LEVEL WINGS



FALCON

enB

User ’s manual

V1;2 2026

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Warning : read this user manual before first flight !

CAUTION !

Improper use of the equipment can cause serious and irreversible injuries, which may even lead to the death of pilot . Even when used correctly, this product may fail to work. The user remains solely responsible for how the product is used under all circumstances. Neither manufacturer nor dealer endorse or is responsible for the use of the equipment. It is the own pilot's responsibility to use his or her equipment.

This manual offers you all the information you need to get familiar with the characteristics of your new wing.

This manual is for information purposes only. It is by no means to be regarded as flight instructions.
Flight training can only be guaranteed and provided by a competent and authorised training structure.
Only regulatory authorities of the practice from the respective country can determine the pilot's competence.

Each country has its own regulations and laws regarding paragliding. It is your responsability to know and comply with the regulation of the region you are flying in.
Make sure your piloting and training level are in correlation with the classification of this equipment.

We reserve the right to modify the contents of this manual at any time.
We therefore invite you to regularly consult our website :

Thank you for choosing our **LEVEL WINGS** glider.

We have made sure that its performance, its flying qualities and its construction give you complete satisfaction.

The **FALCON**:
This wing has been developed to offer a high level of performance while maintaining the passive safety and tolerance of an EN B certification.

The **FALCON**: is designed for pilots wishing to take a step forward toward cross-country flying, with a wing that is readable, efficient and reassuring in all phases of flight.

This user manual is intended to help you become familiar with your new wing. It does not replace training provided by a qualified professional.

The **FALCON** is positioned at the top of the EN B category.

Although certified EN B, its real level of performance, efficiency and precision is close to that of so-called B+ wings.

The design choices focus on clear air mass feedback, precise thermal handling, high stability during accelerated transitions, and progressive, predictable behavior.





Who is the **FALCON** intended for ?

The **FALCON** is intended for autonomous pilots flying regularly, pilots progressing toward cross-country flying, and experienced pilots looking for a high-performance yet forgiving wing.

Recommended prerequisites include good takeoff and landing skills, knowledge of active piloting techniques, and prior experience with an EN B category wing.

The **FALCON** is not a school wing.

Certification :

Air Turquoise laboratory carried the tests out.
The FALCON has been certified EN 926 -1 : 2015 & 926 - 2 : 2013 Classe B.
It can be used with most harnesses and attachments intended for solo wings available on the market.

PREPARATION BEFORE TAKE-OFF

When first used :

It is important to perform a thorough pre-flight check :
Check that the lines are correctly connected and that there are no knots.
Check that the riser straps are not twisted or rolled up.
Check the general appearance of the wing (attachment point, seam, fabric).
Finish with an inflation to control the general aspect of the wing once inflated.

For each use :

Unfold the wing and place it in an arc on the upper surface, leading edge up.
Separate A, B, C risers and the brakes ; make sure risers and lines don’t make any knots and are free.

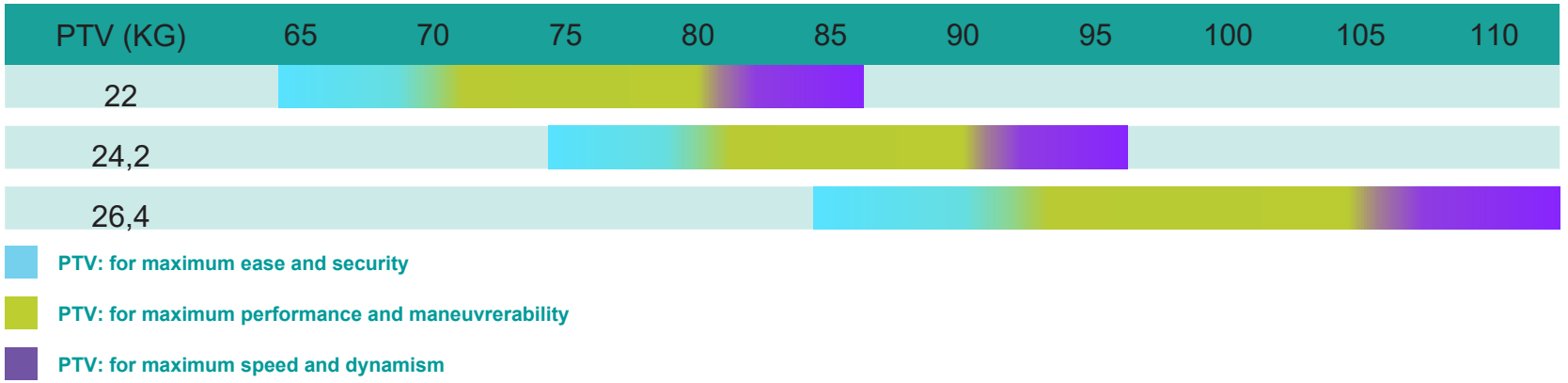
Check that :

Harnesses, straps and carabiners are not altered - all attachments are correctly connected (risers, rescue parachute, harnesses, etc.)



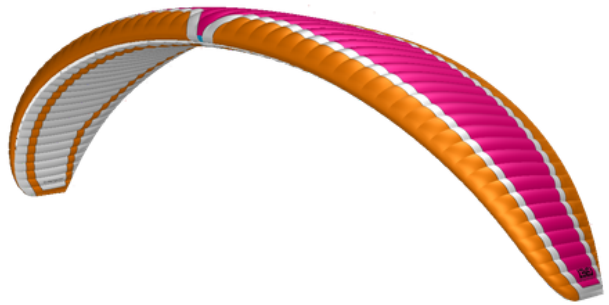
Größe (m2)	22	24.2	26.4
Anzahl der Tragegurte		3 + 1	
Anzahl der Zellen		61	
Fläche (m2)	22	24.2	26.4
Streckung	9.23	9.68	10.1
Schnurlänge (m)	2.35	2.47	2.58
Streckung ausgelegt		5.85	
Surface projetée (m2)	18.85	20,7	22,6
Projizierte Streckung		4.52	
Gewichtsbereich TWF	65 - 85	75 - 95	85 - 110
Dimension des Gurtzeugs von Piloten verwendet für Zer&#65533;fizierung	Length between a&#65533;achment points : 44 +/- 2 cm Height of main suspension points : 42 +/- 1 cm	Length between a&#65533;achment points : 44 +/- 2 cm Height of main suspension points : 42 +/- 1 cm	Length between a&#65533;achment points : 44 +/- 2 cm Height of main suspension points : 42 +/- 1 cm
Bremsweg (cm) bei maximal Beladung	56	62	66
Zulassung		"Classe B, EN : 926-2 : 2013 & 926-1 : 2015, LTF NFL II-91/09"	
Trimmer		NO	
Beschleuniger		Beschleunigerweg : 120mm	

Weight range

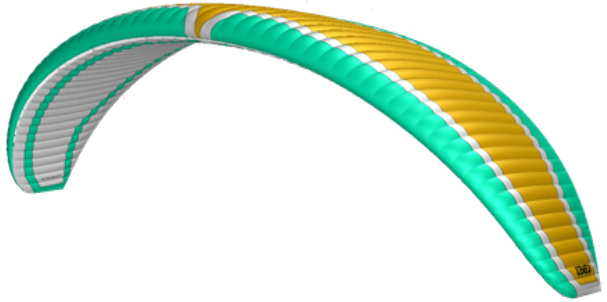




AURORA



RADIANCE



SUNKISS

1 : Leading edge

2 : Trailing edge

3 : Lower surface

4 : Uper surface

5 : Stabilos

6 : A Riser

7 : A' Riser

8: B Riser

9 : C Riser

10: Main atachment point

11: Speed system atachment point

12: :Big Ears system

13: Brake pulley

14: peed systeme lock

15: Magnet brake handle

16: Speed system

17: C handle system

18 : B strap atachement point

There are no other adjustable or removable or variable device

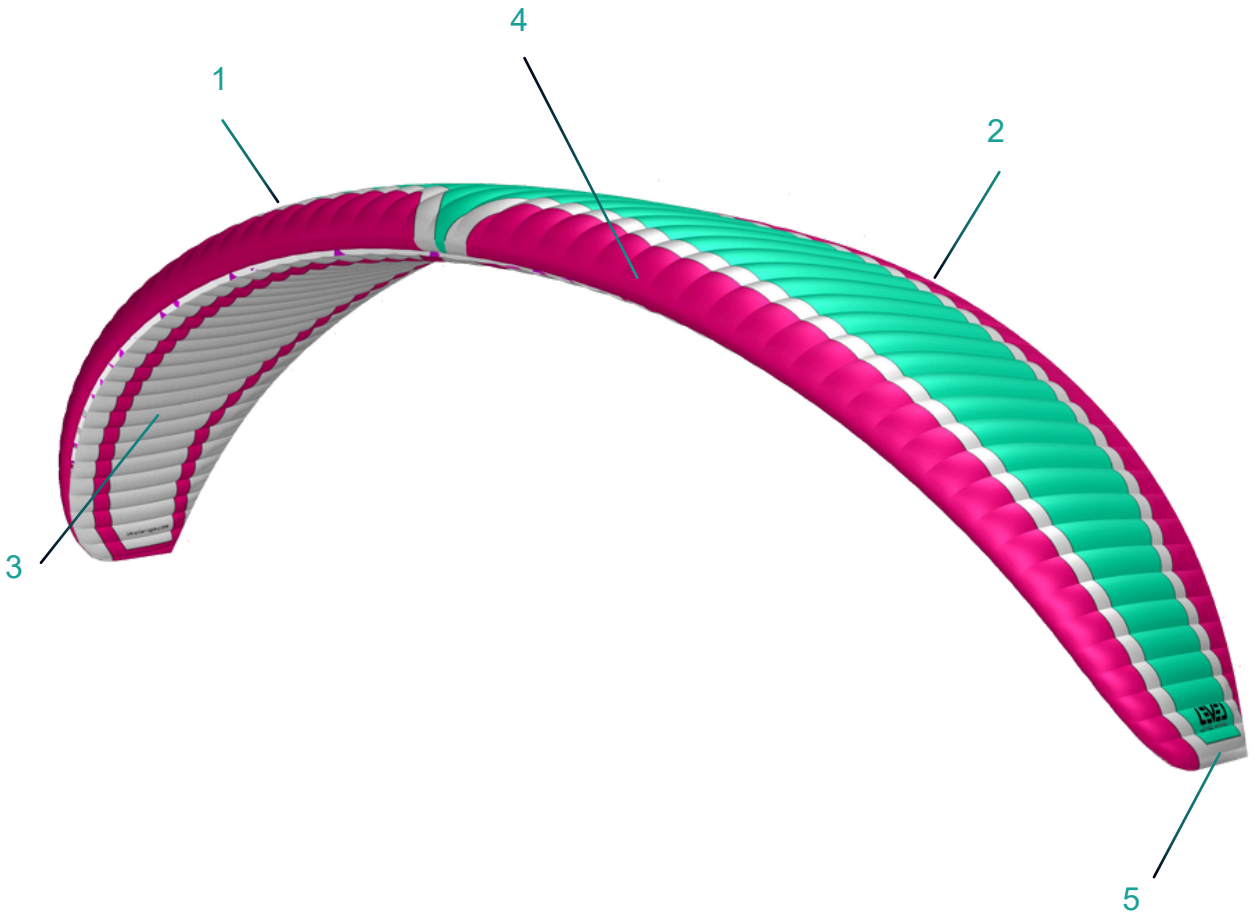








brake handle



Take-off

The FALCON will offer you a progressive and easy inflation in any flight condition, both in light winds and in strong winds.
Despite this, before the first flight, practice inflation to familiarize yourself with your new wing.
It is possible to inflate facing or back to the wing depending on take-off conditions.

Forward launch:

To inflate with your back to the wing, take the A and A' risers in hand at the level of the shackles, move forward gradually, adapting your pace to the wind conditions.
When the wing is above your head, do a tempo and a visual check of the wing before deciding to accelerate in order to take off.

Reverse launch:

If the direction and speed of the wind is suitable, we advise you to inflate facing the wing in order to facilitate visual control. The pilot positions himself or herself facing the glider.
For inflation facing the wing, take the A A' risers.
Apply a slight impulse to the risers to start inflation, adapting your movement to that of the wing in order to facilitate the tempo.
Once the wing is stabilized and controlled at the zenith, the pilot turns around and begins the launch run.
Make sure you never take off without having carried out all the safety checks.
The speedbar should not be used during the takeoff.

Turning

In order to initiate a turn after checking that the space is clear, apply weight to the side where you wish to turn.
You may ask the passenger to go along.
Make sure you are not braking on the oposite side, then gradually lower the brake control on the side where you have applied the weight, until you obtain the desired inclination.
You can regulate the radius and the speed of rotation using the outer control.

Landing

Make sure beforehand that you have enough altitude to make an approach adapted to the aerological conditions and terrain used.

When approaching, avoid any committed manoeuvre or excessive braking.
Land into the wind, away from any turbulence.
During final phase, maintain maximum speed until you are about to make contact with the ground, gradually brake your wing until you come to a complete stop.
Be careful not to brake too early and too suddenly, this would lead to pitching up again.

Using the accelerator/speedbar.

According to the EN B norm, the **FALCON** 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.

Activepiloting:

Active piloting is the flying technique that will help you fly with greater safety and enjoyment. It means flying in coherence with the wing, along with pendular movements, pitching and rolling axes, and anticipating actions in order to stay in control and safe.
If the air is smooth the wing feedback can be minimal, but in turbulence feedback is continuous and needs to be constantly checked by the pilot.

Such reactions become instinctive in good pilots.
In order to get the best performance from the wing, the pilot should try to control it through small brake inputs and weight-shift, rather than constantly being present on the brakes.

A small movement early is more efficient than a big brake movement later to control the wing.
The more you let the glider fly at trim speed, the better performance you will get out of it.
The objective of active piloting is to get the glider to fly smoothly through the air with a stable position above the head, and controlled angle of incidence.
Your paraglider is highly resistant to collapse without any pilot action at all, but learning how to fly actively will increase this safety margin even further.

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 a using the toggles and could bring a more energetic landing than normal.

Descent in 360° turns:

To initiate a 360° turn, ensure that the airspace is clear, lean on the inside of the turn then gradually operate the control on the desired side. The wing will accelerate gradually, regulate the rotation speed using the brake.
To exit the rotation, return to a neutral position in the harness and gradually raise the control of the inner side of the turn. You can slightly brake the outer side to accelerate the exit.

Be careful that too drastic an exit will result in a large pitching up then down, that will need to be controlled. This manuever causes a great centrifugal force, which can have physical consequences on the pilot and the passenger : disorientation, temporary loss of vision (black veil). In accordance with the EN B certification, the **FALCON** has no tendency to neutral spiral and comes out of rotation autonomously.

Big Ears:

Big Ears is a rapid descent technique, because it decreases surface area and increases sink rate.
In order to use this technique on the **FALCON**, grab the A' risers. Pull gradually on one of the two, until the wingtip collapses. It is better to engage one ear at a time. 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.

Aerobatics

The FALCON is not designed for aerobatics. Any extreme or repeated aerobatic maneuvers can damage your paraglider.

Parachutal stall

If you notice that the wing descends vertically without horizontal speed and that it is partially deflated, you are certainly experiencing a prachutal stall. If this happens, fully raise the brakes (up to the pulleys) and if necessary push the speedbar symmetrically.
Make sure you resume normal flight before touching the controls again.

Stall

Stall will only occur in the event of exagerated inputs to the control by the pilot. This maneuver is very physical and can be dangerous.
It is not a safe rapid descent technique.

Spin / Asymmetrical stall

A spin will only occur in case of pilot error. If it happens, pull the brakes all the way up (to the pulleys) and control the resulting nose-down pitch.

Asymmetrical collapses

Your wing may occasionally collapse due to turbulence or pilot error.
During a collapse, keep your heading, move away from the relief while keeping a straight and stabilized flight.
To do this, you must apply the maximum weight on the open side of the wing and, if necessary, accompany this movement with an adapted action on the same side control. If the closed side does not open spontaneously, repeat the operation as many times as necessary.
During testing, fold lines were used.

Frontal collapses

In case of frontal collapse, the glider is designed to open spontaneously according to the standard.
Take care not to brake the wing to stimulate the resumption of flight. During testing, fold lines were used.

Cleaning

It is best not to clean your wing. However, if necessary, we advise you to use a damp cloth without soap nor detergent. Apply in small areas and be sure to let the wing dry thoroughly before using or packing it.

Storage and transportation

When you are not using your wing, store it in a dry, temperate place protected from UV rays.
Make sure the wing is totally dry before storing it.
For transportation : protect the wing from all external aggresions it could suffer, such as : tearings, cutings, crushings, UV rays.
Put it in a sturdy enough bag.

Maintenance

Your wing's maintenance must be done on a regular basis.
We recommend that you have your glider fully checked by a specialist workshop every 12 months or every 100 flying hours. A specialist workshop must check the general condition, the strength of the suspension lines, the porosity of the fabric, ect...

Between these checks, we recommend that you be mindful of :
- Lines condition : folds, damages or cuts.
- Wing condition : holes, tears, premature wear
- Risers condition : straps, seams, attachment points.

We also recommend changing the spreaders and carabiners at least every 5 years, or as soon as they show signs of wear.

Repair

Your wing may suffer damages due to external aggression. In this case, it must be checked and repaired in a specialized workshop. Items such as risers, brake pulleys or control handles can be ordered from your LEVEL WINGS dealer.

Recycling

All our materials are selected for their excellent technical and environmental characteristics.
You can recycle most of the components, none of them are dangerous for the environment.
If you consider that your FALCON has reach the end of its life, you can separate all metal and plastic parts and apply the selective sorting rules in force in your country.
Regarding the recovery and recycling of textile parts, we invite you to contact the organizations guaranteeing the management of fabrics.

Environmental friendliness

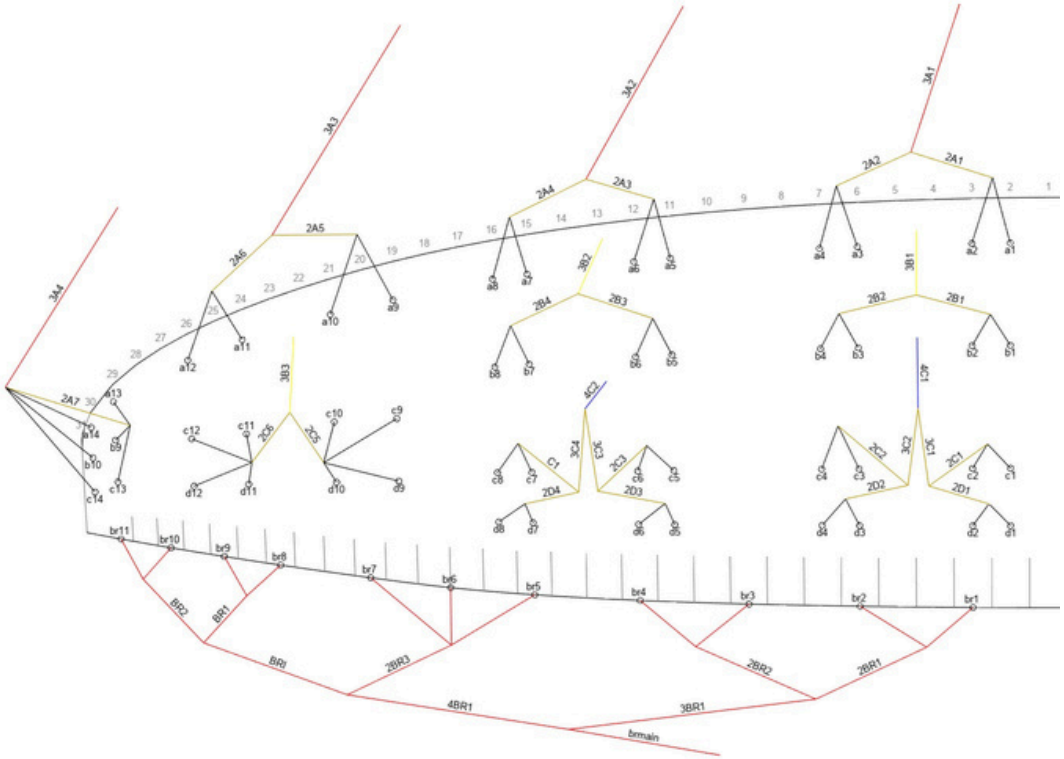
Paragliding is an outdoor activity. You evolve in an environment for which you are responsible.

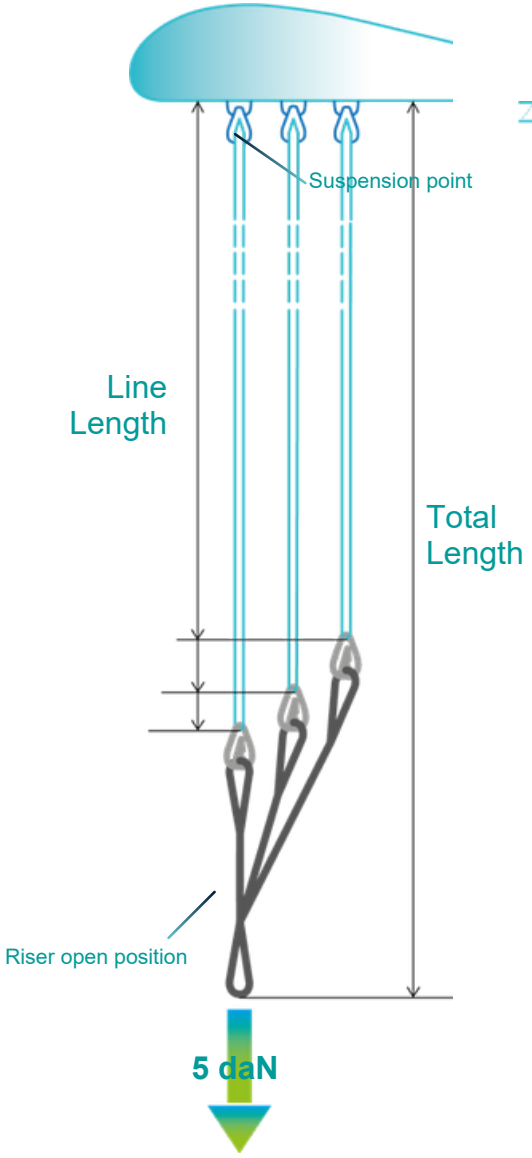
So be sure :

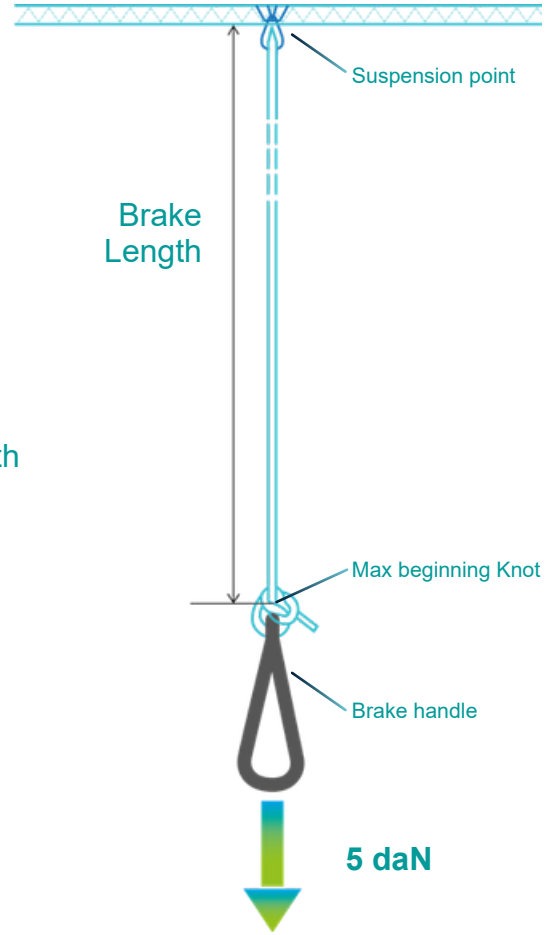
* To respect the local flora and fauna
* Not to throw your waste on the ground
* Not to generate more noise than necessary.

You thus participate in the preservation of the environment and activity.

Vous participez ainsi à la préservation de l'environnement et de l'activité.




Suspension point
Line Length
Total Length
Riser open position
5 daN


Suspension point
Brake Length
Max beginning Knot
Brake handle
5 daN

MESUREMENT TABLE

Lines

Tolerence margin ± 10 mm

FALCON 22									
a1	6964	b1	6877	c1	6934	d1	7013	br1	7354
a2	6919	b2	6834	c2	6891	d2	6973	br2	6952
a3	6883	b3	6808	c3	6861	d3	6941	br3	6741
a4	6898	b4	6825	c4	6878	d4	6960	br4	6771
a5	6831	b5	6754	c5	6822	d5	6896	br5	6622
a6	6798	b6	6724	c6	6790	d6	6866	br6	6496
a7	6756	b7	6696	c7	6752	d7	6821	br7	6489
a8	6772	b8	6717	c8	6770	d8	6834	br8	6464
a9	6674	b9	6227	c9	6644	d9	6709	br9	6458
a10	6594	b10	6201	c10	6562	d10	6631	br10	6434
a11	6487			c11	6467	d11	6519	br11	6465
a12	6463			c12	6434	d12	6485		
a13	6271			c13	6283				
a14	6204			c14	6258				

Risers

Tolerence margin ± 5 mm

	CLOSED	OPEN
A	535	400
A’	535	400
B	535	438
C	535	530

Dimensions and lengths have been controled by Air Turquoises Test Laboratory.
When measuring the lines, a tension is applied progressively up to 50N.

MESUREMENT TABLE

Lines

Tolerence margin ± 10 mm

FALCON 24,2									
a1	7301	b1	7210	c1	7273	d1	7357	br1	7696
a2	7255	b2	7166	c2	7228	d2	7316	br2	7274
a3	7219	b3	7139	c3	7198	d3	7283	br3	7054
a4	7235	b4	7158	c4	7216	d4	7303	br4	7086
a5	7166	b5	7092	c5	7165	d5	7243	br5	6933
a6	7132	b6	7061	c6	7132	d6	7213	br6	6802
a7	7090	b7	7031	c7	7091	d7	7166	br7	6795
a8	7107	b8	7054	c8	7111	d8	7179	br8	6770
a9	7005	b9	6544	c9	6977	d9	7048	br9	6765
a10	6921	b10	6518	c10	6891	d10	6967	br10	6740
a11	6809			c11	6794	d11	6850	br11	6772
a12	6784			c12	6759	d12	6815		
a13	6591			c13	6603				
a14	6521			c14	6577				

Dimensions and lengths have been controled by Air Turquoises Test Laboratory.
When measuring the lines, a tension is applied progressively up to 50N.

Risers

Tolerence margin ± 5 mm

	CLOSED	OPEN
A	535	375
A'	535	375
B	535	425
C	535	535

MESUREMENT TABLE

Lines

Tolerence margin ± 10 mm

FALCON 26,4									
a1	7622	b1	7529	c1	7595	d1	7685	br1	8078
a2	7574	b2	7484	c2	7549	d2	7642	br2	7639
a3	7539	b3	7457	c3	7519	d3	7610	br3	7410
a4	7556	b4	7477	c4	7538	d4	7632	br4	7444
a5	7485	b5	7404	c5	7480	d5	7565	br5	7285
a6	7451	b6	7372	c6	7446	d6	7534	br6	7148
a7	7407	b7	7341	c7	7406	d7	7486	br7	7142
a8	7425	b8	7366	c8	7427	d8	7500	br8	7117
a9	7319	b9	6823	c9	7269	d9	7345	br9	7112
a10	7232	b10	6796	c10	7180	d10	7262	br10	7086
a11	7115			c11	7078	d11	7139	br11	7119
a12	7089			c12	7042	d12	7103		
a13	6872			c13	6884				
a14	6799			c14	6857				

Dimensions and lengths have been controled by Air Turquoises Test Laboratory.
When measuring the lines, a tension is applied progressively up to 50N.

Risers

Tolerence margin ± 5 mm

	CLOSED	OPEN
A	535	375
A'	535	375
B	535	425
C	535	535

Lines Material

FALCON 22 / 24,2 / 26,4

a1	A-8000U-070	**b1**	A-8000U-070	**c1**	A-8000U-050	**d1**	A-8000U-050	**br1**	A-8000U-070
a2	A-8000U-070	**b2**	A-8000U-070	**c2**	A-8000U-050	**d2**	A-8000U-050	**br2**	A-8000U-070
a3	A-8000U-070	**b3**	A-8000U-070	**c3**	A-8000U-050	**d3**	A-8000U-050	**br3**	A-8000U-070
a4	A-8000U-070	**b4**	A-8000U-070	**c4**	A-8000U-050	**d4**	A-8000U-050	**br4**	A-8000U-070
a5	A-8000U-070	**b5**	A-8000U-070	**c5**	A-8000U-050	**d5**	A-8000U-050	**br5**	A-8000U-070
a6	A-8000U-070	**b6**	A-8000U-070	**c6**	A-8000U-050	**d6**	A-8000U-050	**br6**	A-8000U-070
a7	A-8000U-070	**b7**	A-8000U-070	**c7**	A-8000U-050	**d7**	A-8000U-050	**br7**	A-8000U-070
a8	A-8000U-070	**b8**	A-8000U-070	**c8**	A-8000U-050	**d8**	A-8000U-050	**br8**	A-8000U-070
a9	A-8000U-070	**b9**	A-8000U-050	**c9**	A-8000U-050	**d9**	A-8000U-050	**br9**	A-8000U-070
a10	A-8000U-070	**b10**	A-8000U-050	**c10**	A-8000U-050	**d10**	A-8000U-050	**br10**	A-8000U-070
a11	A-8000U-070			**c11**	A-8000U-050	**d11**	A-8000U-050	**br11**	A-8000U-070
a12	A-8000U-070			**c12**	A-8000U-050	**d12**	A-8000U-050		
a13	A-8000U-050	**2B1**	A-8000U-130	**c13**					
a14	A-8000U-050	**2B2**	A-8000U-130	**c14**				**2BR1**	A-8000U-070
		2B3	A-8000U-130		A-8000U-050	**2D1**	A-8000U-070	**2BR2**	A-8000U-070
		2B4	A-8000U-130			**2D2**	A-8000U-070	**2BR3**	A-8000U-070
2A1	A-8000U-130			**2C1**	A-8000U-070	**2D3**	A-8000U-070	**BR1**	A-8000U-070
2A2	A-8000U-130	**3B1**	TSL 280	**2C2**	A-8000U-070	**2D4**	A-8000U-070	**BR2**	A-8000U-070
2A3	A-8000U-130	**3B2**	TSL 280	**2C3**	A-8000U-070				
2A4	A-8000U-130			**C1**				**3BR1**	A-8000U-130
2A5	A-8000U-130			**2C5**	A-8000U-090			**BRI**	A-8000U-070
2A6	A-8000U-130			**2C6**	A-8000U-090				
2A7	A-8000U-090							**4BR1**	A-8000U-130
				3C1	A-8000U-130				
3A1	TSL 280			**3C2**	A-8000U-130			**brmain**	TSL 280
3A2	TSL 280			**3C3**	A-8000U-090				
3A3	TSL 280			**3C4**	A-8000U-090				
3A4	TSL 140			**3B3**	TSL 220				
				4C1	TSL 190				
				4C2	TSL 190				

Fabric

INTRADOS	SKYTEX 27
EXTRADOS	SKYTEX 32
Suported PROfiles,ROD	SKYTEX 32 HARD
UNSUPORTED PROfILES,	SKYTEX 27 HARD
ROD,V.T-TAPES, DIAGONALS	NYLON
ROD LEADING EDGE	NYLON / NITINOL
ROD INTRADOS	

Risers

Technora webbing 13mm Black	13mm	Liros	Riser
Webbing poly horizen 25mm Black	25mm	Dandy Tapes	
Magic D Pro 2.5mm grey	2.5mm	Liros	Riser
NGFEB Magnet		Ningbo Zhaobao Magnet	Riser
Square Ring With Fixed Diameter 6mm Roller	13*7*3mm	B2	Riser
Riley Pully		L.W.Riley/Saint Marine	Riser
Riser Carabinner 14mm Stainless		Gin Glider -Korea	Riser
PARAGLIDING BLOCK P18mm		Saling Point	Riser

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