

LEVEL WINGS

FLAME 2

User 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 a **LEVEL WINGS** wing.

We designed the Flame 2 to offer an ideal balance of performance, handling and durability. Equally versatile for speedflying and mini-wing flying, its intuitive, precise handling lets you focus on your flight path and the enjoyment of flying.

Careful design and selected materials make it light, responsive and durable. This manual will help you get to know your Flame 2, use it safely and keep it in good condition.



WHO IS THE FLAME 2 FOR?

The FLAME 2 is a speedflying / mini-wing available in sizes to suit different pilots' needs. It is intended for pilots seeking an easy-to-handle, enjoyable wing for varied terrain. Its design and materials are intended for lasting use. Development and testing were carried out with professional pilots to meet pilots' expectations as closely as possible.

Certification

Testing was carried out by Air Turquoise.

The FLAME 2 is certified to EN 926-1.

It can be used with a speedflying harness or a lightweight string harness.

BEFORE FIRST USE

Carry out a complete pre-flight check:
- Check that all lines are correctly connected and free of knots.
- Check that the riser straps are not twisted or wrapped around one another.
- Inspect the wing's overall condition (attachment points, seams and fabric).

Finish by inflating the wing to check its overall shape.

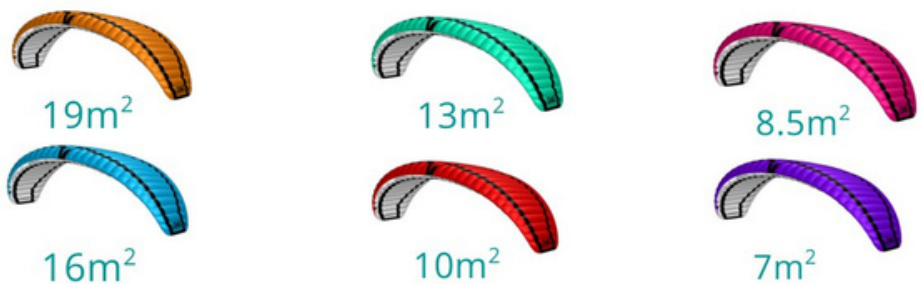
BEFORE EVERY FLIGHT:

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

HARNESS

The Flame 2 was developed using the FUSION harness. Other harnesses may have different attachment point spacing or heights.

Size (m²)	*7*	*8.5*	*10*	*13*	*16*	*19*
Number of risers	3	3	3	3	3	3
Number of cells	33	33	33	33	33	33
Flat area (m²)	7.08	8.51	10.08	12.97	15.98	18.96
Flat span (m)	5.50	5.98	6.47	7.34	8.14	8.88
Centre chord (m)	1.56	1.70	1.83	2.08	2.31	2.52
Flat aspect ratio	4.15	4.15	4.15	4.15	4.15	4.15
Projected area (m²)	6.09	7.20	8.42	10.84	13.35	15.85
Projected aspect ratio	3.15	3.15	3.15	3.15	3.15	3.15
Weight (kg)	1.63	1.79	1.97	2.28	2.62	2.97



1: A riser

2: B riser

3: C riser

4: Trimmer handle

5: Brake adjustment

6: Removable trimmer strap

7: Main attachment point

8: Negative position

9: Neutral position

10: Positive position

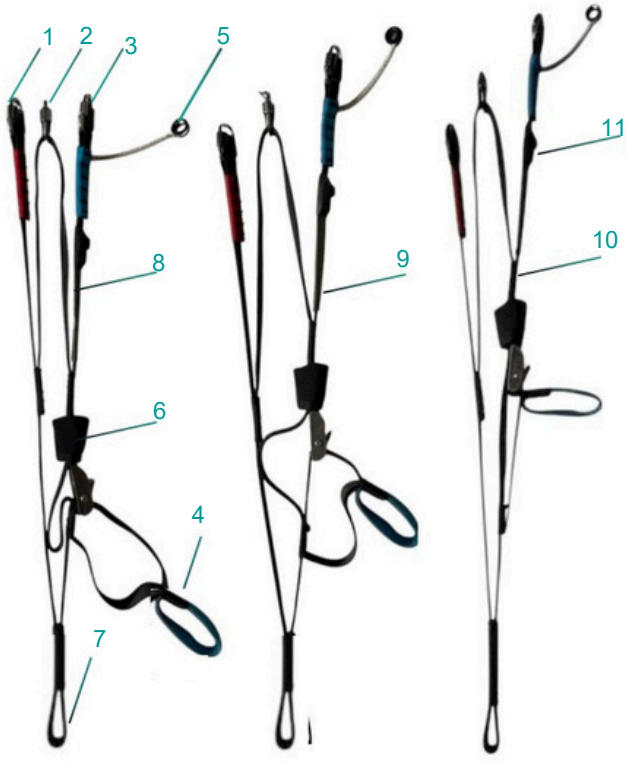
11: Brake magnet

12: Leading edge

13: Lower surface

14: Trailing edge

15: Upper surface







Light handle



Banana handle

Connecting the risers

Whenever you connect to your wing, check that you are correctly attached. The A riser must be on the outside and the C 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 the label faces forwards, you are NOT correctly attached.

Take-off

The FLAME 2 inflates progressively and easily in both light and strong winds. Before your first flight, practise ground handling to become familiar with your new wing. Depending on the launch conditions, you can use a forward or reverse inflation.

Forward inflation

Hold the A risers at the maillons and move forwards progressively, at a pace suited to the wind. Once the wing is overhead, check its forward movement and inspect it visually before deciding to accelerate for take-off.

Reverse inflation

When wind direction and speed are suitable, we recommend reverse inflation for easier visual checks. Face the wing and take only the A risers. Apply a gentle input to start inflation, adapting your movement to the wing to help control its rise. Once the wing is stable overhead and you have checked it, turn around and begin your take-off run. Never take off before completing all safety checks.

Trimmer position: we recommend taking off in the “negative” position. You may adjust this setting to suit the conditions, keeping both sides symmetrical.

Turns

After checking that the airspace is clear, shift your weight towards the intended turn. Make sure you are not braking on the opposite side, then progressively lower the brake on the loaded side until you reach the desired bank angle. Adjust the turn radius and rate using the outside brake.

Landing

Make sure you have enough height for an approach suited to the air conditions and terrain. Avoid aggressive manoeuvres and excessive braking on approach. Land into wind, away from turbulence. On final approach, maintain maximum speed until just before ground contact, then progressively brake the wing to a complete stop. Do not brake too early or too abruptly, as this will cause the wing to climb.

Using the trimmers

Release the trimmers to increase speed and steepen the glide angle. The blue mark indicates 50%. Use full speed (trimmers fully released) with caution: we advise against this setting close to the ground or in turbulent conditions. To slow the wing, pull the trimmer straps back to the negative position. Use this position in flight to improve glide performance or fly more slowly.

Active flying

Active flying is a technique that helps you fly more safely and enjoyably.
Active flying means moving with the wing through its pendular movements in pitch and roll, and anticipating your inputs to stay in control and fly safely.
In calm air, the wing's movements will be small. In turbulence, however, you must continually adapt your inputs to the wing's behaviour.

Mastering this technique is essential to becoming a good pilot.

For the best performance, use small control inputs and weight shifts, rather than constantly applying the brakes.
A small, well-timed input controls the wing more effectively than a large, late brake input.
The more freely you allow the wing to glide, the better it will perform.

The aim of active flying is to let the wing glide smoothly through the air, keep it stable overhead, and control its angle of attack.

Rear-riser control

The FLAME 2 has a dedicated handle at the junction of the B and C risers. It acts on the whole profile instead of the brakes, helping to reduce drag. Used correctly, this system provides greater speed and better pitch control. It improves glide and maintains a steeper flight path, as with positive trimmer settings. By acting on the profile, it helps retain energy and produces a smoother trajectory. Rear-riser control requires caution: the wing stalls sooner than when using the brakes. This technique does not replace the brake controls. It is an alternative method of control, for trained pilots only and only when conditions are suitable.

360° turns

To enter a 360° turn, check that the airspace is clear, shift your weight into the turn and progressively apply the brake on that side. The wing accelerates progressively; use the brake to adjust the rate of turn. With a speedflying wing, a slower 360° turn loses more height, so allow a greater altitude margin before this exercise. To exit, centre your weight in the harness and progressively release the inside brake. A little outside brake can help you exit more quickly. Warning: considerable energy builds up and must be dissipated or used for manoeuvres. This manoeuvre produces strong acceleration and centrifugal forces, which may cause disorientation or temporary loss of vision (blackout).

Aerobatic manoeuvres

Speedflying wings must not be used for aerobatics.

Stall

Never intentionally stall a speedflying wing. Unlike in paragliding, this is a serious incident, not a manoeuvre, and can quickly lead to loss of control. The small wing area, high wing loading and limited recovery margin make a stall faster and more violent than in paragliding. The height available for recovery is extremely limited. Avoid stalls at all costs: good airspeed management, smooth control inputs and training are essential.

Asymmetric collapses

Turbulence or pilot error can sometimes cause the wing to collapse. If this happens, maintain your heading and move away from terrain in straight, stable flight. Shift your weight as far as possible towards the open side and, if necessary, apply an appropriate brake input on that side. If the collapsed side does not reopen spontaneously, repeat the action as often as necessary. Collapse lines were used during testing.

Frontal collapses

In the event of a frontal collapse, the wing is designed to reopen spontaneously. Avoid applying the brakes to help it resume normal flight.

CLEANING AND MAINTENANCE

Cleaning and caring for your wing

It is best not to clean your wing. If cleaning is necessary, use a damp cloth without soap or detergent. Work on small areas and let the wing dry fully before flying or packing it.

Storage and transport

When not in use, store your wing in a dry, temperate place away from UV light.
Make sure your wing is completely dry before storing it.
During transport, protect the wing from external damage such as tears, cuts, crushing and UV exposure (use 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 flight hours.
Between these inspections, regularly check:
the lines for kinks, damage or cuts;
the wing for holes, tears or premature wear;
the risers, including straps, stitching and connectors.

Follow the FLAME 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.
Parts such as risers, brake pulleys and brake handles can be ordered from your LEVEL WINGS dealer

Recycling

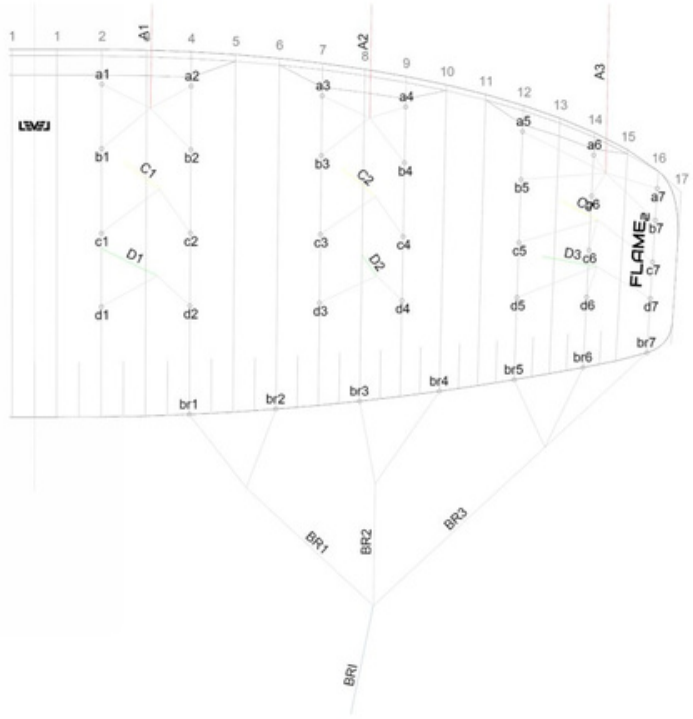
All our materials are selected for their excellent technical and environmental properties.
Most components of our wings can be recycled; none are hazardous to the environment.
If you decide your FLAME 2 has reached the end of its life, separate the metal and plastic parts and follow the waste-sorting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

Respect for the environment

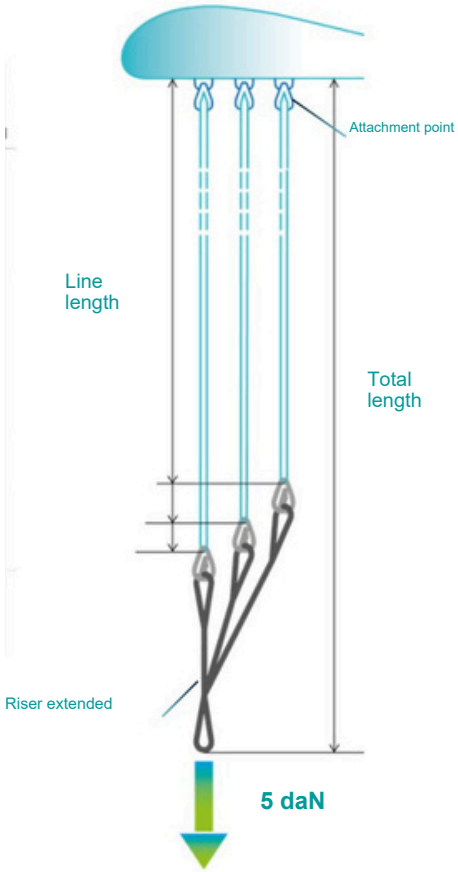
Paragliding is an outdoor activity. You are responsible for the environment in which you fly.
Please:

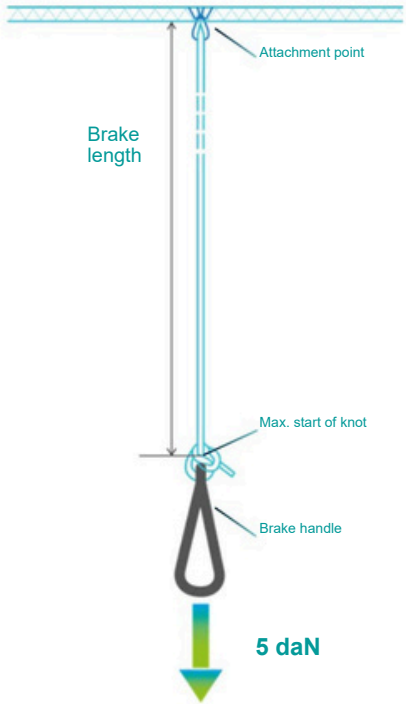
* respect local wildlife and plants;
* do not leave litter;
* avoid making unnecessary noise.

LINE PLAN



Measure under a gradually applied tension of 5 daN (50 N).





Fabrics

LOWER SURFACE	STA 15
UPPER SURFACE	Skytex 32
Suported Profiles	Skytex 32HF
Unsuported Profiles, diagonals	SKYTEX 27HF

Riser materials

Trimmer: untreated Poly webbing 70221-20mm	20 mm	Guth & Wolf	*Riser*
Riser webbing: Technora	13 mm	Black Peought	*Riser*
Brake pulley support: Magic Pro	3 mm	Grey Liros	*Riser*
Maillons: DELTA INOX MR3.5		Gin	*Riser*



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