LEVEL WINGS



SPEED FORCE

User manual

V1 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 have designed its performance, flight characteristics and construction to give you complete satisfaction.

Designed for fun, the SPEED FORCE meets the needs of both tandem and solo pilots.

Its ease of use and reassuring feel let you focus on what matters. Careful design and material selection make it a high-performance wing.

This manual provides information to help you understand your wing, use it safely and keep it in good condition.



WHO IS THE SPEED FORCE FOR?

The SPEED FORCE is a versatile wing for tandem speedriding or speedflying, and can also be used as a mini-wing for solo thermalling or soaring.

In tandem, it is intended for highly experienced and professional pilots. When flown solo, its forgiving behaviour may make it suitable for beginners, provided they have appropriate training and a wing loading suited to their level.

CERTIFICATION

921-1.
The SPEED FORCE can be used with most tandem harnesses and attachment systems on the market, provided the compatibility of the setup is checked.



PRE-FLIGHT PREPARATION

BEFORE FIRST USE

A thorough pre-flight check is essential.

- Check that the lines are correctly connected and free of knots.
- Check that the riser straps are not twisted or wrapped around one another.
- Check the general condition of the wing: attachment points, stitching and fabric.
- Finish by inflating the wing to check its overall shape when inflated.

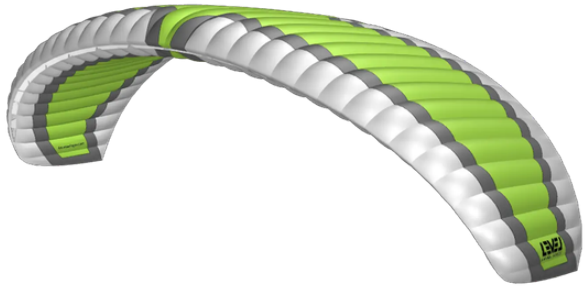
BEFORE EVERY FLIGHT

Unfold the wing and lay it out in an arc on its upper surface, with the leading edge facing upwards.
Separate the A and C risers and the brakes. Make sure the risers and lines are clear and free of knots.

Check:

- that the trimmers are set symmetrically in the neutral position;
- that the harnesses, straps and carabiners are undamaged;
- that all attachments are correctly connected: risers, spreaders, reserve parachute, harnesses, etc.

Size	20	26
Area (m2)	20	26
Risers	2	2
Cells	34	34
Flat span (m)	9.1	10.4
Aspect ratio	3.2	3.2
Weight (kg)	3.86	4.81
Colour	Lime	Sangria
Max all-up weight	160	180



Lime - 20

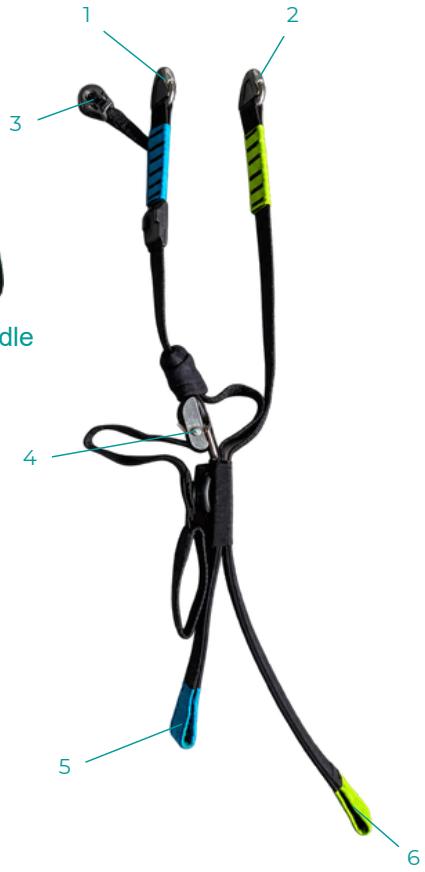


Sangria - 26

1 A riser
2 B riser
3 Brake pulley
4 Replaceable trimmer
5 Pilot attachment point
6 Passenger attachment point
7 Trimmer handle
8 50% position
9 Neutral position
10 Trimmer handle magnet
11 Lower surface
12 Leading edge
13 Upper surface
14 Trailing edge



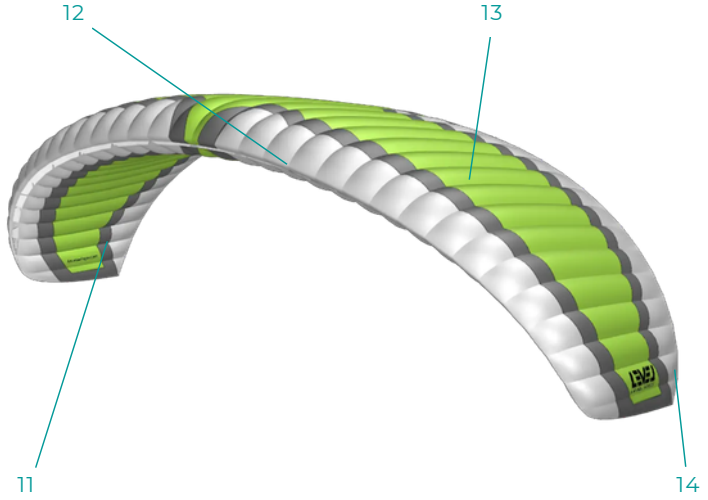
Banana handle

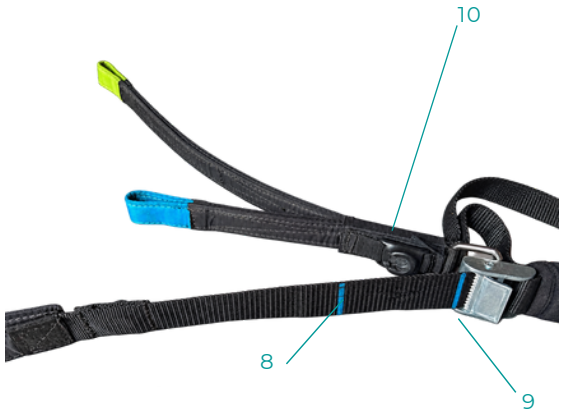


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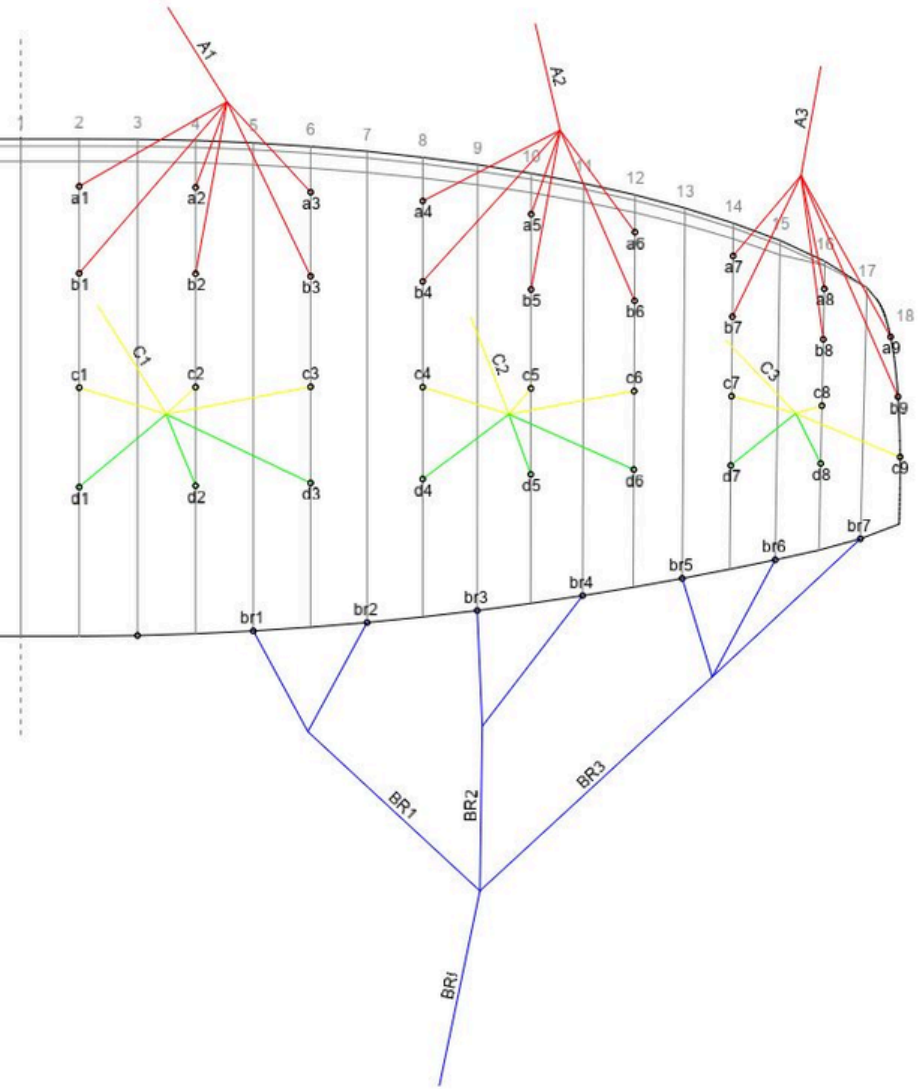


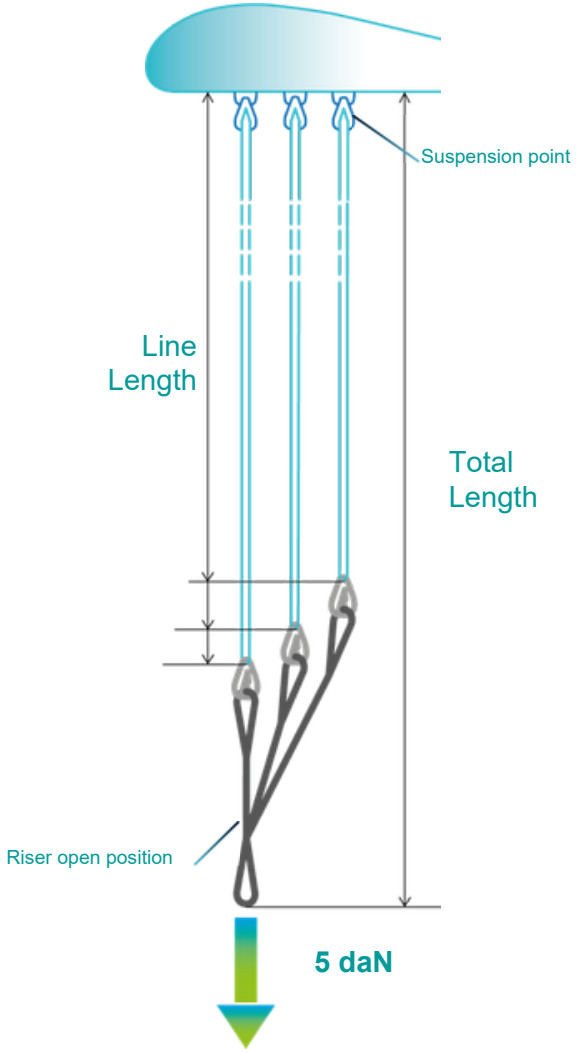
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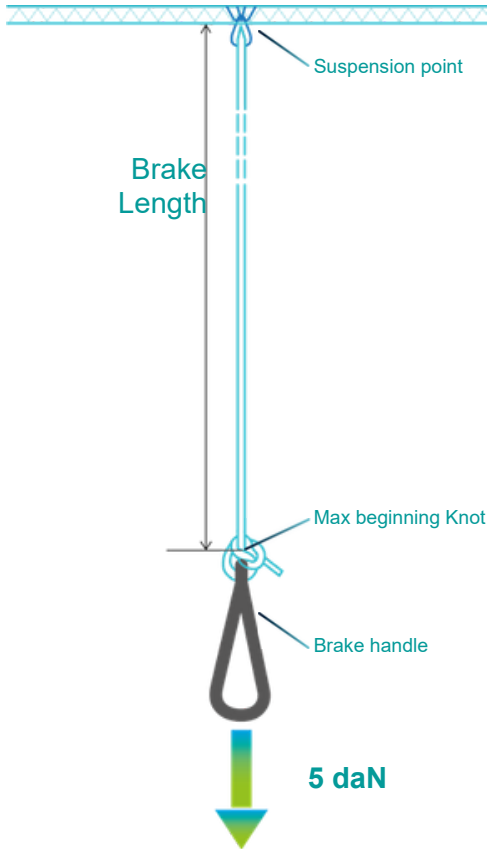




LINE PLAN


A1
A2
A3
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14
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18
a1
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b1
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b3
b4
b5
b6
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b9
c1
c2
c3
c4
c5
c6
c7
c8
c9
d1
d2
d3
d4
d5
d6
d7
d8
d9
C1
C2
C3
br1
br2
br3
br4
br5
br6
br7
BR1
BR2
BR3
BRI


Suspension point
Line Length
Total Length
Riser open position
5 daN


Suspension point
Brake Length
Max beginning Knot
Brake handle
5 daN

INFLATION AND TAKE-OFF

GETTING STARTED
Practise on the ground in calm conditions. Choose a forward or reverse inflation according to the wind, terrain and your skill level.

SIMPLE PREPARATION
The two risers, A and C, on each side make sorting the lines easier. Integrated spreaders reduce handling and the risk of incorrect assembly. Check the connections and brakes, ensure there are no twists, and use the correct attachment points for solo or tandem flying.

FORWARD INFLATION
With the brake handles in your hands, guide the wing up using the A risers while moving forward progressively. Once it is overhead, release the A risers, stabilise and check the wing before accelerating.

REVERSE INFLATION
Guide the wing up using the A risers, then stabilise and check it. Turn around while keeping the brake handles in your hands and check that the risers are clear before launching.

TANDEM
Explain the launch run and stop signal to your passenger. During a reverse inflation, the passenger remains facing down the slope. Launch only with a fully open, stable wing and a clear flight path. Abort the launch if anything is wrong.

ACTIVE FLYING — SOLO AND TANDEM

Keep the brake handles in your hands and pay attention to the wing's movements and brake pressure. Correct pitch and roll with measured inputs, avoiding excessive or prolonged braking.

Wing size and wing loading affect speed and responsiveness. Familiarise yourself with the handling each time you change configuration or passenger.

When thermalling or soaring, adapt your flying to the conditions and keep a safe margin from terrain and other pilots.

USING THE TRIMMERS

For take-off, set the trimmers symmetrically in the neutral position. In flight, always adjust them symmetrically, with sufficient altitude and while maintaining control of the wing.
Releasing the trimmers increases speed. Familiarise yourself with their effect in calm conditions, well clear of terrain, and identify their positions in the Equipment section. Do not alter the brake line lengths or riser settings.

PLANNING THE APPROACH

Choose a clear landing area suited to the wind, terrain and traffic. Plan your approach early enough to establish a stable final approach. Avoid steep turns and last-minute corrections close to the ground.

LANDING ON FOOT

Aim for a final approach into wind and maintain your airspeed without excessive braking. Close to the ground, flare progressively and symmetrically, adjusting your input to your speed and wing loading. Braking too early or too abruptly may cause the wing to climb or stall. Allow more space and be ready to run in light winds.

TANDEM COORDINATION

Remind your passenger of the landing instructions before the final approach. For a standing landing, both of you must be ready to move with the touchdown. The passenger must follow your instructions, keep their hands away from the controls and avoid sitting down too early.

SKI TAKE-OFF AND LANDING

Adapt your path to the slope, snow and obstacles. Allow enough space for skiing. In tandem, both pilot and passenger must be competent skiers, understand their instructions and coordinate their movements.

ASYMMETRIC COLLAPSES

Turbulence may cause part of the wing to collapse. Maintain your heading and fly away from terrain. Shift your weight towards the open side and, if necessary, apply a measured brake input on the same side. Avoid over-controlling: excessive braking on the open side can cause a stall.

FRONTAL COLLAPSES

A frontal collapse causes a loss of airspeed and altitude. Avoid excessive or prolonged brake inputs and monitor the recovery to normal flight. Do not assume the wing will reopen immediately, whatever your configuration.

STALLS, SPINS AND DEEP STALL

Excessive braking can cause a stall; asymmetric braking can cause a spin. If a spin begins, stop the excessive braking and control the recovery to normal flight. Recovering from an established stall requires a specific technique and supervised training.
In a deep stall, the wing remains inflated but descends rapidly without sufficient forward speed. Release the brakes and wait for normal flight to resume before applying further brake inputs.

Cleaning and caring for your wing

It is best to avoid cleaning your wing. If cleaning is necessary, use a damp cloth without soap or detergent. Work on small areas and let the wing dry completely 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 by placing it in 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 hours of flight.
Between these inspections, we recommend regularly checking:
the lines: creases, damage or cuts.
the wing: holes, tears and premature wear.
the risers: webbing, stitching and attachments.

Follow the SPEED FORCE instructions for use and its intended operating limits. 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 dealer:
LEVEL WINGS .

Recycling

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

Respect for the environment

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

* respect local wildlife and plants;
* do not leave litter;
* do not make more noise than necessary.

MATERIALS

Leading edge	Skytex 38
Upper surface	Skytex 38
Lower surface	Skytex 32
profil and diagonals	Porcher Skytex 40 / 32 hf
Lines	Liros TSL 500, 380, 280 ; PPSL 275, 200

LEVEL WINGS

fly@levelwings.com

LEVEL WINGS LIMITED

Flat A, 16/F, Rome Court, Realty Garden
41 Conduit Road, Mid Level, Hong Kong.

FRENCH IMPORTER

Speedfly.org
Montvenix, 73700 Bourg Saint Maurice, France
RCS Chambéry · Siret 8322615300019