Number of risers	5	5
Number of cells	54	54
Flat surface area (m <sup>2</sup> )	38	41,5
Span (m)	14,3	14,9
Chord (m)	3,31	3,46
Flat Aspect Ratio	5,35	5,35
Projected surface (m <sup>2</sup> )	31,9	34,8
Projected span (m <sup>2</sup> )	11,1	11,6
Projected aspect ratio	3,85	3,85
Glider weight (kg)	7,1	7,5
In-flight weight range (kg)	110 - 190	120-220
Harness dimensions used for certification	* Length between main suspension points: 48 ±2 cm * Height of main suspension points: 44 ±1 cm	
Trimmers	Yes, 115mm range	Yes, 115mm range
Min. speed (km/h)	38 (±2)	38 (±2)
Max. speed (km/h)	52 (±2)	52 (±2)
Débattement à la commande, à PTV max (cm)	85	90
Speed bar	No	No
Other variable device	No	No
Certification	Class B, EN : 926-2 : 2013 & 926-1 : 2015, LTF : 2. DV LuftGerPV §1, Nr 7 c	Class B, EN : 926-2 : 2013 & 926-1 : 2015, LTF : 2. DV LuftGerPV §1, Nr 7 c
Acrobatic flying	No	



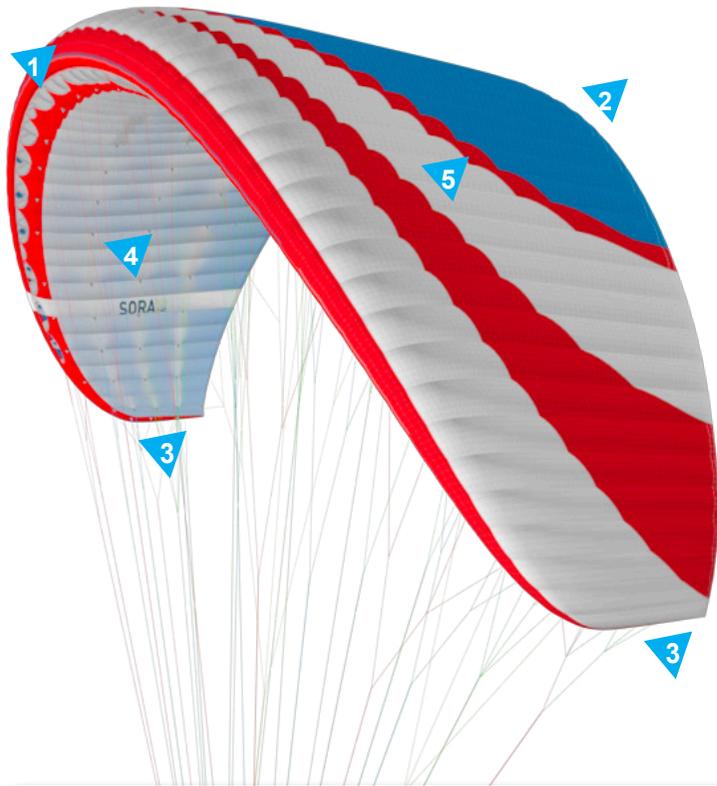
Volcano



Sunset



Ocean



- 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 D riser
- 11 Brake line
- 12 Brake retaining strap
- 13 Brake handle
- 14 Ear blocker
- 15 Trim bridle with magnet
- 16 Riser hook-up loop

Options included in the SORA 2 Plus "Pack Essen'ciel »



- 17 Spreader hook-up loop
- 18 Pilot hook-up loop
- 19 Passenger attachment loop
- 20 Reserve riser cover
- 21 TREK 160 L Carry bag

## Connecting to spreaders

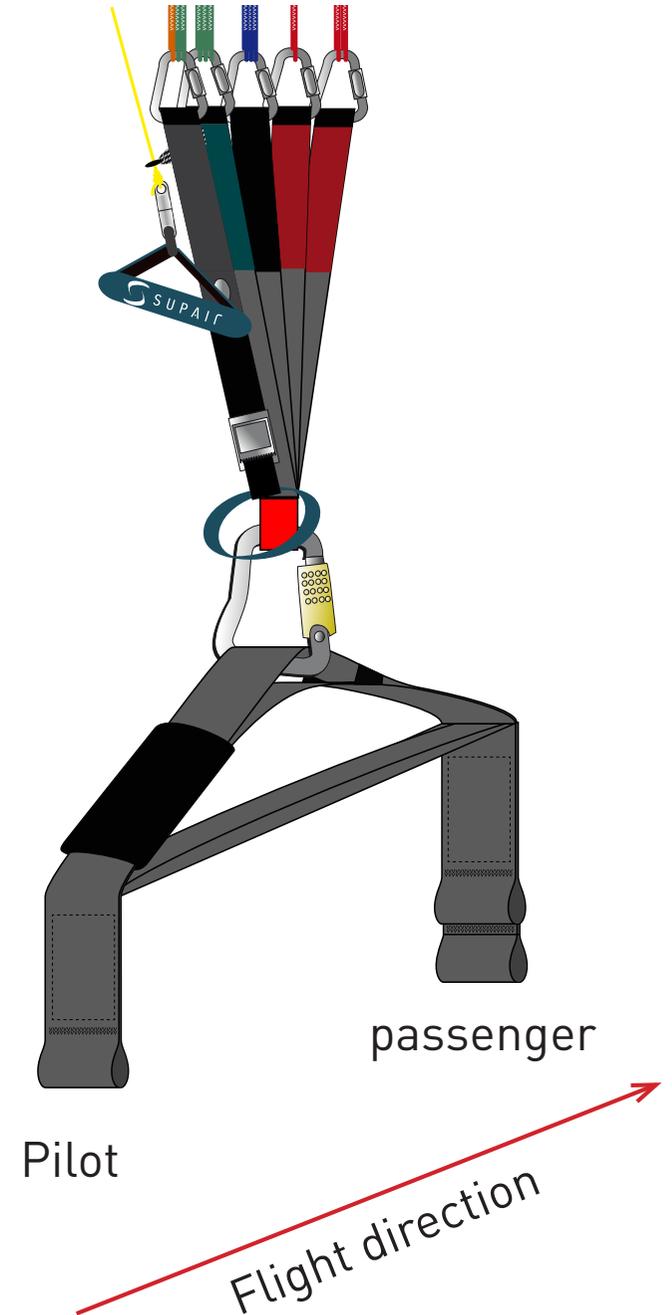
The bottom loop on the risers must be connected to the attachment points on the spreaders, using karabiners with appropriate resistance for a tandem load. You must ensure that the A risers are on top, without any twists or obstruction.

NEVER connect the glider to any other point.

The pilot then connects his harness to the rear loops on the spreaders and connects his passenger's harness to the forward loops.

For the connection between the glider and spreaders, we recommend SUPAIR 45mm steel karabiners.

## Connecting the glider



## Brake line length

Brake line lengths are set in the factory to allow optimal glider control. However, if the setting does not suit you, it is possible to modify brake line length.

We advise you to use a fisherman's knot and to keep your length changes to a minimum (approx 5cm at a time).

The height of the brake retaining strap is adjusted as follows :

- Undo the knot on the brake line and pull it out through the ring.
- Move the brake retaining strap to the desired position using the straps on the riser and fix it with a loop.
- Feed the brake line through the ring.
- Connect the brake line with the handle on the mark with a fisherman's knot.

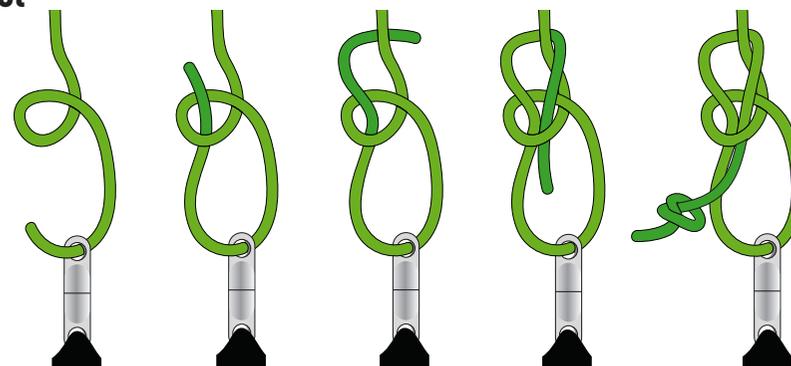


Be careful not to suppress the "bow" in the brake line when flying hands up so that the canopy does not deform or the trims cannot function correctly (if the trailing edge is pulled tight).

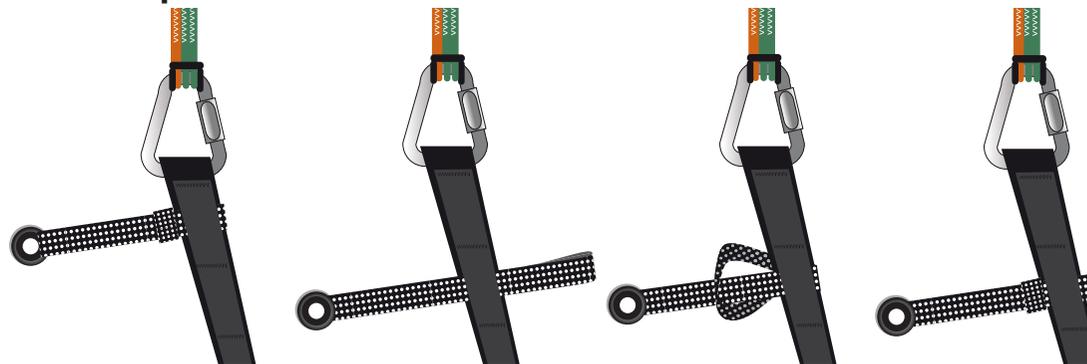
The bow in the brake lines must be checked with trimmers fully released. The trailing edge must not be affected in this position.

## Connecting the glider

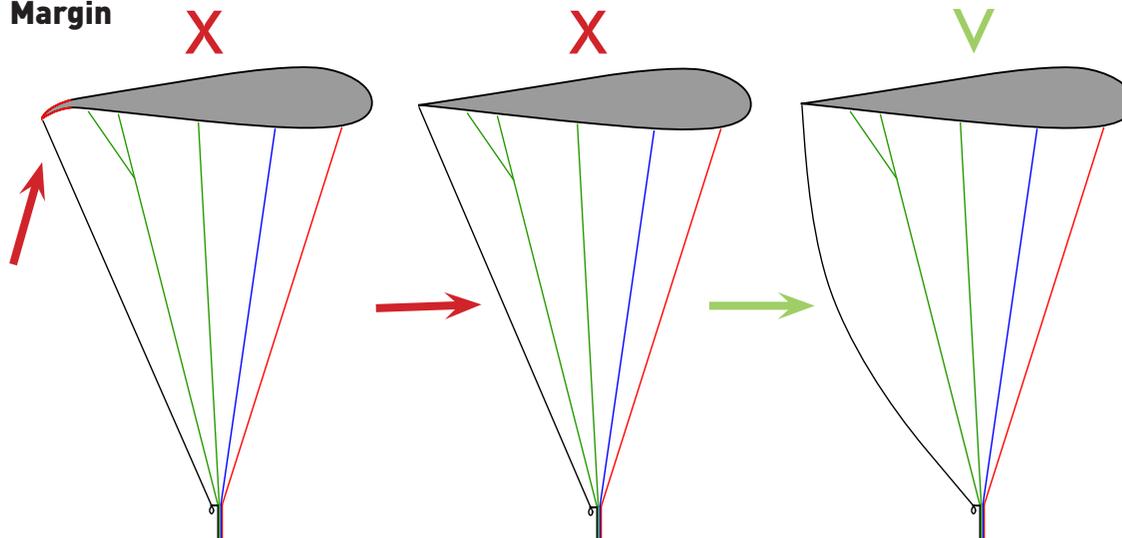
### fisherman's knot



### Brake strap



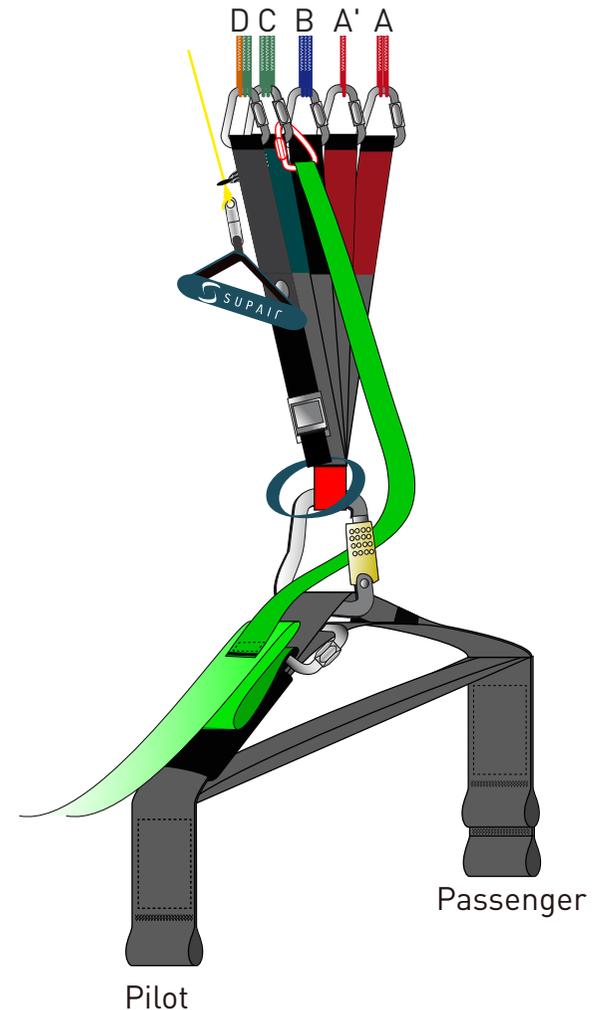
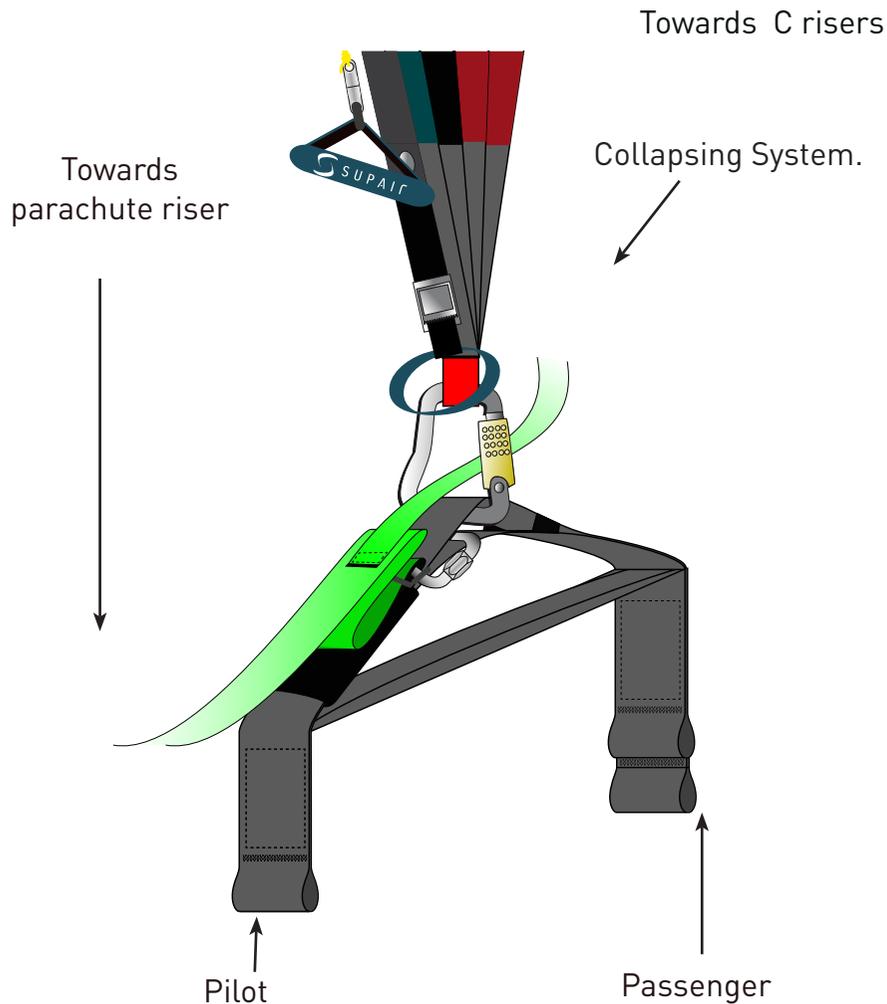
### Margin



# Installing the reserve parachute and the automatic collapse system on the risers

**1.** Connect the risers on top of each spreader bar (at the main loop), with the rectangular stainless steel maillons and the flexible elastic rings.

**2.** On both sides, push the small collapsing bridle through the main paraglider carabiner, and connect it to the top of the « C » riser using a triangular maillon.



# Pre-Flight Preparation

Separate A,B,C and D risers and brake line make sure that the risers and lines do not have any knots or twists and are not catching anything (stones, twigs, etc).

Lay out the glider in half-circle on its upper surface. The opening on the leading edge must face upwards.

Check that both trims are in a symmetrical position.



## Caution !

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

Before every take-off, check the following :

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

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

In order to inflate the glider, take the A risers in your hands at the maillons and move forward slowly and progressively. Once the glider is above your head, apply brakes as necessary and perform a visual check before you accelerate for take-off.

## Reverse launch

In moderate to high wind speeds, we recommend that you use the reverse launch method in order to facilitate visual control. The pilot should turn around to face the glider, leaving the passenger facing forward, pull gently on the A risers. After a slight pull to inflate the canopy, move towards the glider at the appropriate speed in order to prevent any overshooting or dragging. Once the glider has stabilised, the pilot turns around to face forward and both persons move forward together to take off. Note : it is not necessary to use the A' riser.

## Trim position

We recommend to set the trims to " neutral " for take-off, which is identified by the red mark on the strap. However you may adapt the trim position according to wind strength, the take-off slope or the weight of your passenger.

Note : do not alter the trim position by more than one increment at a time.



Caution !

Before take-off, always ensure that airspace is clear and conditions are suitable for your level of skill and experience.

The SORA 2 Plus is designed for experienced pilots qualified to fly tandem and fully capable to adapt to various conditions. We recommend that the first flights should take place in gentle conditions in order to get familiar with the glider.

## The following tips will help you to get optimum performance from your SORA 2 Plus tandem :

### « Hands up » speed or trim speed

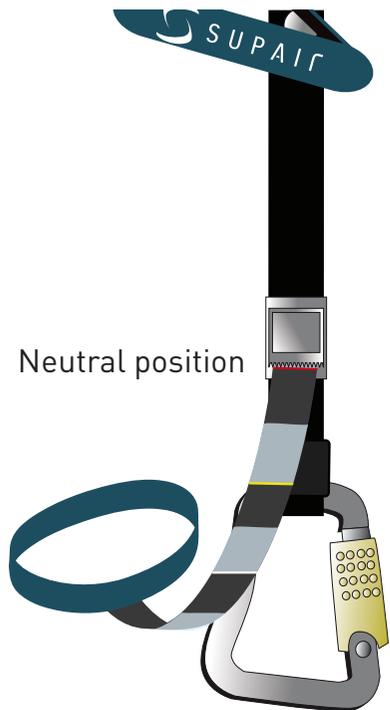
Flying « hands up » will achieve the best glide ratio in nil wind.

### Use of trimmers

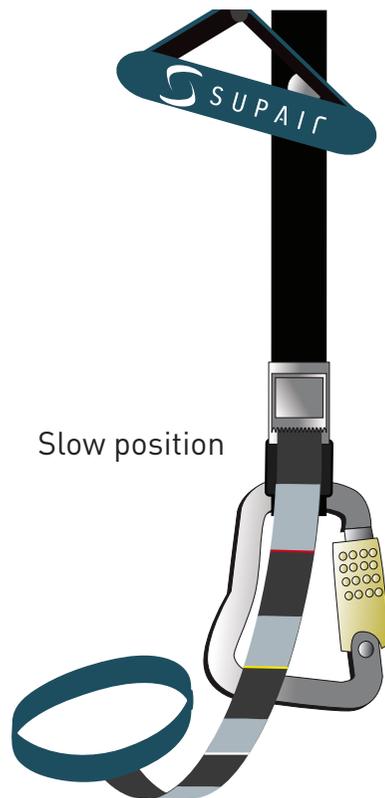
If you require more speed, releasing the trimmers will allow you to accelerate. The glide ratio will not deteriorate much until the half-way point. If you wish to slow down the glider or to improve your sink rate, pull down the trimmers to bring them to the minimum speed position. The yellow and white mark on the trimmer straps will help you to keep a symmertic adjustment. We advise you to use maximum speed (trimmers fully released)



prudently and not to fly close to terrain in turbulent conditions in this configuration.

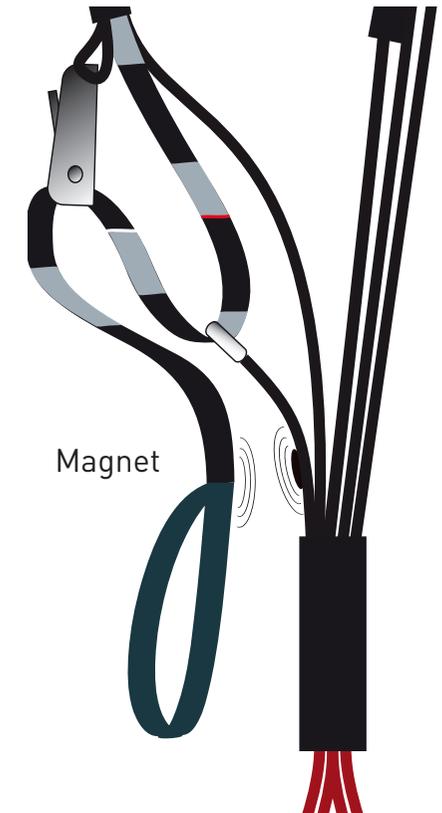
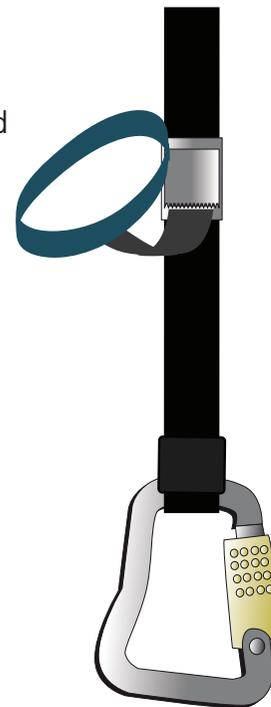


Neutral position



Slow position

Full speed



Magnet

## 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.

## Landing

Always make sure that you have sufficient height to prepare your approach according to the conditions and the particularities of the landing field. During the approach, do not use sharp turns or radical manoeuvres. Always land facing into wind, with the pilot and passenger standing upright and ready to run if necessary. During the final glide, fly as fast as possible according to the conditions then brake the glider gradually using the full range of brake travel to completely slow it down as you touch the ground. Be careful not to brake too early or too late. An excessive surge or dive would cause a hard landing.

If you land in high winds, as soon as you make contact with the ground you will have to turn around with the passenger to face the glider and move towards it while braking symmetrically. You may also use the C risers to collapse the canopy.

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.

It 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, release trimmers fully. Reopen big ears first before pulling the trimmers down to return to normal flight.

## Ear blocker

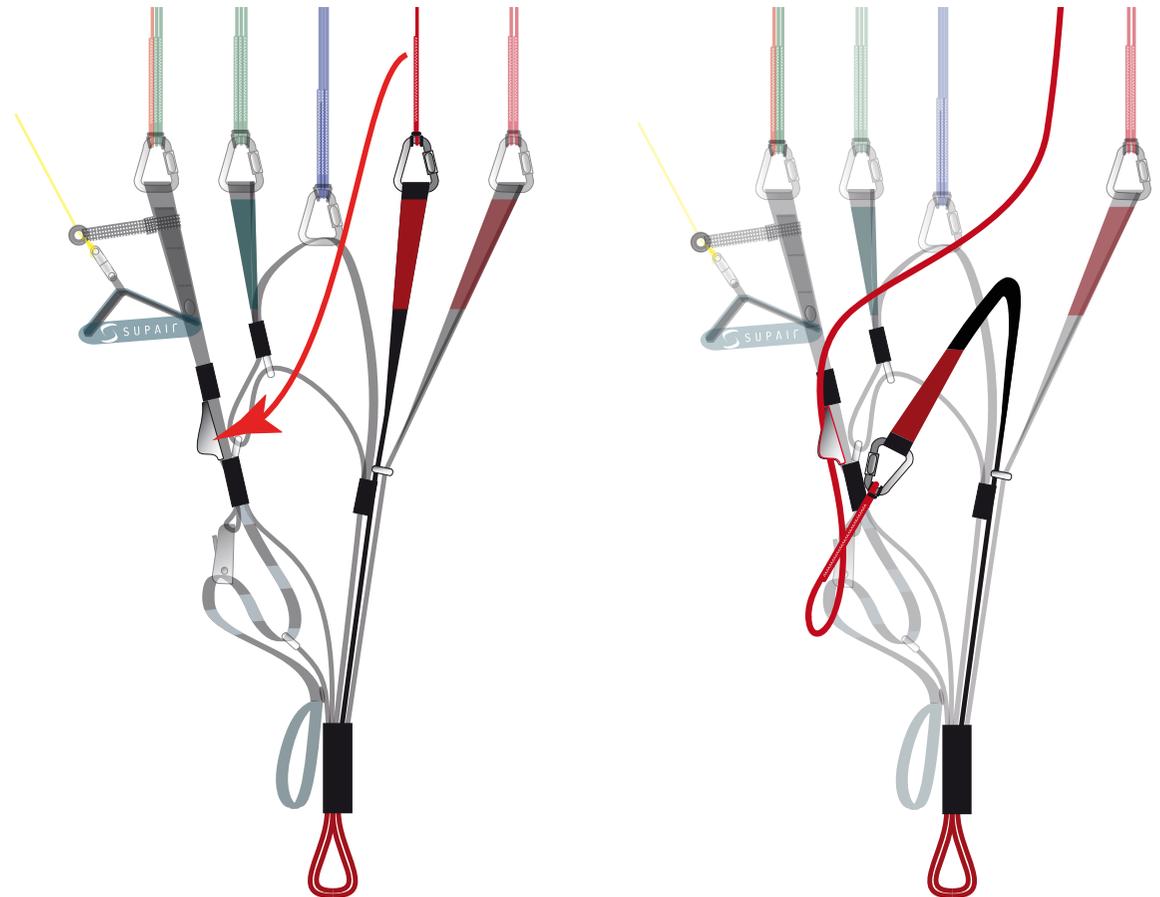
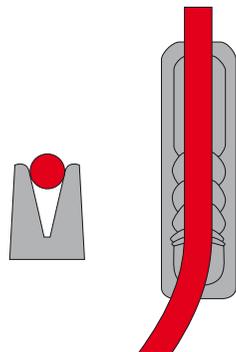
A system for blocking big ears is positioned on the rear riser. It will allow you to lock big ears in and continue to pilot the wing with the brakes.

To produce big ears, use the dedicated line (A') and insert it directly into the blocker at the desired length.

You will need to adjust your flying, as the wing has more inertia when turning in this configuration.

Make sure you anticipate the reopening by liberating the line early, in particular before landing.

Ear blocker



## B-line stall

This technique is generally very hard to use on a tandem wing due to the high force needed to pull in the B lines. The design of the SORA2 does not allow to perform a B-line stall and this technique has not been tested during certification.

## 360° spiral dives

To begin a spiral dive, make sure airspace is clear then lean into the turn and gradually apply brake on the same side. The glider will perform a full turn and then accelerate and enter into a spiral. You may use the outside brake to manage your sink rate

In order to exit the rotation, get back to a neutral (centered) position in the harness – including the passenger - and gradually release the inside brake. You need to keep the glider in a turn as it decelerates in order to limit the surge as you exit the spiral. If your exit is too radical the glider will surge aggressively then perform a big dive, which you will need to keep under control. Gradually slowing down the rotation with the outside brake will allow you to exit in a controlled manner.



So as to avoid stressing the paraglider, we do not recommend combining spiral dives and big ears.



As per EN Standards, the SORA 2 Plus shows no tendency to stay in a spiral and will get back to normal flight in less than 2 turns.



**DANGER** This manoeuvre places a lot of stress on the glider. The high speed and G force might be disorientating for you and your passenger and, in extreme cases, cause you to “blackout” and lose consciousness. Practice gradually with altitude and a large safety margin and be conscious of your passenger's comfort.

## Acrobatic flight:

Your wing was not designed for acrobatic 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.

## Asymmetric collapses

Any paraglider might occasionally collapse due to turbulence or a piloting error. In the event of an asymmetric collapse, your priority must be to stay clear of terrain and regain level flight. To achieve this, apply weight shift on the open side and, if necessary, help the action by applying an appropriate amount of brake on the same side.

If the collapsed side does not automatically open, apply deep brake on the collapsed side and release immediately. Repeat this action as many times as necessary until the wingtip reopens. In the event of a “cravat” (where the wingtip gets caught up in the lines), you may use the big-ears technique described above by pulling on the tangled line in order to release the wingtip.

## Front collapses

During a front collapse, according to the certification standard the glider is designed to reopen on its own. Make sure you do not apply brake, in order to facilitate the return to normal flight.

## Parachutal stall

Even though this configuration only occurs very rarely, you might at some point be in a situation where the glider descends vertically with no forward speed, which is a parachutal stall. If this happens, release the brakes fully and release the trims symmetrically, if necessary you might also need to push the A risers forward. Make sure that you have regained normal flight before using the brakes.

## Stall

This technique is not recommended as it requires very high forces. It is not a safe technique for fast descents.

## Spin / asymmetric stall

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

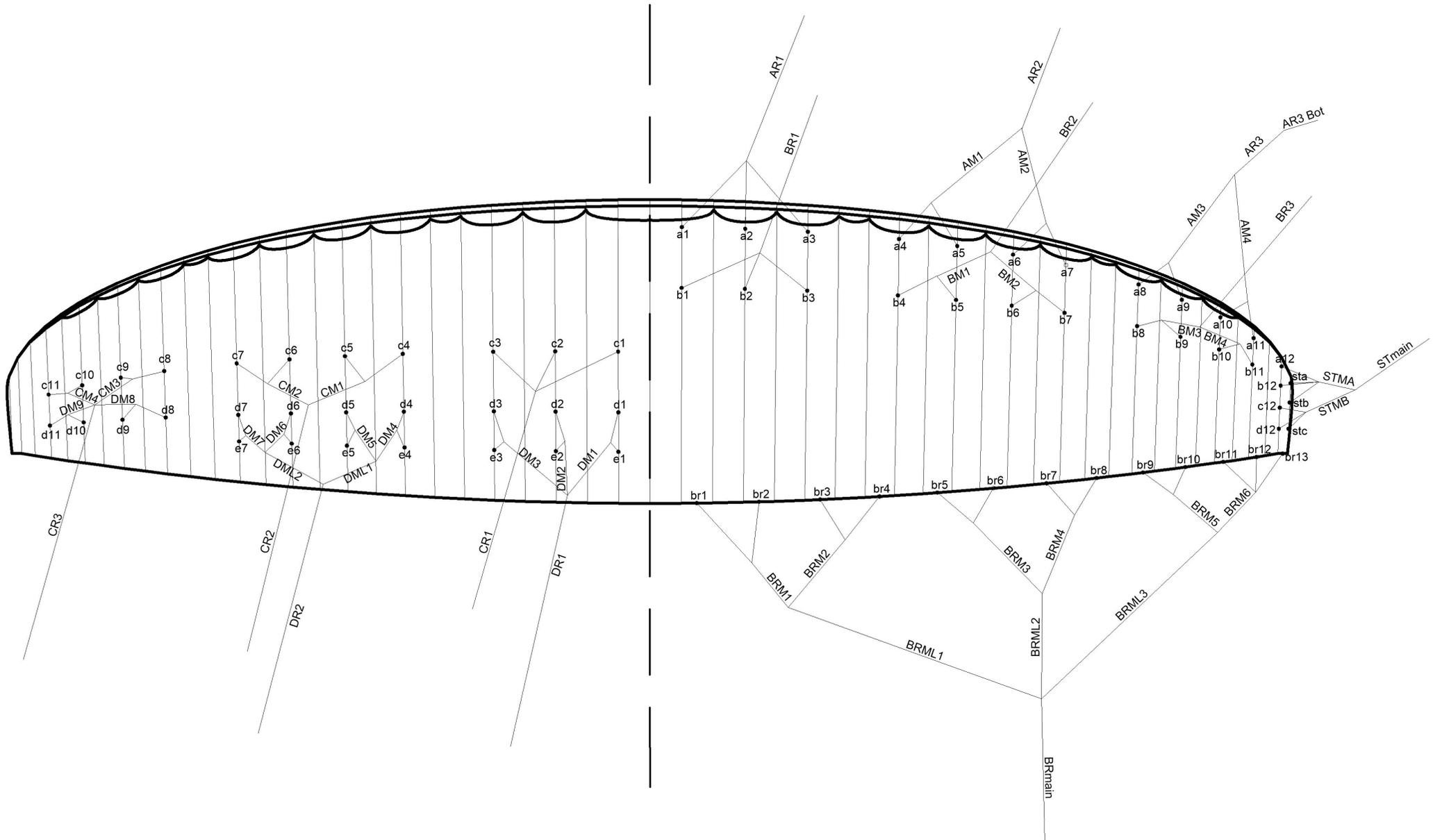
## Alternative direction control

If you can not activate the main command, you can still steer the glider with the D risers. To make a turn, grab the D riser from the side you want to turn to and pull it downwards. Maintain this position until you reach the desired heading. You must be careful not to pull the riser too far down for a spin may occur.

# Towing

The SORA 2 Plus tandem may be used for towing. Make sure you only use certified towing equipment and with a qualified tow operator. You must also go through appropriate training. The traction force must be appropriate to the in-flight weight and the towing action must only start once the glider is fully inflated and stable above the pilot.

# Line Layout Diagram



Fabrics	Producer	Reference
Outer surface	Porcher Sport	Skytex 38 Universal – 9017E25
Inner Surface	Porcher Sport	Skytex 32 Universal – 70032E3W
Supported ribs	Porcher Sport	Skytex 40 Hard – 9017E29
Compression straps and D ribs	Porcher Sport	Skytex 32 Hard - 70032E4D
Unsupported ribs	Porcher Sport	Skytex 32 Hard - 70032E4D
Rib reinforcements	Porcher Sport	SR 170

Main lines	Fabricant	Référence
Top cascade	Liros	PPSL 160 - PPSL 120
Upper middle cascade	Liros	PPSL 200 - PPSL 160
Lower middle cascade	Liros	PPSL 160
Lower cascade	Edelrid	A7343-420 & A7343-280
Lower AR3	Liros	PPSL 350

Stabilo lines	Fabricant	Référence
Top cascade	Liros	PPSL 120
Middle cascade	Liros	PPSL 120
Lower cascade	Edelrid	A6843-160

Brake lines	Fabricant	Référence
Top cascade	Liros	DSL 70
Upper middle cascade	Liros	PPSL 120
Lower middle cascade	Liros	PPSL 200
Lower cascade	Edelrid	785ox - 240
Mailons	Peguet	MAILLON RAPIDE DELTA INOX 3.5MM

## SORA 2 Plus 38

### 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			E			Break		
		Manual	Tested sample	Diff															
Center	1	8687	8686	-1	8590	8593	3	8618	8614	-4	8707	8711	4	8823	8825	2	9533	9526	-7
	2	8589	8591	2	8494	8498	4	8520	8516	-4	8609	8612	3	8727	8728	1	9158	9158	0
	3	8633	8632	-1	8538	8539	1	8564	8556	-8	8656	8658	2	8768	8768	0	8888	8888	0
	4	8577	8586	9	8491	8495	4	8510	8510	0	8619	8618	-1	8720	8717	-3	8749	8745	-4
	5	8452	8457	5	8375	8381	6	8397	8396	-1	8503	8499	-4	8598	8592	-6	8531	8532	1
	6	8388	8393	5	8320	8324	4	8344	8342	-2	8452	8448	-4	8533	8528	-5	8352	8355	3
	7	8401	8401	0	8337	8342	5	8363	8360	-3	8472	8465	-7	8538	8531	-7	8272	8271	-1
	8	8153	8152	-1	8120	8126	6	8202	8203	1	8267	8268	1				8301	8303	2
	9	8002	7995	-7	7984	7987	3	8061	8062	1	8129	8128	-1				8201	8193	-8
	10	7886	7885	-1	7882	7891	9	7954	7950	-4	8019	8016	-3				8155	8159	4
	11	7815	7813	-2	7813	7820	7	7872	7870	-2	7936	7934	-2				8186	8194	8
Stabilizers	12	7576	7581	5	7541	7543	2	7583	7586	3	7653	7652	-1				8143	8143	0
Wingtip	13	7468	7473	5	7511	7512	1	7574	7572	-2							8152	8143	-9

Tolérance +/- 10mm

### Riser length (mm)

risers	closed	red mark	open
A	418	418	418
A'	418	418	418
B	407	418	440
C	397	418	464
D	387	418	487
Tolérance +/- 5mm		<b>range</b>	<b>115</b> mm

## SORA 2 Plus 38 Tableau de mesures (mm) des suspentes cousues

tolérance +/- 10mm																				
Lines individual lengths																				
A LINES			B LINES			C LINES			D LINES			E LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	6150	5890	BR1	6068	5808	CR1	6107	5847	DR1	6214	5954				STmain	6215	6015	BRmain	3673	3373
AR2	5422	5162	BR2	5354	5094	CR2	5395	5135	DR2	5501	5241									
AR3	5170	4910	BR3	5639	5379	CR3	5743	5483												
AR3 Bot	742	482																		
									DML1	1654	1454							BRML1	2690	2490
									DML2	1615	1415							BRML2	2659	2459
																		BRML3	2890	2690
AM1	1650	1450	BM1	1650	1450	CM1	1647	1447	DM1	1801	1601				STMA	838	638	BRM1	1938	1738
AM2	1597	1397	BM2	1607	1407	CM2	1606	1406	DM2	1708	1508				STMB	903	703	BRM2	1664	1464
AM3	1331	1131	BM3	1330	1130	CM3	1321	1121	DM3	1769	1569							BRM3	1471	1271
AM4	1220	1020	BM4	1219	1019	CM4	1194	994	DM4	1037	837							BRM4	1424	1224
									DM5	943	743							BRM5	1239	1039
									DM6	973	773							BRM6	1481	1281
									DM7	1041	841									
									DM8	1389	1189									
									DM9	1251	1051									
a1	2598	2398	b1	2596	2396	c1	2588	2388	d1	999	799	e1	1114	914	sta	661	461	br1	2140	1940
a2	2500	2300	b2	2500	2300	c2	2490	2290	d2	994	794	e2	1111	911	stb	702	502	br2	1765	1565
a3	2544	2344	b3	2544	2344	c3	2534	2334	d3	980	780	e3	1091	891	stc	700	500	br3	1769	1569
a4	1781	1581	b4	1773	1573	c4	1765	1565	d4	948	748	e4	1048	848				br4	1630	1430
a5	1656	1456	b5	1657	1457	c5	1652	1452	d5	926	726	e5	1020	820				br5	1634	1434
a6	1645	1445	b6	1645	1445	c6	1640	1440	d6	883	683	e6	963	763				br6	1455	1255
a7	1658	1458	b7	1662	1462	c7	1659	1459	d7	835	635	e7	900	700				br7	1422	1222
a8	1466	1266	b8	1442	1242	c8	1436	1236	d8	1435	1235							br8	1451	1251
a9	1315	1115	b9	1306	1106	c9	1295	1095	d9	1297	1097							br9	1303	1103
a10	1310	1110	b10	1315	1115	c10	1316	1116	d10	1326	1126							br10	1257	1057
a11	1239	1039	b11	1246	1046	c11	1234	1034	d11	1243	1043							br11	996	796
a12	770	570	b12	733	533	c12	710	510	d12	778	578							br12	953	753
																		br13	962	762

Lines lengths 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

## SORA 2 Plus 42

### 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			E			Break		
		Manual	Tested sample	Diff															
Center	1	9072	9074	2	8976	8972	-4	9011	9008	-3	9107	9102	-5	9233	9227	-6	10035	10027	-8
	2	8972	8979	7	8877	8880	3	8909	8905	-4	9007	9003	-4	9134	9128	-6	9646	9647	1
	3	9019	9017	-2	8924	8923	-1	8956	8964	8	9057	9052	-5	9177	9172	-5	9360	9362	2
	4	8964	8969	5	8875	8873	-2	8906	8897	-9	9023	9017	-6	9131	9124	-7	9211	9214	3
	5	8835	8838	3	8755	8756	1	8788	8779	-9	8903	8901	-2	9003	9000	-3	8993	8989	-4
	6	8769	8773	4	8697	8701	4	8733	8738	5	8850	8848	-2	8937	8933	-4	8810	8807	-3
	7	8782	8779	-3	8716	8714	-2	8755	8760	5	8871	8868	-3	8943	8939	-4	8725	8723	-2
	8	8540	8549	9	8500	8501	1	8581	8577	-4	8650	8644	-6				8759	8758	-1
	9	8382	8389	7	8358	8356	-2	8435	8431	-4	8508	8502	-6				8649	8653	4
	10	8261	8267	6	8251	8251	0	8319	8315	-4	8389	8387	-2				8616	8619	3
	11	8186	8190	4	8179	8175	-4	8232	8225	-7	8301	8297	-4				8638	8638	0
Stabilizers	12	7957	7957	0	7920	7920	0	7962	7957	-5	8034	8026	-8				8581	8580	-1
Wingtip	13	7845	7851	6	7889	7889	0	7953	7947	-6							8598	8593	-5

Tolérance +/- 10mm

### Riser length (mm)

risers	closed	red mark	open
A	417	417	417
A'	417	417	417
B	407	417	445
C	397	417	474
D	387	417	502
Tolérance +/- 5mm	<b>range</b>	<b>115</b>	mm

## SORA 2 Plus 42 Tableau de mesures (mm) des suspentes cousues

Tolérance +/- 10mm

Lines individual lengths																					
A LINES			B LINES			C LINES			D LINES			E LINES			STABILO LINES			BRAKE LINES			
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	
AR1	6424	6154	BR1	6340	6070	CR1	6391	6120	DR1	6504	6233		STmain	6539	6331	BRmain	3887	3577			
AR2	5667	5397	BR2	5595	5325	CR2	5648	5377	DR2	5763	5492										
AR3	5421	5150	BR3	5911	5640	CR3	6008	5737													
AR3 Bot	764	494																			
									DML1	1722	1512								BRML1	2806	2596
									DML2	1682	1472								BRML2	2777	2567
																			BRML3	3020	2810
AM1	1719	1509	BM1	1719	1509	CM1	1716	1506	DM1	1875	1665			STMA	869	657	BRM1	2023	1811		
AM2	1664	1454	BM2	1675	1465	CM2	1674	1464	DM2	1779	1569			STMB	936	724	BRM2	1733	1521		
AM3	1385	1175	BM3	1384	1174	CM3	1375	1165	DM3	1843	1633						BRM3	1531	1319		
AM4	1269	1059	BM4	1268	1058	CM4	1242	1032	DM4	1076	866						BRM4	1482	1270		
									DM5	978	768						BRM5	1289	1077		
									DM6	1009	799					BRM6	1503	1291			
									DM7	1081	871										
									DM8	1450	1238										
									DM9	1302	1090										
a1	2709	2499	b1	2707	2497	c1	2699	2489	d1	1035	823	e1	1160	948	sta	683	471	br1	2227	2018	
a2	2609	2399	b2	2608	2398	c2	2597	2387	d2	1031	819	e2	1157	945	stb	725	513	br2	1838	1629	
a3	2656	2446	b3	2655	2445	c3	2644	2434	d3	1017	805	e3	1136	924	stc	722	510	br3	1842	1633	
a4	1854	1642	b4	1847	1635	c4	1839	1627	d4	983	771	e4	1090	878				br4	1693	1484	
a5	1725	1513	b5	1727	1515	c5	1721	1509	d5	961	749	e5	1060	848				br5	1704	1495	
a6	1714	1502	b6	1713	1501	c6	1708	1496	d6	916	704	e6	1002	790				br6	1521	1312	
a7	1727	1515	b7	1732	1520	c7	1730	1518	d7	865	653	e7	936	724				br7	1485	1276	
a8	1526	1314	b8	1501	1289	c8	1496	1284	d8	1492	1280							br8	1519	1310	
a9	1368	1156	b9	1359	1147	c9	1350	1138	d9	1350	1138							br9	1357	1148	
a10	1363	1151	b10	1368	1156	c10	1368	1156	d10	1380	1168							br10	1324	1115	
a11	1288	1076	b11	1296	1084	c11	1281	1069	d11	1292	1080							br11	1032	823	
a12	796	584	b12	757	545	c12	732	520	d12	802	590							br12	975	766	
																		br13	992	783	

Lines lengths 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





## Washing and glider maintenance

It is a good idea to wash your glider from time to time. We recommend using a soft solvent (such as soap) use a brush and rinse thoroughly.

## 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

## 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 SORA 2 Plus 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.



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](mailto:sav@supair.com) in order to receive a quote.

## 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

## 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 SORA2 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.**

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.

## Complements/Accessories

Optional fully compatible accessories are available for your SORA 2 Plus tandem glider.

Function	Code	Description	Weight
PILOT Walibi 3 harness	SELPWALIBI3	SM or L, Bumpair, 45mm zicral self locking biners, camera pocket, sleeves for rescue risers	3.15 kg ( SM )
PASSENGER MINIMAX 3 harness	SELPMINIMAX3	Polypropylene seatboard, 45mm zicral self locking biners, Airbag, 2 sets of Mylar Airbag	2.9 kg
PASSAGER MINIMAXBUMP harness	SELPMINIMAXBUMP	Polypropylene seatboard, Bumpair 17 XC, 30mm zicral self locking biners	3.53 kg
PASSAGER VIP LITE harness	SELPVIPLITE	Legstraps, Airbag,30mm zicral self locking biners	1.8 kg
TANDEM START reserve	PARSTARTBI	delivered folded in its POD	3,65 kg
FLUID LIGHT TDM reserve	PARFLUIDBI	delivered folded in its POD	2,83 kg
Tandem risers	ELEBI	for tandem parachute Dyneema «Y», lenght : 215 cm	140g (paire)
TREK 160 backpack	SACTREK160	Backpack for tandem equipment	1.5kg
Maillons Rapide for reserve	MAILCARIN 6 ou 7	Maillons Rapides® inox square 6 or 7 mm (paire)	42g ou 65g (Unit)
Glider-spreader connecting karabiners	MAILMOUSAC	Automatic steel karabiners 2500 daN resistance	130g (Unit)



SUPAIR-SAS  
Parc Altaïs  
34 rue Adrastée  
74650 Chavanod, Annecy  
FRANCE

[info@supair.com](mailto:info@supair.com)  
+33 4 50 45 75 29

RCS 387956790

■ ■ DESIGNED  
■ ■ IN ANNECY

 100% MADE  
IN EUROPE