LEVEL WINGS



# FIZZ 2

## User Manual

Speedriding

V1.2.2026

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# Warning: read this manual before your first flight!

**WARNING!**

**Incorrect use of this equipment can cause serious, irreversible injuries or the death of the pilot. Even when used correctly, this product may not perform as expected. In all circumstances, the user remains solely responsible for its use. Neither the manufacturer nor the dealer endorses the way it is used or accepts responsibility for that use. The pilot uses this equipment entirely at their own risk.**

This manual provides the information you need to familiarise yourself with the characteristics of your new wing.

This manual is provided for information only. It does not constitute flight instruction. Flight training must be provided by a competent, approved organisation. Only the authorities responsible for the activity in each country can determine a pilot's competence.

Each country has its own laws and rules governing paragliding. You are responsible for knowing and complying with the regulations where you fly. Make sure your training and flying ability are appropriate for the classification of this equipment.

We reserve the right to amend this manual at any time. Please visit our website regularly:

### *THANK YOU FOR CHOOSING LEVEL WINGS*

The FIZZ 2 is a speedriding wing designed for learning and progression. It supports your first supervised sessions and more advanced riding, with a wing size and conditions suited to the pilot.

### *A WING DESIGNED FOR SKIING*

Its two-riser layout on each side makes handling straightforward. The short line cone is designed to limit unwanted pendulum movements while skiing. The brake travel supports the pilot's progression.

### *PROGRESSING ON SKIS*

Inflation and wing-control exercises prepare you for your first descents. Coordination between skiing and wing handling develops gradually through appropriate speedriding training.



### *WHO IS THE FIZZ 2 FOR?*

The FIZZ 2 is intended for pilots who are discovering speedriding and want to progress. Wing size depends on total flying weight, skiing and wing-handling experience, terrain and conditions. Make this choice with your instructor or LEVEL WINGS dealer. A smaller wing does not compensate for a lack of training. Initial sessions should take place in an authorised, open area, with an appropriate progression.



### *BEFORE FIRST USE:*

Carry out a complete pre-flight check:
Check that the lines are correctly connected and free of knots.
Check that the riser webbing is not twisted or wrapped around itself.
Inspect the wing's general condition (attachment points, stitching and fabric). Finish with an inflation to check its overall shape.

### *BEFORE EVERY USE:*

Lay the wing out in an arc on its upper surface, with the leading edge facing upwards.
Separate the A and B risers and the brakes; check that the risers and lines are clear and free of knots.
Check that:
- the trimmers are set symmetrically;
- the harnesses, straps and carabiners are undamaged;
- all connections are correct (risers, reserve parachute, harnesses, etc.).

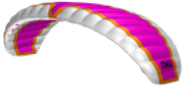
## *HARNESS*

The FIZZ 2 was developed with the FUSION harness. Other harnesses may have different attachment-point spacing or height.

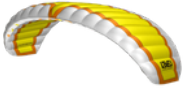
# TECHNICAL DATA

| Size | 8.5 | 10 | 11.5 | 13 | 14.3 |
|---|---|---|---|---|---|
| Flat area (m²) | 8.5 | 10 | 11.5 | 13 | 14.3 |
| Flat span (m) | 5.5 | 5.9 | 6.3 | 6.7 | 7.0 |
| Flat aspect ratio | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Projected aspect ratio | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 |
| Cells | 19 | 19 | 19 | 19 | 19 |
| Risers | 2 | 2 | 2 | 2 | 2 |
| Trimmer travel (mm) | 60 | 60 | 60 | 60 | 60 |
| Weight (kg) | 1.80 | 2.00 | 2.20 | 2.31 | 2.43 |
| Colour | Lilac | Gold | Petrol | Lime | Red |

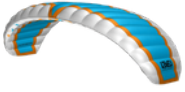
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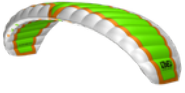
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11.5



13



14.3



## Risers

1: A riser

2: B riser

3: Brake pulley

4: Banana handle

5: Trimmer buckle

6: Trimmer strap

7: Main attachment point



### *Connecting the risers*

Every time you connect to your wing, check that you are correctly attached. The A riser must be on the outside and the B riser on the inside. To check this easily, look at the main attachment point: the small 'Level Wings' label must be on the back of the riser. If this label is at the front, you are NOT correctly attached.

### *Trimmers*

Before every launch, check the straps, locking buckles and symmetry of the left and right settings. Familiarise yourself with the system on the ground with your instructor. Any difference in settings must be corrected before setting off.

### *Preparation on skis*

Keep the lines away from ski edges, bindings and poles. Gently remove snow and ice. Check that your equipment and gloves allow you to operate the brakes freely.

At every inflation, visually inspect the wing above your head before continuing your descent.



### *Forward launch*

Prepare the wing on clear ground with the leading edge open. Untangle the lines all the way to their attachment points, separate the risers and free both brakes. Check the wind direction, your route and the airspace.

Apply tension progressively and symmetrically. Guide the inflation using the technique taught by your instructor.

***AT EVERY INFLATION, VISUALLY INSPECT THE WING ABOVE YOUR HEAD. ONLY CONTINUE IF IT IS FULLY INFLATED, SYMMETRICAL AND FREE OF KNOTS OR SNAGGED LINES. OTHERWISE, ABORT THE LAUNCH.***

### *Reverse launch*

Reverse launches are generally very rare in speedriding. Facing the wing during inflation allows you to watch it rise. You must be able to turn around without crossing the risers or losing control of the brakes. The method depends on the wind, terrain and your training.

On skis, anticipate the orientation of your skis and keep the lines clear of edges and bindings before turning around. Do not set off if the wing overshoots you, remains off-centre or your route is no longer clear.

### *Turns*

Anticipate each turn and adapt it to the available space. Coordinate weight shift and brake input as taught during your training. Avoid combining low airspeed with heavy inside brake: excessive braking can stall one side of the wing.

On skis, coordinate your skiing line with the wing's flight path. The FIZZ 2's short line cone is designed to limit unwanted pendulum movements; you must still anticipate changes in slope and direction.

### *Landing*

Identify a clear landing area in good time and prepare a stable approach. Maintain sufficient airspeed for the flare and avoid abrupt corrections close to the ground. Learn the timing and amount of flare with an instructor; no single height or hand position is specified here.

On skis, the touchdown area must be visible and suitable for the terrain, snow and speed. Plan your path after touchdown and a stopping area clear of obstacles.

### *Active piloting*

Stay aware of the wing's movements and the pressure in the brakes. Use measured inputs: corrections that are too large or too fast can make a situation worse. Readiness on the brakes and reading the terrain remain essential, even with a wing intended for progression.

In speedriding, your arm position must allow you to ski in balance while retaining the useful brake range. Avoid pulling a brake unintentionally to regain your balance. Practise this coordination on a suitable slope before increasing the difficulty.

### *360° turn*

Before entering a 360° turn, check that the airspace is clear and that you have sufficient height, well away from the terrain. Shift your weight to the inside of the turn and progressively apply the brake on the intended side. The wing accelerates progressively; control the rate of rotation with the brake.

With a speedriding wing, the longer a 360° turn continues, the more height you lose. Allow a generous altitude margin before attempting this exercise.

To exit the turn, centre your weight in the harness and progressively release the inside brake. A slight input on the outside brake can assist the exit. Avoid abrupt inputs: the accumulated energy must dissipate progressively.

**WARNING: this manoeuvre generates strong acceleration. Centrifugal forces can cause disorientation or a temporary loss of vision, known as a 'blackout'. It requires appropriate training and must not be improvised close to the ground.**

### *Roll and descent management*

A sequence of turns can increase height loss and the wing's energy. Adapt your route to your ability, the slope and the conditions. Keep sufficient clearance from obstacles and plan an opportunity to stop before setting off.

### *ACROBATIC MANOEUVRES*

The FIZZ 2 is not intended for aerobatics. Acrobatic manoeuvres are outside its intended use in speedriding.

### *FULL STALL*

Never intentionally induce a stall in speedriding. This is a serious incident, not a manoeuvre to practise. It can rapidly lead to a loss of control.

The small wing area and high wing loading can make a stall rapid and violent. Close to the terrain, the height and time available for recovery are extremely limited.

**AVOID STALLING AT ALL COSTS. Good airspeed management, smooth and progressive brake inputs, and appropriate training are essential.**

### *ASYMMETRIC COLLAPSES*

If part of the wing collapses, shift your weight away from the collapsed side towards the open side. First aim to maintain a controlled flight path, using cautious brake input on the open side. Excessive braking could stall that part of the wing.

If the collapsed side does not reopen, brief, moderate brake inputs on that side may help it reinflate. Avoid large or violent movements and overcontrol. Keep the available height and proximity of the terrain in mind.

### *FRONTAL COLLAPSES*

Following a frontal collapse, the wing may reopen on its own. Allow it to regain airspeed and return to normal flight. Avoid excessive or prolonged braking, which could prevent this recovery or cause a stall.

Immediate reopening is not guaranteed. Stay aware of your flight path and apply the procedures learned during training if the situation does not resolve itself.

**Cleaning and caring for your wing**

It is best to avoid cleaning your wing. However, if cleaning is necessary, we recommend using a damp cloth without soap or detergent. Work on small areas and allow the wing to dry thoroughly before using or packing it.

**Storage and transport**

When not in use, store your wing in a dry place at a moderate temperature, away from UV light.
Make sure your wing is completely dry before storing it.
For transport, protect the wing from damage such as tearing, cuts, crushing and UV exposure by using a sufficiently robust bag.

**Maintenance**

Your wing requires regular maintenance.
**We recommend a complete inspection by a specialist workshop every 12 months or every 100 flying hours.**
Between these inspections, we recommend regularly checking:
- the lines for creases, damage or cuts;
- the wing for holes, tears or premature wear;
- the risers, including webbing, stitching and connectors.

Follow the FIZZ 2 operating instructions and intended scope of use. Do not use the wing for activities or purposes not intended by LEVEL WINGS.

## Repairs

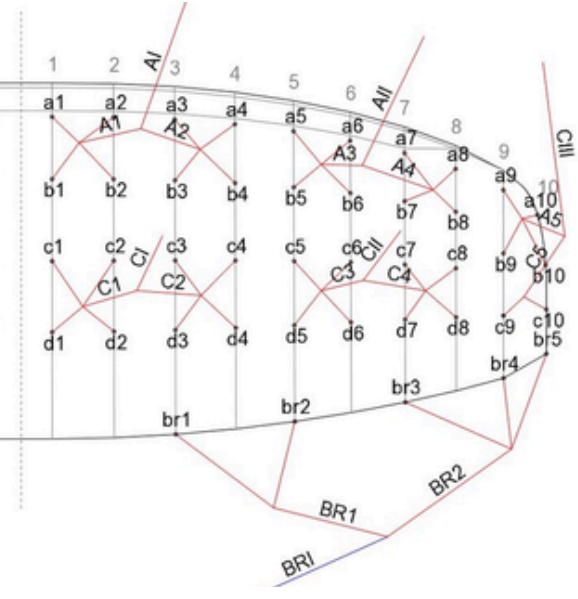
Your wing may suffer damage from external causes.
If this happens, have it inspected and repaired by a specialist workshop.
Components such as risers, brake pulleys and brake handles can be ordered from your LEVEL WINGS dealer.

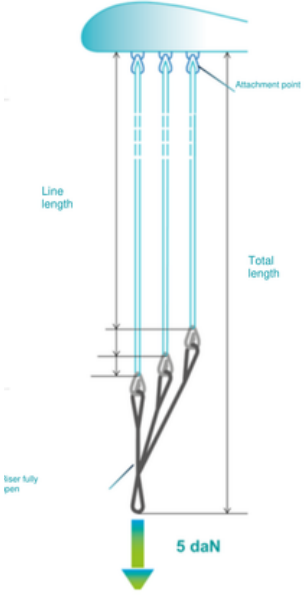
## Recycling

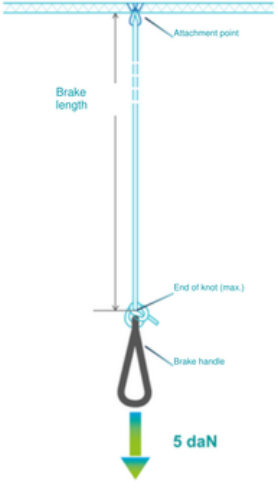
All our materials are selected for their excellent technical and environmental characteristics.
Most components of our wings can be recycled; none is hazardous to the environment.
If you consider that your FIZZ 2 has reached the end of its life, you can separate the metal and plastic parts and follow the sorting rules in force in your country.
For the collection and recycling of textile parts, contact organisations that accept these materials.

## Respect for the environment

Paragliding is an outdoor activity. You operate in an environment for which you are responsible.
Please:
- respect local wildlife and plants;
- do not leave litter;
- avoid making more noise than necessary.


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BRI


Attachment point
Line length
Total length
5 daN


Attachment point
Brake length
End of knot (max.)
Brake handle
5 daN

## Fabrics

| | |
|---|---|
| LOWER SURFACE | Dominico D30 |
| UPPER SURFACE | Dominico D30 |
| LEADING EDGE | Dominico D30 |
| Ribs and diagonals | SKYTEX 40HF |

## Riser materials

| | | | |
|---|---|---|---|
| *Trim: untreated Poly webbing 70221-20mm* | 20 mm | Guth & Wolf | *Riser* |
| *Riser webbing: Technora* | 20 mm | Black Peought | *Riser* |
| *Brake pulley support: Magic Pro* | 3 mm | Grey Liros | *Riser* |
| *Quick links: DELTA INOX MR3.5* | | Gin | *Riser* |

LEVEL WINGS

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**LEVEL WINGS LIMITED**

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**FRENCH IMPORTER**

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