

# LINK 2

*Reach new horizons*

# LINK 2 Concept

## > The perfect link between your passion and pleasure

Discover the ideal wing to enter the world of paramotoring, with more direct and intuitive control and excellent stability that will allow you to enjoy every moment in the air.



### ACCESSIBILITY

Enjoy your paramotor flights with an Easy Handling wing, which is simple during take off and landing, with comfortable and precise handling in the air.



### SAFETY

An optimised internal architecture that is constructed using new materials and technologies to ensure maximum safety.



### COMFORT

In addition, its improved profile provides the wing with greater stability and more efficiency.

# LINK 2 Target



## ➤ What type of pilots?



## ➤ What type of flights?



### Instruction

The application of the latest innovative technologies allows total freedom of movement so that the pilot can enjoy their first flights in the world of paramotoring with an accessible and safe wing.



### Progression

Excellent performance for its certification level ensures flights with maximum stability across the speed-ranges. Ideal for paramotor enthusiasts who want comfort without sacrificing any advantages.

# LINK 2

## Advantages



### Enter a new and wonderful world of adventures

With the Link 2, you will discover a wing with all the necessary features to make your first paramotor flights. Its simple and intuitive handling is combined with maximum safety to provide you with the best flight experiences.



#### Easy and safe take off

- Inflation is more progressive and easier to control.
- Optimised design for maximum safety and speed.



#### Greater range of speed

- Simple to reach and maintain the wing's maximum speed (55 km / h).
- Acceleration is 15% faster in comparison to the previous model - without canopy deformation.



#### Versatility for progression

- Turns precisely and firmly, excellent for its classification.
- Top performance whatever the load.



#### Stability and precision

- More consistent profile for greater control, roll and pitch stability and better absorption of turbulence.
- Better handling and more control and precision.



#### More durable, less consumption

- Thanks to the use of Nitinol, the profile is cleaner and the structure is lighter and more flexible.
- Optimisation of the new profile for greater thrust without excessive power, which translates into lower fuel consumption.

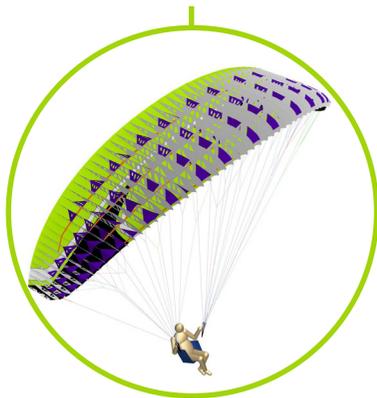
# LINK 2

## In detail

1

### Optimisation of the internal structure

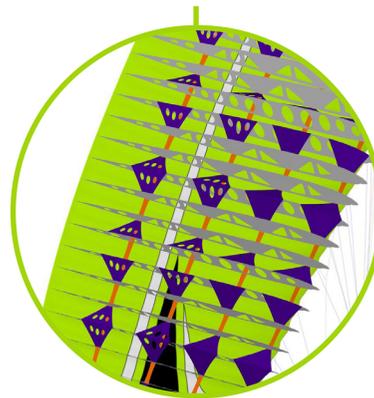
Thanks to an optimisation of the cell openings and attachment points, a greater internal pressure is achieved and this means a consistent profile, giving the wing more stability and control, as well as an easy and gradual take off.



2

### A intelligent and efficient profile

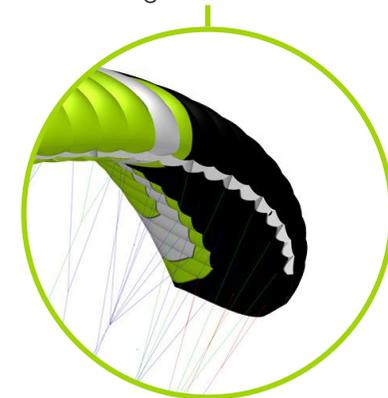
Thanks to the technology applied in the new profile, the engine can utilise favourable inertia, resulting in less consumption, more autonomy, less need for power, better durability, mechanical efficiency and increased performance



3

### Rigid leading edge without deformations

SLE (Structured Leading Edge) technology provides more rigidity and stability along the span of leading edge but also allows full flexibility along the both the lateral and transversal axis. This means the wing is more stable at all speeds.



# LINK 2

## In detail

4

### Simpler line plan

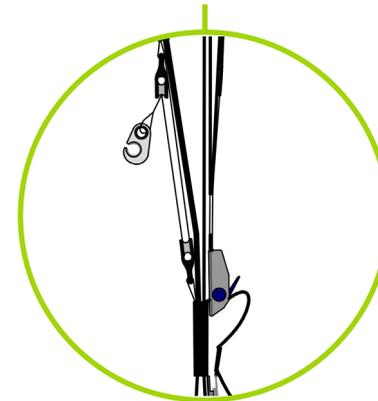
Up to 20 meters fewer lines thanks to a complete redesign and optimisation of certain lines.



5

### Effective and easy-to-use trimmers

The trimmer system is extremely effective and easy to use. It increases the speed by 20%, in comparison to the previous model.

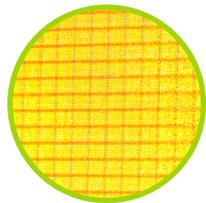


# LINK 2

## In detail

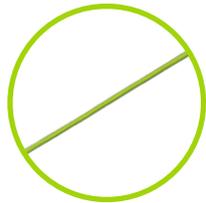


### 6 — The perfect combination of light and durable materials



#### Cloth

- Leading edge and upper surface made from Dominico N20D MF cloth
- Undersurface made from Dominico N20D MF



#### Lines

- Upper gallery lines: Sheathed Technora
- Lower gallery lines: Sheathed Technora
- Main lines: Sheathed Technora



#### Main brakes

- Sheathed Technora



#### Nitinol

A combination of nickel and titanium that makes the wing lighter and more flexible; it optimises the profile and prevents deformations.



#### Risers

- Polyester 19 mm

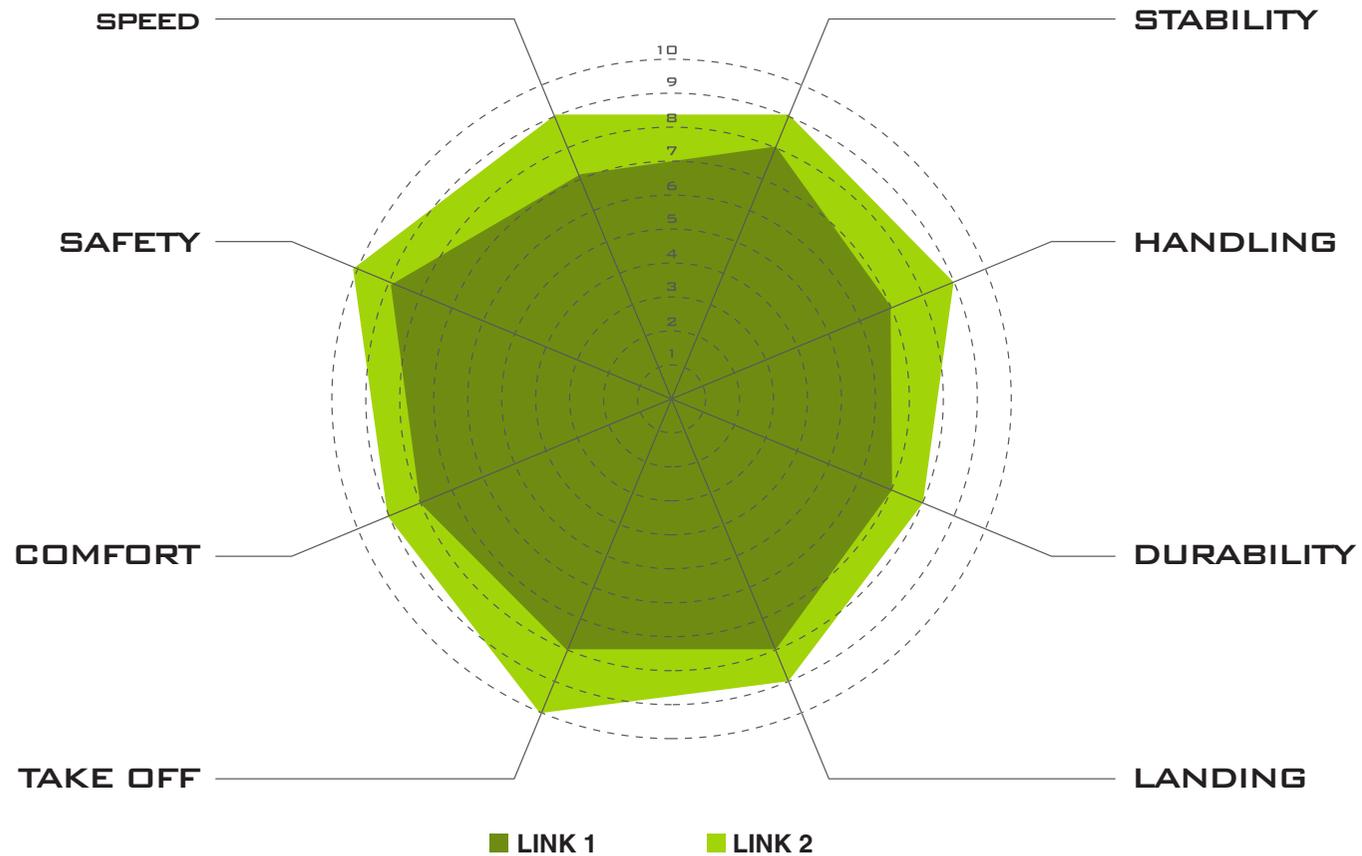


#### Carabiners

- 3,5 mm maillons

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## Comparisons with its predecessor



■ LINK 1    ■ LINK 2

— AMAZING ADVENTURES —

# LINK 2

## FAQs



**Why is this wing certified through the DGAC instead of the EN standard?**

Currently the EN standard is used to certify free-flying wings. This means that manufacturers have to submit their gliders for the certification tests **WITHOUT** the engine and therefore the results are not based on the weight or load that the wing will be subjected to in real flight.

For this reason, paramotor wings certified in accordance with the EN standard are **ONLY** tested within a certain weight-range and in the vast majority of cases this certified load is lower than the most common loads in actual flight.

For example, a paramotor wing (size 24) can bear a load up to 120 kg (tested for a load up to 5.25 G under the DGAC standard). Under the EN standard, this would be certified for a weight-range of 65 - 85 kg (tested for a load up to 8 G). Any pilot flying this wing with a higher wing loading, for example 105 kg, **would not be complying with the EN certification.**

In conclusion, if the paramotor wing is flown outside the EN certified weight-range, it is equal to flying it **WITHOUT certification** and therefore neither the flight test nor structural test can be seen as valid. After an in-depth analysis of this issue we have concluded that the EN certified weight-ranges are not representative of paramotor wings because they can create confusion and misinformation. Therefore, we have decided to use the DGAC certification as our main reference.

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## FAQs



**What about offering EN as well as DGAC certification?**

We could also undergo the EN certification process, but designing a paramotor wing solely to obtain the certification within a certain weight-range would prevent us from optimising the type, capabilities and performance of the wing.

Our objective is to design our wings to offer maximum safety in every aspect of flight and to guarantee this for all our gliders and products on the market.

**What exactly is DGAC?**

DGAC is a legal document that guarantees that the brand will meet all the requirements for a particular wing to function correctly and grant maximum safety to the pilot. In this way, we demonstrate that from the outset our wing was designed and developed with the sole objective of being flown with a paramotor, complying with the performance and safety requirements across all weight-ranges.

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## Technical data



LINK 2			21	23	25	27
<b>Flat</b>	Area	m <sup>2</sup>	21	23	25,5	27,5
	Aspect ratio		5,1	5,1	5,1	5,1
<b>Total weight in flight</b>	Minimum	kg	55	70	90	105
	Maximum	kg	100	120	145	170
<b>Glider weight</b>		kg	4,8	5,1	5,5	5,9
<b>Speed</b>		km/h	Trim = 38-47 Max. 55			
<b>Certification</b>			DGAC / EN-962-1			



JAZZ



HARDOS



CHERIMOYA

PRODUCT PRESENTATION

# LINK 2

## Opinions

AK NIVIUK



*“When I fly the Link 2, I appreciate the ease and safety it offers, without losing any of the enjoyment of the activity. I can make it go where I want with precision and dynamism. When I use it in instruction, I am very calm when teaching the student, both because of its easy inflation and take off, and later during the flight, because if there is any pilot error the wing recovers by itself”*

**- Ramón Morillas**

PRODUCT PRESENTATION

# LINK 2 SERIAL PACK

 NIVIUK



**KIT REPAIR**

+



**COMPRESSION STRAPS**

+



**RISERS COVER**

An aerial photograph of a coastline with a paraglider. The image is dark and moody, with a teal-green tint. The coastline is visible on the left, and the ocean is on the right. A paraglider with a yellow and black canopy is visible in the lower right quadrant. The sky is dark, and the water is a deep teal color.

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