GPS LS²

User Manual

Warnings

Except as expressly provided herein, no part of this manual may be reproduced, copied, transmitted, disseminated, downloaded or stored in any storage medium, for any purpose without the express prior written consent of Flymaster Avionics Lda. herein Flymaster Avionics. Flymaster Avionics hereby grants permission to download a copy of this manual onto a hard drive or other electronic storage medium to be viewed and to print a copy of this manual or of any revision hereto, provided that such electronic or printed copy of this manual must contain the complete text of this copyright notice and provided further that any unauthorised commercial distribution of this manual or any revision hereto is strictly prohibited. Information in this document is subject to change without notice. Flymaster Avionics reserves the right to change or improve its products and to make changes in the content without obligation to notify any person or organisation of such changes or improvements. Visit the Flymaster Avionics website (www.flymaster-avionics.com) for current updates and supplemental information concerning the use and operation of this and other Flymaster Avionics products.
Warning It is the sole responsibility of the pilot to operate the aircraft in a safe manner, maintain full surveillance of all wing conditions at all times, and not become distracted by the Flymaster GPS LS2 . Flymaster Avionics is not responsible for any damages resulting from incorrect or no data provided by the Flymaster GPS LS2 . Flight safety is the sole responsibility of the pilot. It is unsafe to operate the Flymaster GPS LS 2 while in the air. Failure by the pilot equipped with a Flymaster GPS LS2 to pay full attention to the aircraft and conditions while wing could result in accident with property damage and/or personal injury.

Take care of your instrument by cleaning regularly. Do not open the GPS LS 2, doing this will void your guarantee. Do not expose your GPS LS 2 to extreme temperatures, high or low, this will permanently damage it. Avoid leaving fully exposed to the sun, or in temperatures bellow -10ºC.
Ensure that the product is well in position before taking off. Flymaster cannot be held responsible for the loss of the product during the flight (takeoff included).

Battery
This product uses a lithium-ion battery. Do not expose to temperatures above 50 ° C (120 ° F). Risk of fire, explosion or burning. If leakage and contact with liquid leaking from the battery, clean thoroughly with water and seek medical advice immediately. For safety reasons and to extend battery life, charging can be done in an ambient temperature range.
Temperatures: Standard operation: 0 ° C (32 ° F) to +45 ° C (113 ° F) short-term storage: -20 ° C (-4 ° F) at 60 ° C (140 ° F) Storage long term -20 ° C (-4 ° F) at 25 ° C (77 ° F).
Do not check out, or do not attempt to remove the battery, which is not user replaceable. If battery problem, please contact Flymaster support.

Notice to users regarding collection and disposal of batteries and electrical and electronic equipment.
LITHIUM-ION BATTERY AND ELECTRONIC CIRCUIT IN THIS PRODUCT CAN NOT BE ADDED TO THE HOUSEHOLD WASTE. To allow proper recycling, please bring it to a collection point for.
Directive 2002/96/EC applies within the European Union. For the procedure applicable in countries outside the European Union, please check with local authorities
DO NOT ATTEMPT RECHARGING THE DEVICE WITH A DIFFERENT USB CORD THAN THE ONE PROVIDED. RATING : 5VDC 500mA.

CE Mark
This product meets the requirements of the CE mark as part of a residential, commercial or light industrial.
About this document
The greatest care was taken in the preparation of this document. However, due to the commercial development of the product, some information may not be quite up to date. The information in this document is subject to change without notice. Flymaster is not responsible for any omissions or technical or editorial errors in this manual, in the event of incidental or consequential damages resulting from the content or use of this document.

Warranty Terms

THIS LIMITED WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS AND OTHER LEGAL RIGHTS WHICH MAY VARY BY STATE (OR COUNTRY OR PROVINCE). FLYMASTER DOES NOT EXCLUDE, LIMIT OR SUSPEND OTHER LEGAL RIGHTS YOU MAY HAVE UNDER THE LAWS OF YOUR STATE (OR COUNTRY OR PROVINCE). FOR A COMPLETE UNDERSTANDING OF YOUR RIGHTS, YOU SHOULD CONSULT THE LAWS OF YOUR STATE, COUNTRY OR PROVINCE.

The products are guaranteed free from defects in material and workmanship for two years from the date of purchase. During this period, FLYMASTER will repair or replace, at its sole discretion, components that do not perform as expected. Such repair or replacement will be made at no charge to the customer in respect of parts or labor, provided the customer is responsible for any transportation cost. This Limited Warranty does not apply to: (i) external damage such as scratches, cuts and dents; (ii) consumable parts, such as batteries or memory cards, unless damage to the product results from a defect in materials or workmanship; (iii) damage resulting from accidents, excessive or misuse, water, flood, fire or other natural or external causes; (iv) damage caused by repairs performed by anyone other than an authorized FLYMASTER service provider; (v) damage to any product that has been subject to modification or alteration without the written permission of FLYMASTER; or (vi) damage to any product that has been connected to power/data cables or power supplies not supplied by FLYMASTER or not designated for the device. Furthermore, FLYMASTER reserves the right to refuse warranty service for products or repairs obtained and/or used in contravention of the laws of any country. FLYMASTER products are designed to be used solely as an aid and can never be used for any purpose that requires accurate measurements of direction, distance, location or topography. For navigation products, FLYMASTER makes no guarantees as to the accuracy or precision of the map data. This Limited Warranty also does not apply to, and FLYMASTER is not responsible for, any degradation in the performance of any FLYMASTER navigation product resulting from use in close proximity to any portable or other device that utilizes a terrestrial broadband network operating on frequencies that are close to the frequencies used by any Global Navigation Satellite System (GNSS) Position Data, such as the Global Positioning Service (GPS). The use of these devices may impair the reception of GNSS signals.

TO THE FULLEST EXTENT PERMITTED BY APPLICABLE LAW, THE WARRANTIES AND REMEDIES CONTAINED IN THIS LIMITED WARRANTY ARE EXCLUSIVE AND IN LIEU OF ANY OTHER WARRANTY, AND FLYMASTER EXPRESSLY DISCLAIMS ALL OTHER WARRANTIES, REMEDIES, OR IMPLIED WARRANTIES, OR REMEDIES BUT WITHOUT LIMITATION, ANY OTHER IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, STATUTORY OR OTHERWISE. THIS LIMITED WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS AND OTHER LEGAL RIGHTS WHICH MAY VARY BY STATE AND BY COUNTRY OR PROVINCE. IF IMPLIED WARRANTIES CANNOT BE DISCLAIMED PURSUANT TO THE LAWS OF YOUR STATE OR COUNTRY, SUCH WARRANTIES ARE LIMITED DURING THE PERIOD OF THIS LIMITED WARRANTY. SOME STATES (AND COUNTRIES AND PROVINCES) DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE RESTRICTIONS MAY NOT APPLY TO YOU. UNDER NO CIRCUMSTANCES SHALL FLYMASTER BE LIABLE FOR ANY BREACH OF WARRANTY FOR INCIDENTAL, SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES CAUSED BY THE USE, MISUSE OR INABILITY TO USE THIS PRODUCT OR DEFECT TO USE THIS PRODUCT. SOME STATES (AND COUNTRIES AND PROVINCES) DO NOT ALLOW THE EXCLUSION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE RESTRICTIONS MAY NOT APPLY TO YOU.

If, during the warranty period, you submit a warranty service request under this Limited Warranty, FLYMASTER, at its discretion: (i) will repair the device using new parts or previously used parts that meet the quality standards of FLYMASTER; (ii) replace the device with a new device or a refurbished device that meets FLYMASTER's quality standards or (iii) exchange the device for a full refund of your purchase price. SUCH REMEDY SHALL CONSTITUTE YOUR SOLE AND EXCLUSIVE REMEDY FOR ANY BREACH OF WARRANTY. Repaired or replaced devices are warranted for 90 days. If the unit shipped is still covered by the original warranty, the new warranty will be 90 days or until the end of the original 2- year warranty, whichever is a longer duration. Before seeking warranty service, please visit and review the online help resources available at www.flymaster-avionics.com.

If your device is still not functioning properly after using these features, contact a FLYMASTER Authorized Service Facility in the original country of purchase or follow the instructions on support.FLYMASTER.net to obtain warranty service. If you seek warranty service outside the original country of purchase, FLYMASTER cannot guarantee that parts and products necessary to repair or replace your product will be available due to differences in product offerings and in rules, laws and regulations applicable. In such event, FLYMASTER may, in its sole discretion and subject to applicable laws, repair or replace your product with comparable FLYMASTER products and parts, or require you to send your product to a FLYMASTER Authorized Service Facility in the country of purchase. or to a FLYMASTER Authorized Service Facility in another country that may service your product, in which case you are responsible for complying with all applicable import and export laws and regulations and for paying all customs duties, VAT, shipping and other associated taxes and fees. In some cases, FLYMASTER and its dealers may not be able to service your product in a country outside the original country of purchase or return a repaired or replaced product to you in that country, due to applicable rules, laws or regulations in that country. Online Auction Purchases: Online auction purchase confirmations are not accepted for warranty verification. To obtain warranty service, the original sales invoice, or a copy, from the original distributor is required. FLYMASTER does not replace missing components from any package purchased through online auctions. International Purchases: depending on the country, a separate warranty must be offered by international distributors for devices purchased outside Portugal. If applicable, this warranty can be provided by your local distributor in your country, and that distributor will provide local maintenance for your device. Distributor warranties are valid only in the intended distribution area.

Hardware and Controls Overview

Installing your LS2 GPS

There are three possible locations to install your LS2 GPS.
Important note: You must always attach the lanyard to a secure point.

Installation and Mounting – Adhesive Velcro Placement

For the installation and mounting of the GPS LS unit, the two self-adhesive Velcro pads included in the product packaging must be applied to the back of the device exactly as shown in the reference image.
Position the pads in the designated mounting area on the rear surface, ensuring proper alignment for secure attachment.

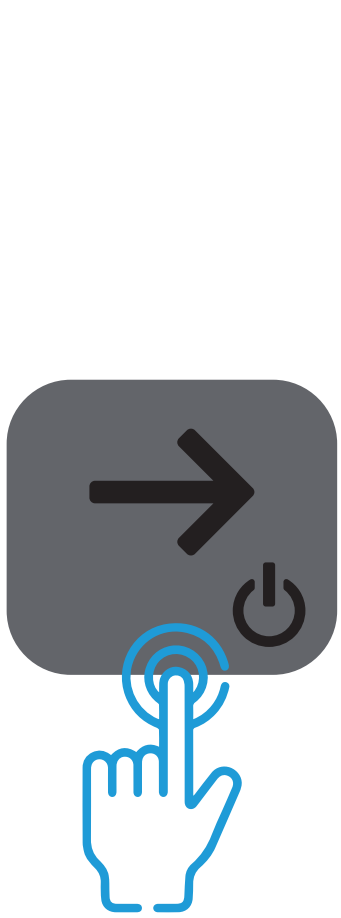
On the harness
Using the optional arness adapter

On the cockpit

On the leg
Using the optional leg strap

https://youtu.be/htGPPCDCQ2U

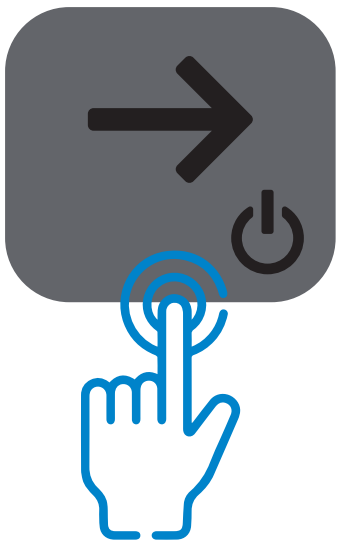
Power on the GPS LS2



Press and hold

Press Enter before the countdown ends to confirm.

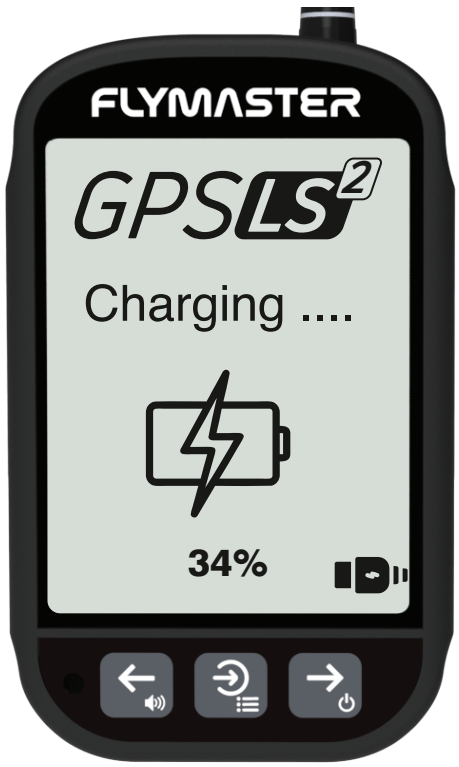
Power off the GPS LS2



Long Press

Press Enter before the countdown ends to confirm.

Battery and Charging Status



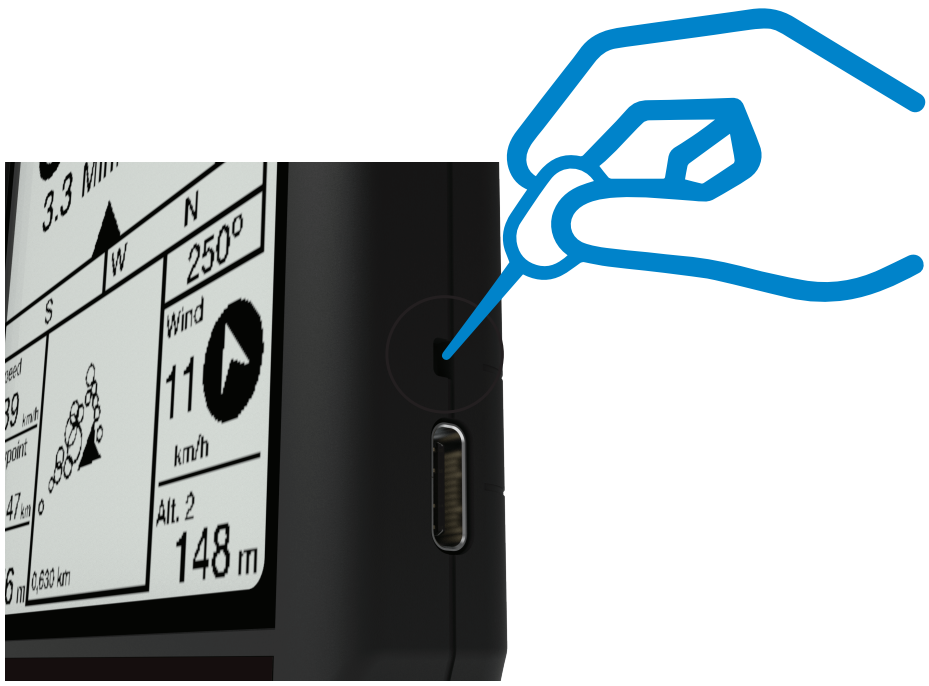
The LS2 GPS is charging from a power source while turned off.

The LS2 GPS is charging from an external power source while powered on.

The LS2 GPS is charged from a power source while turned off.

The LS2 GPS is charged from an external power source while powered on.

Hard Reset



1. Description

A hard reset is a forced reboot of the GPS LS2 unit.
It should be used when the device becomes unresponsive, freezes, or is unable to restart through normal operation.
This procedure does not delete data or user settings.

2. When to Perform a Hard Reset

Perform a hard reset if:

The device does not respond to any key presses.

The screen is frozen or the system is locked.

The unit cannot be powered off or restarted using standard methods.

3. Procedure

Identify the reset pinhole on the GPS LS2 housing.

Insert a thin, rigid tool such as a SIM card ejector tool or straightened paperclip into the pinhole.

Apply gentle pressure until the internal reset switch is activated.

The device will shut down and automatically restart.

4. Precautions

Do not apply excessive force to avoid damaging the internal switch.

Use only appropriate thin tools; do not use sharp objects that may cause damage.

Ensure the tool is inserted straight, without bending or twisting.

Do not insert metal objects while the device is connected to an external power supply.

Perform this procedure only when necessary.

Flight page 1

Status bar (on the flight pages)

Volume at maximum level

Volume at intermediate level

Volume at minimum level

Audio disabled

FLARM Indicates that the FLARM module is active, operational, and transmitting.

Flashing GPS symbol: Searching for satellites

9 Fixed GPS symbol: indicates that a GPS signal has been acquired and numerically displays the number of satellites received.

Battery 80-100%

Battery 60-80%

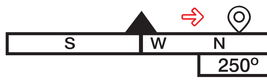
Battery 60-40%

Battery 20-40%

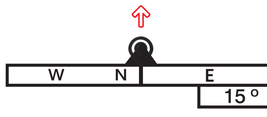
Battery 0-20%

Bluetooth
– No symbol displayed: Bluetooth is disabled in the menu.
– Flashing symbol: Bluetooth is enabled but is not connected or paired with any device.
– Solid symbol: Bluetooth is paired with a device.

Navigation Bar



In this example, we show our dynamic navigation bar. In this case, the pilot is moving in the direction corresponding to a heading of 250°, approximately WSW, while the destination waypoint—whether it is the takeoff point or the active waypoint—is to the pilot's right. The pilot should turn to the right to align their flight direction with the destination waypoint.

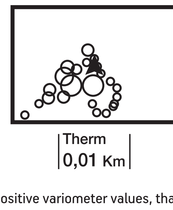


In this example, the pilot is aligned with the destination waypoint at the ideal heading, moving in the northeast direction at approximately 15°.

Wind indicator

The wind indication (wind source direction) is shown by an arrow that rotates 360° relative to the pilot. In this example, the wind is coming almost directly from the front, meaning the pilot is flying into the wind (slightly from the right), and this wind has an estimated speed of 11 km/h.

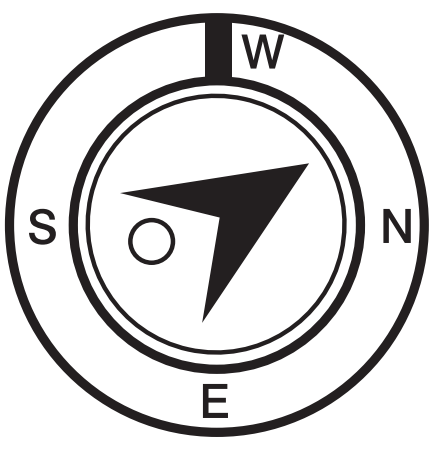
Thermal Assistant Widget



As the pilot encounters positive variometer values, that is, areas of lift, these are represented by circles displayed once per second, whose size varies according to the strength of the lift. Small circles indicate weak lift, while larger circles represent stronger lift.
This provides the pilot with a clear visual and graphical representation of the thermals being used during the flight, shown relative to the pilot's central position within the widget. The display operates in Track-Up mode, meaning that the thermal representation rotates around the pilot's position as the pilot changes heading.
The displayed "Distance to Thermal" value corresponds to the distance to the most recent thermal considered relevant during the current flight.

Flight page 2

Navigation Wheel



In this case, the pilot should turn to the right so that the central arrow of the navigation wheel aligns with the flight direction marker (the pilot's current heading). The flight direction (heading) can also be viewed as a numerical value next to the navigation wheel.

In this example, the pilot is aligned with the destination waypoint at the ideal heading, moving in the nort - northwest direction at approximately 330°.

Flymaster Thermal Ball

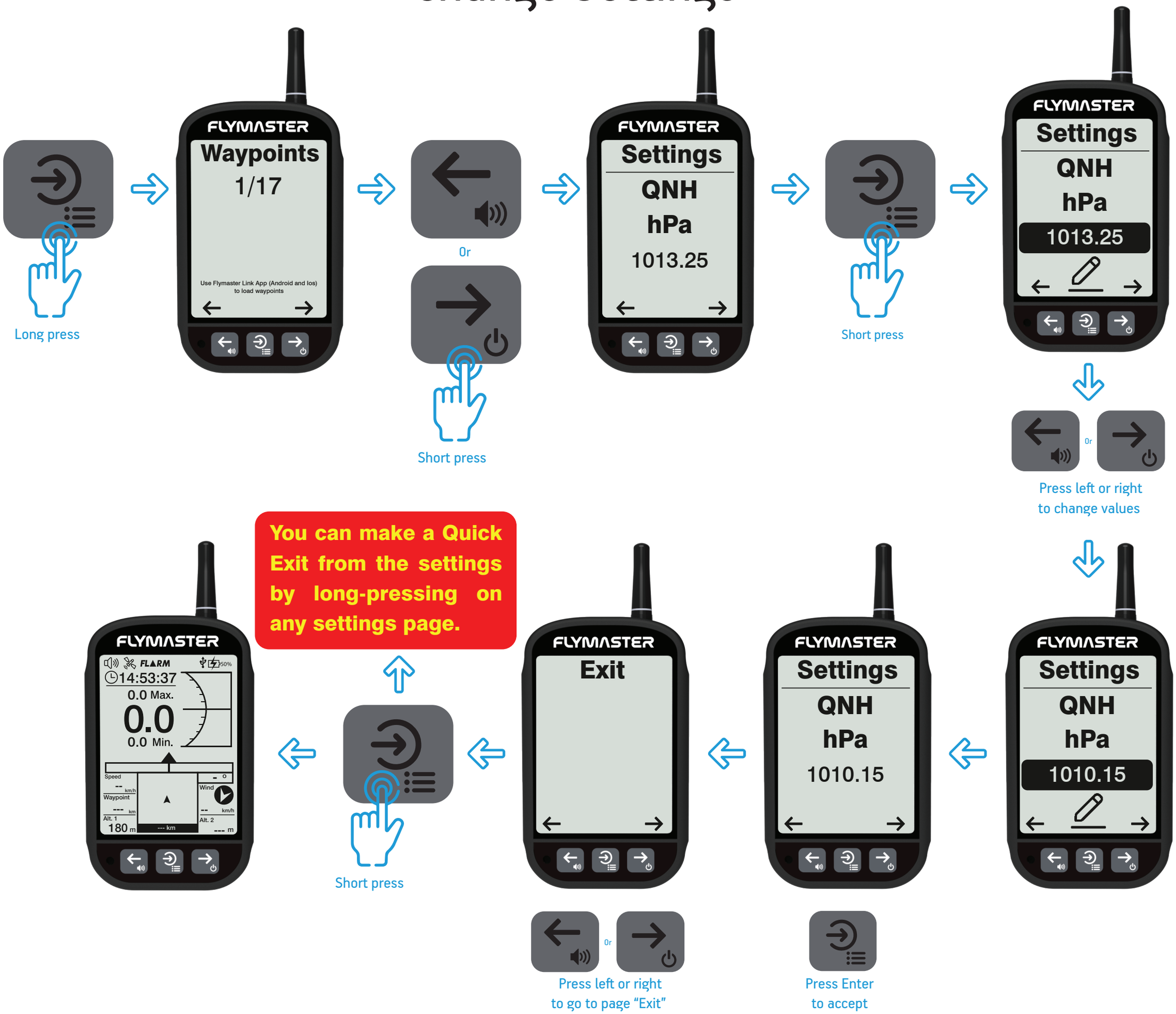
This marker is represented by a black circular dot displayed inside the inner navigation wheel, together with the navigation arrow. During a thermal climb, the GPS LS2 continuously records the strongest climb values for each 50 m altitude layer. The point of maximum lift is then graphically represented by this black circular dot within the inner Navigation Circle, indicating the position of the thermal core relative to the pilot.

The position of the dot (thermal core) is continuously updated as the pilot moves. When the pilot is more than 300 m away from the thermal core, the dot appears at the edge of the circle. As the pilot moves closer to the thermal core, the dot gradually moves toward the center of the circle.

In the example shown, the thermal is very close to the pilot and located to the pilot's left.

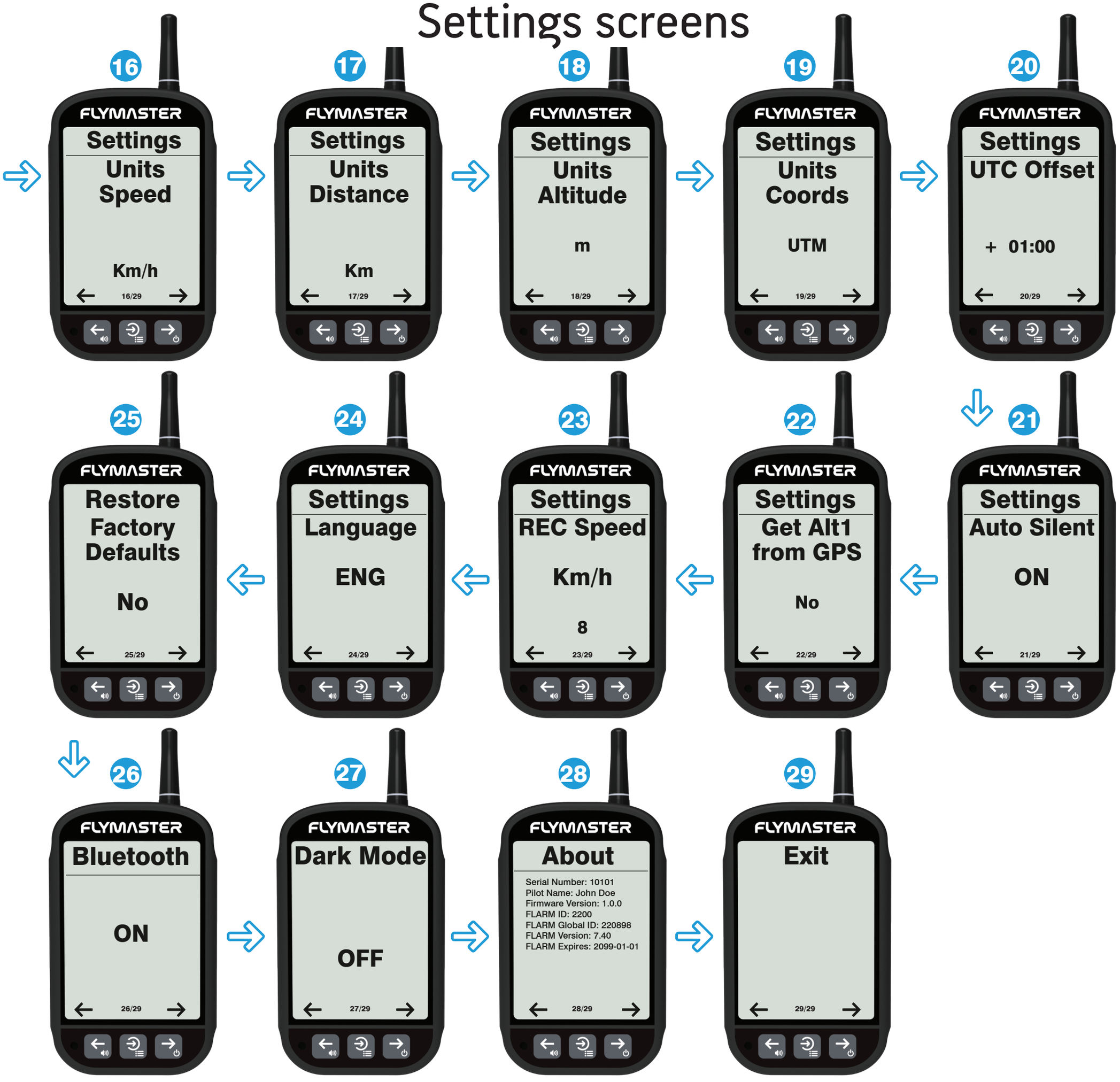
Flight page 3

Change Settings



Settings screens

Settings screens

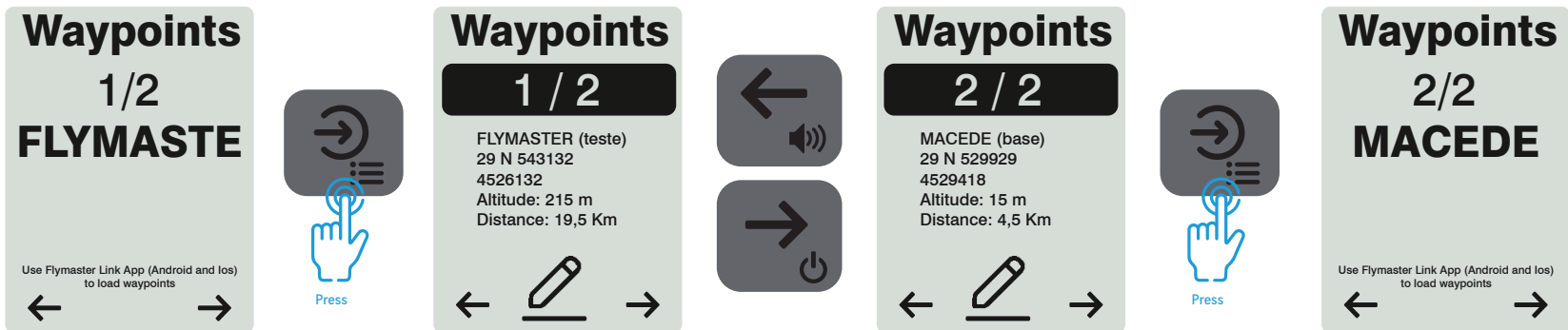


Settings

1 Waypoints

This page lists the waypoints loaded into device. Using the previous and next keys will navigate between the saved waypoints into device. Press enter to see the waypoint details.

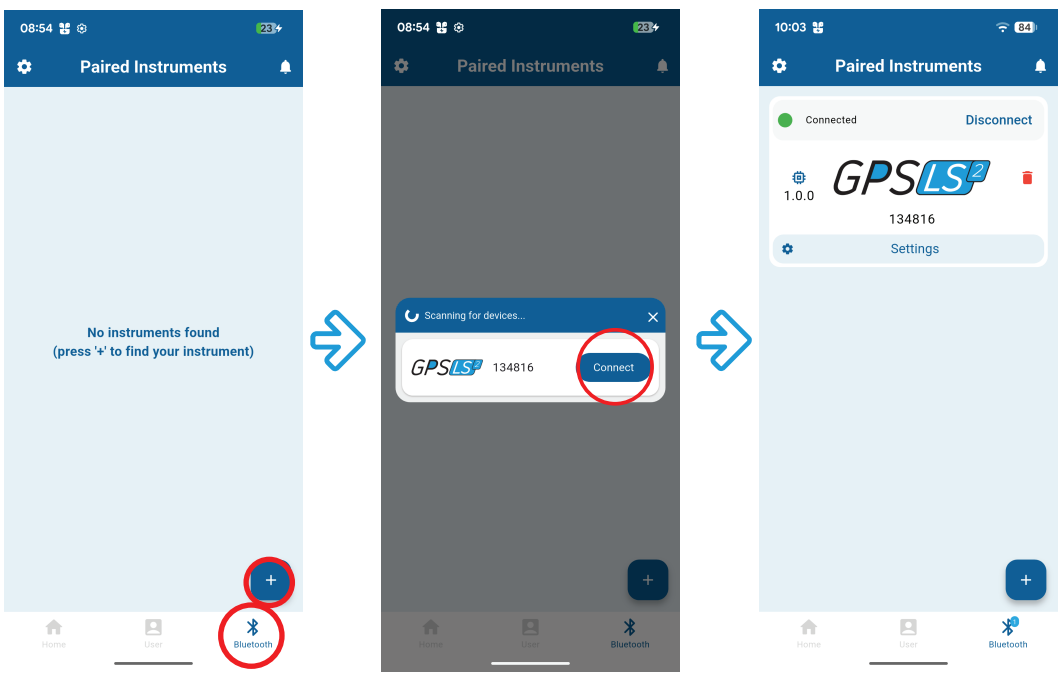
The waypoint selected in the “Waypoints” setting is the default waypoint used for navigation when the “Navigate Waypoint” setting is set to “YES”.

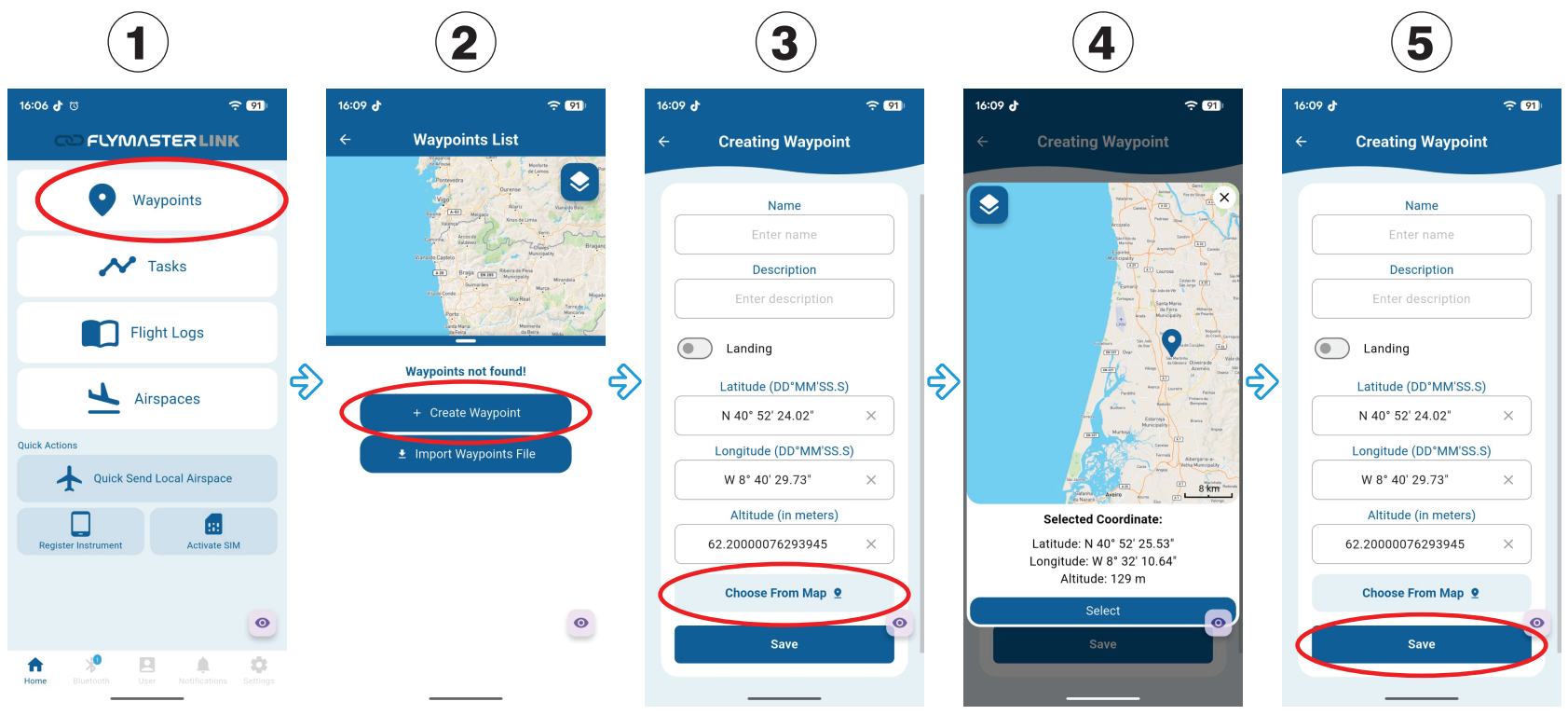


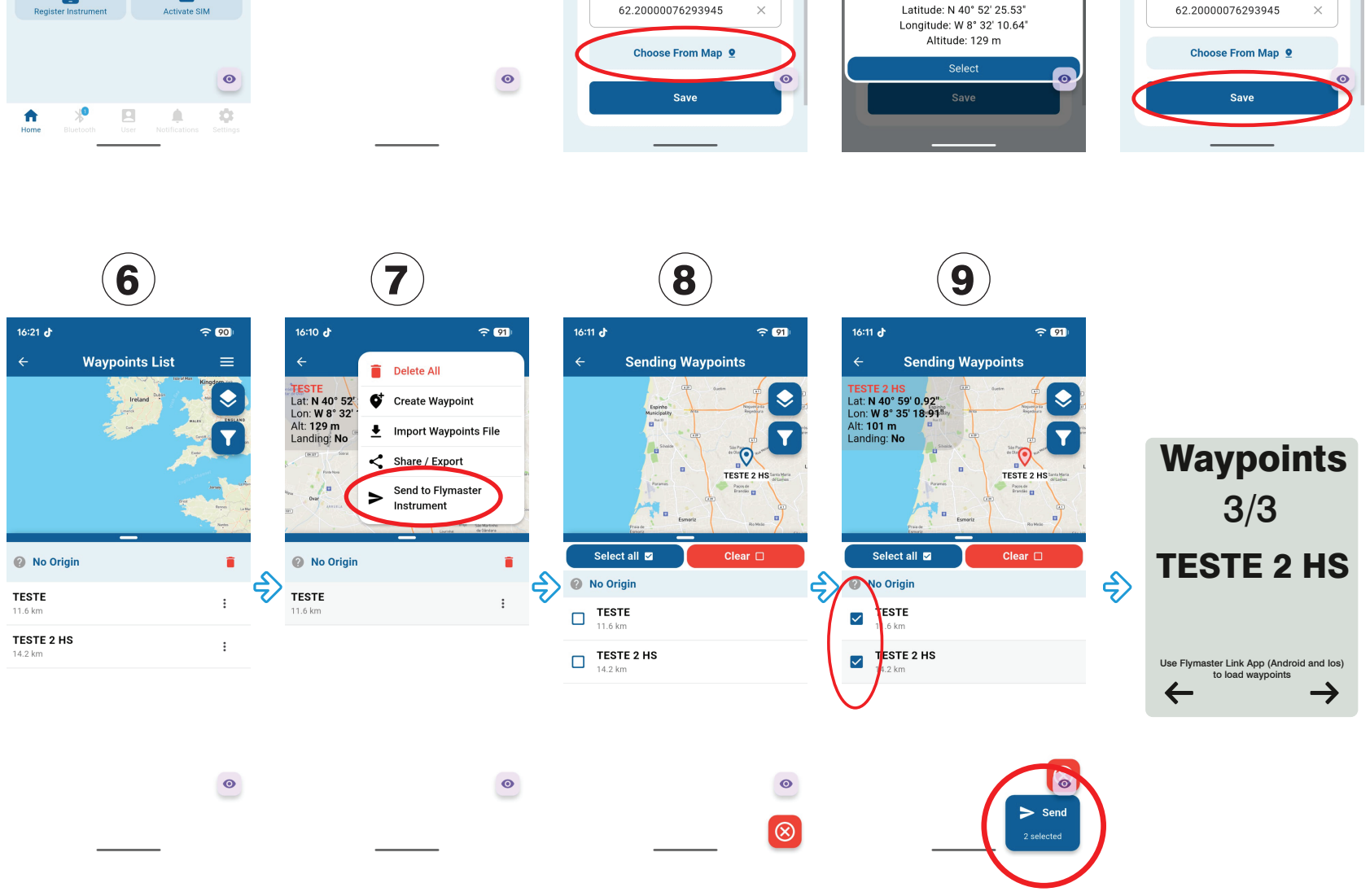
Load waypoints into GPS LS2

Important: Make sure that the latest version of the Flymaster Link App is installed on your smartphone and that all required permissions have been granted.

That the GPS LS is paired in the Flymaster Link App Bluetooth devices list.



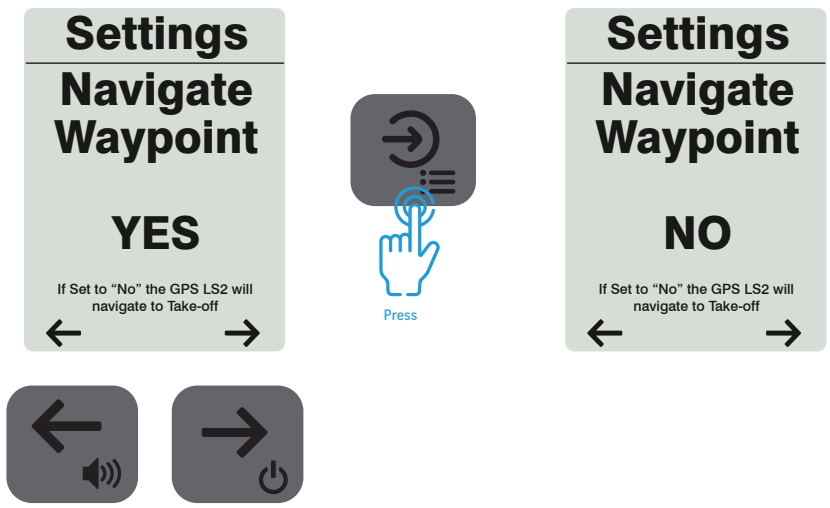




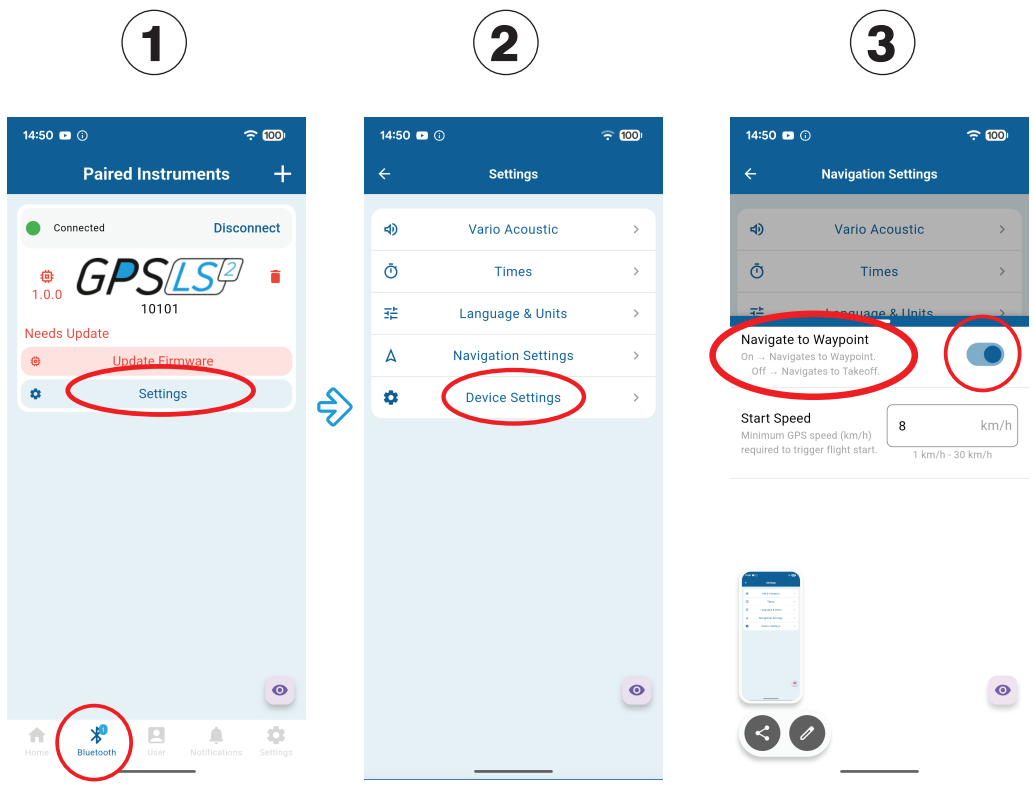
Settings

2 Navigate Waypoint

In the “Navigate to Waypoint” setting, you can define whether or not the instrument should navigate to a specific waypoint. The instrument can only navigate to one waypoint at a time.
If the setting is set to “NO”, the instrument will always navigate to the takeoff location. If it is set to “YES”, the instrument will navigate to the default waypoint selected in the “Waypoint” setting within Setting 1.



Some settings can also be accessed and configured through the Flymaster Link App.

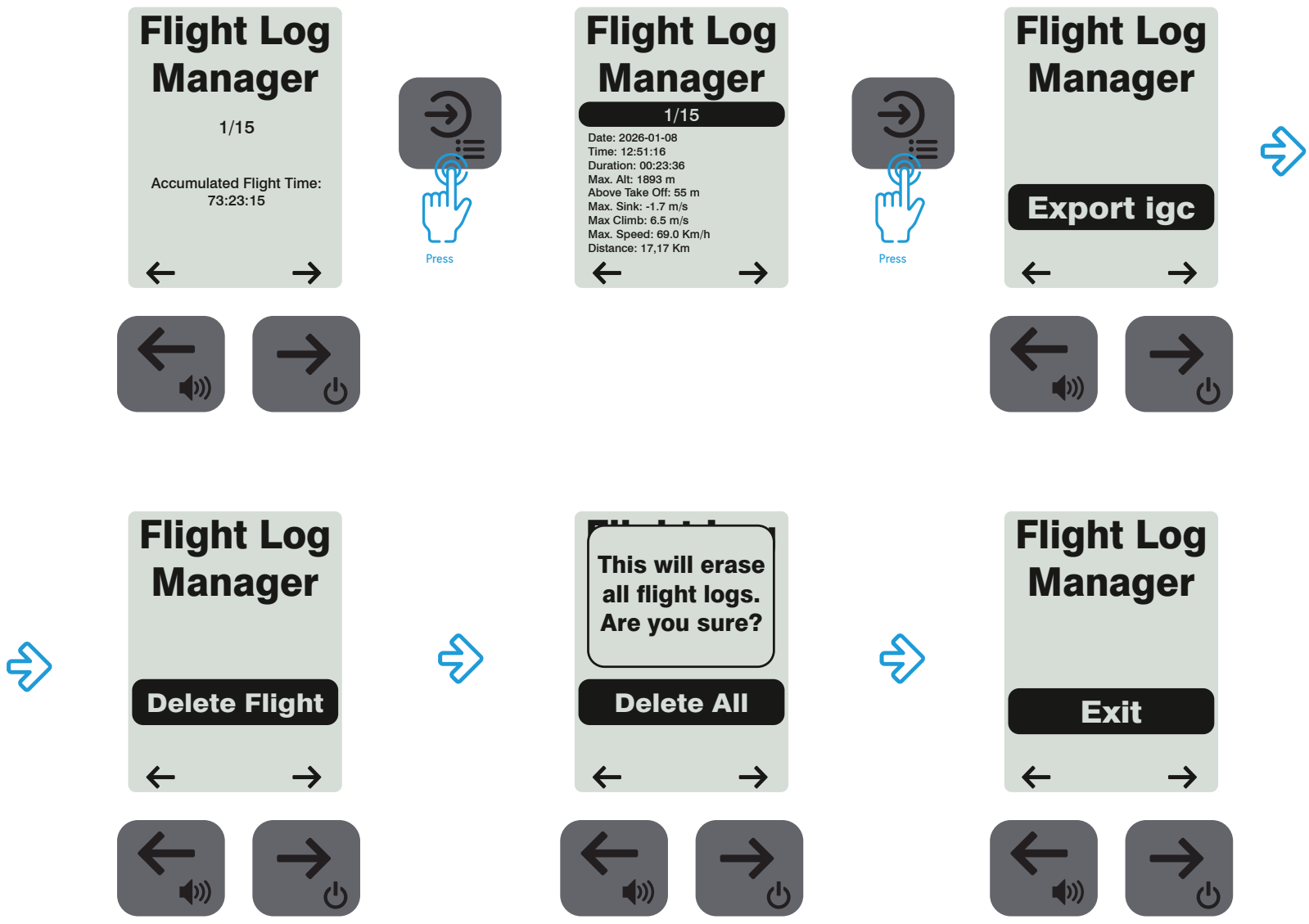


Settings

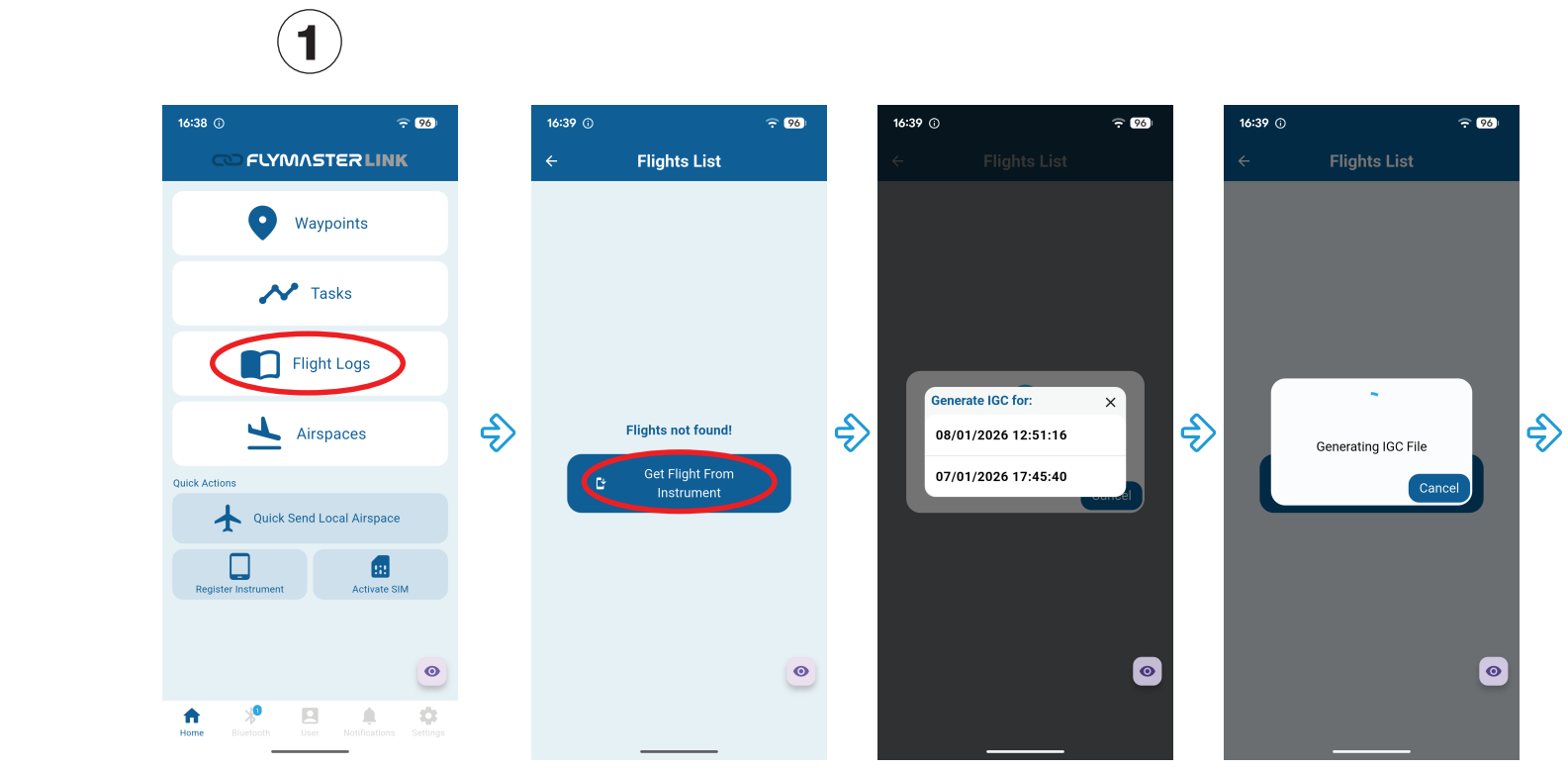
3 Flight Log Manager

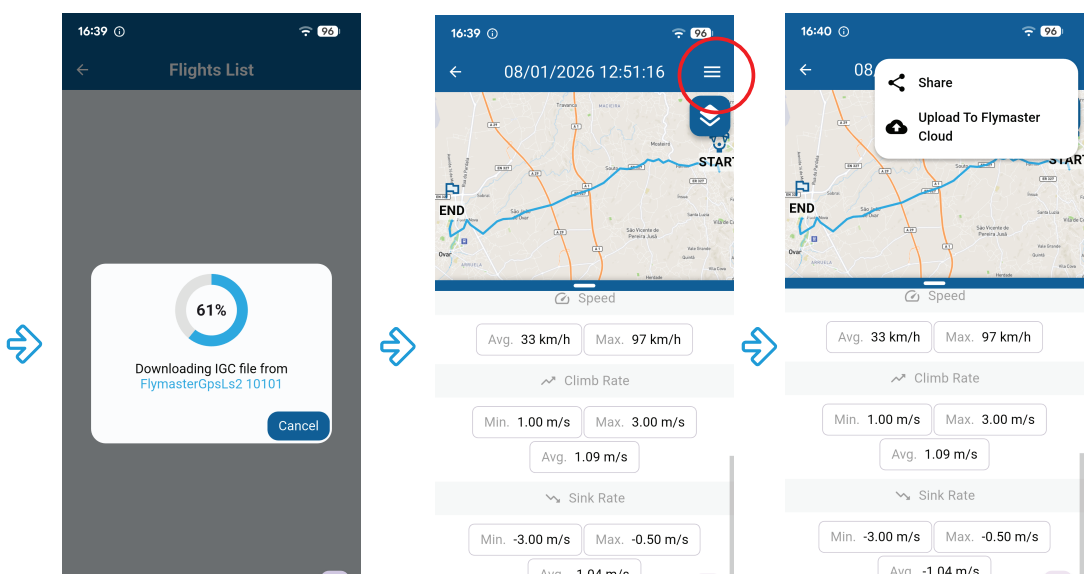
The Flight Log Manager allows you to view, manage, and perform operations on the flights stored in the instrument's memory. On the main page of this setting, you can view the instrument's accumulated total flight time.

On the main page of the Flight Log Manager, use the left and right keys to navigate through the recorded flights and view their details. Select the desired flight and press ENTER to access the available operations.
For the selected flight, use the left and right keys to choose between exporting the IGC file (the flight will be exported and made available via mass storage when the instrument is connected to a computer using a USB cable), deleting that specific flight, or deleting the entire flight log by selecting Delete All and pressing ENTER.
You can exit the Flight Log Manager by selecting EXIT, or by performing a long press on the ENTER key, which provides a quick shortcut to exit the settings menus.



Download a flight using Flymaster Link App





Settings

4 Alt. 2 Refers to

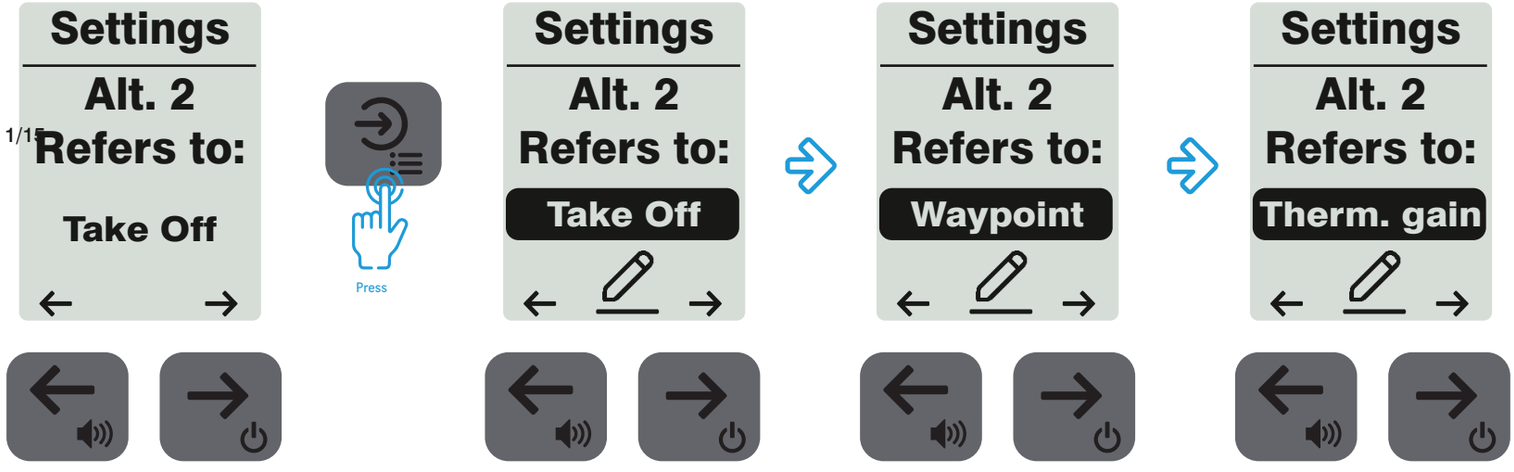
The “Alt 2 Refers To” setting is used to define the reference for the ALT2 altimeter displayed on the flight pages.

The available options are:

Waypoint: Displays the altitude of the default waypoint defined in the “Waypoints” setting. This altitude corresponds to the value defined by the user when loading the waypoint data.

Therm. Gain: Displays the altitude gained in the current thermal. This value is automatically reset by the instrument when it determines that the pilot has entered a new thermal.

Takeoff: Displays the altitude of the takeoff location.

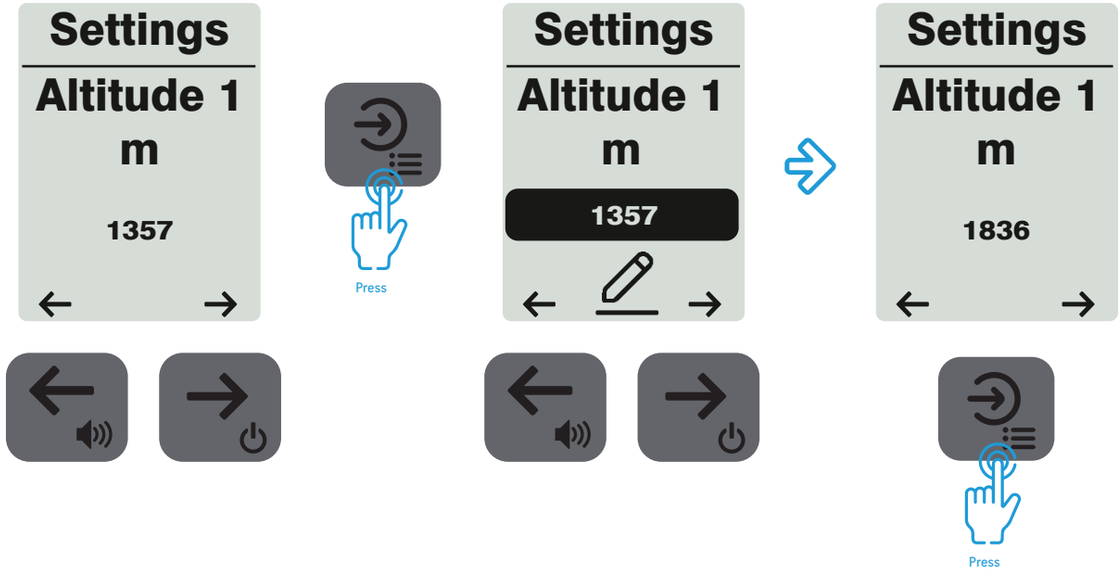


Settings

5 Altitude 1

This setting is used to manually adjust the instrument's Barometric Altitude 1. This procedure is recommended before takeoff whenever the barometric altitude of the takeoff location is known.
If this information is not available, you can alternatively set Altimeter 1 using GPS altitude by selecting Setting 23 – Get Altitude from GPS.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

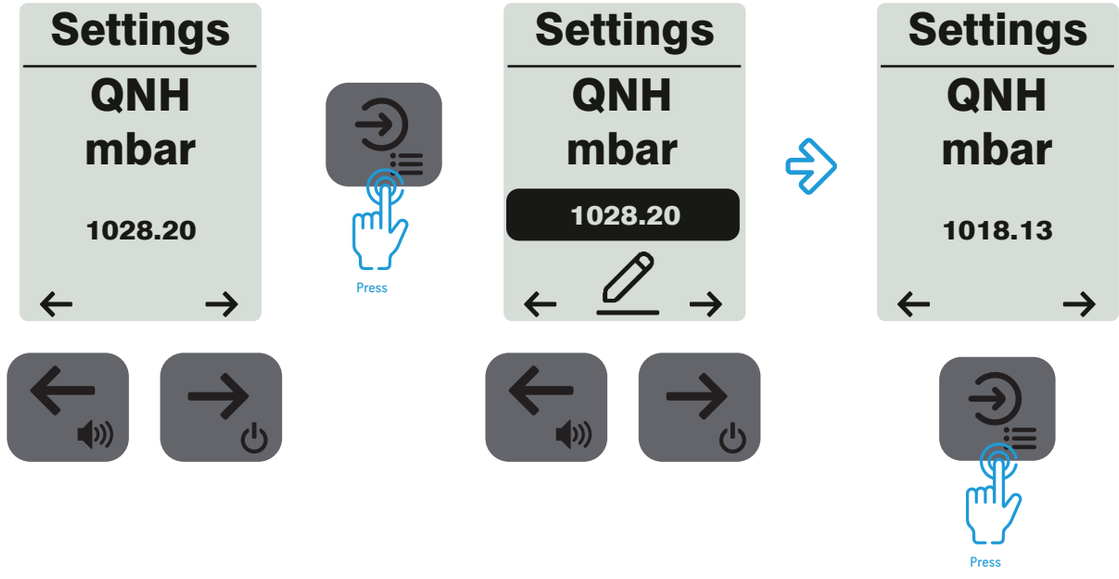


Settings

6 QNH

In this setting, you can adjust the daily QNH to calibrate Altimeter 1 of the instrument. QNH is the atmospheric pressure value adjusted so that the altimeter indicates the aircraft's altitude relative to mean sea level.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

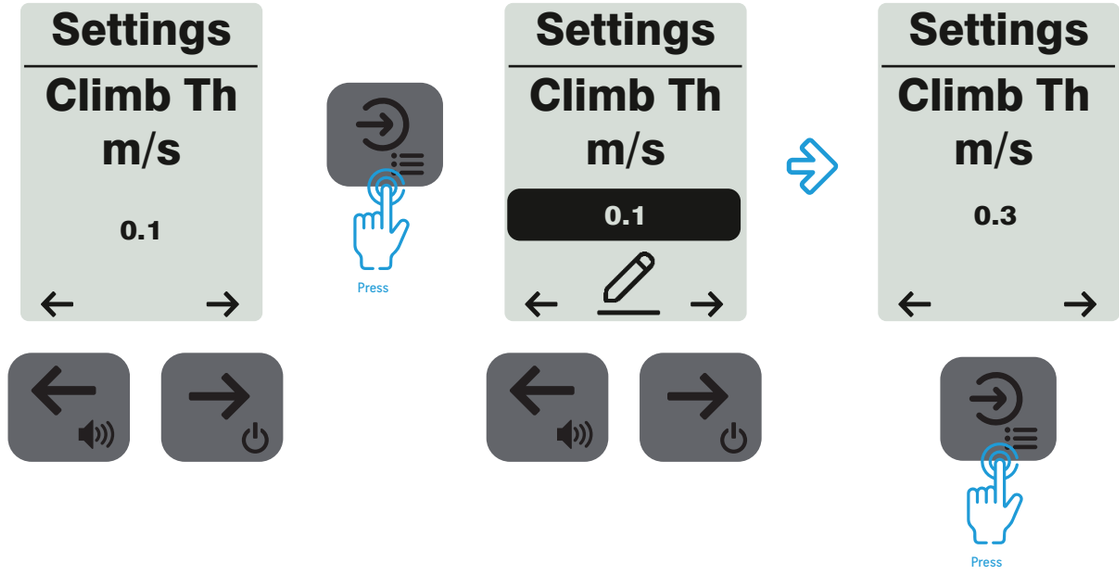


Settings

7 Climb Threshold

The Climb Threshold defines the rate of climb at which the vario will start beeping. The frequency of the first beep is defined trough the Base Frequency parameter, and steadily increases according the Increments parameter value.
The default value for Climb Threshold is 0.1m/s. This means that beeping starts once the instantaneous vario value goes above 0.1m/s.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

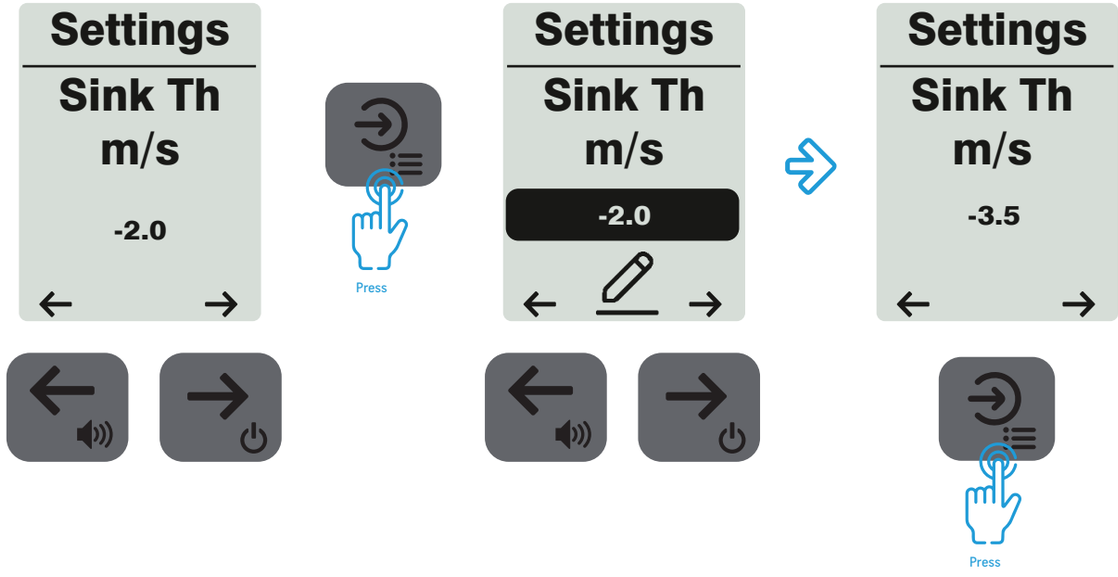


Settings

8 Sink Threshold

The Sink Threshold is the rate of descent at which the vario will emit a low frequency sound. Contrary to the climb sound the sink sound is continuous. The deeper the sink rate the lower the sound frequency. Default value for this parameter is -2 m/s, we suggest setting a value lower than the natural sink rate of the glider when flying with speed bar in still air.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

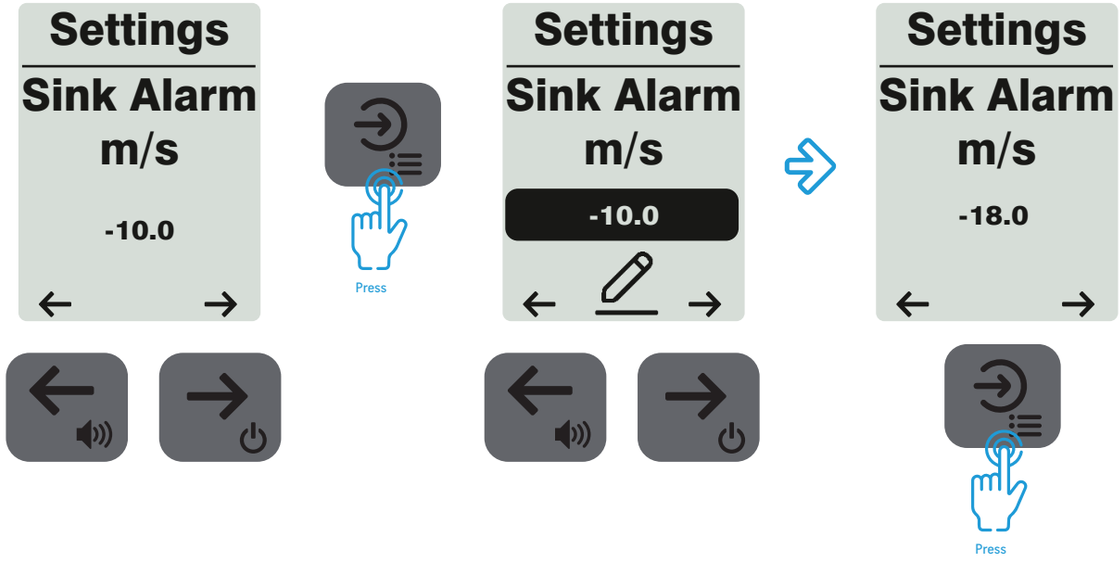


Settings

9 Sink Alarm

The Sink Alarm defines a vertical speed value at which a sound (alarm siren) starts to be produced. For example, if the Sink Alarm is set to -7m/s, then if the instantaneous vario goes below -7m/s, and alarm will be deployed. This alarm can be used to identify high vertical speeds, as for example, in a spiral dive. The Sink Alarm parameter can vary from 0 to -25m/s.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

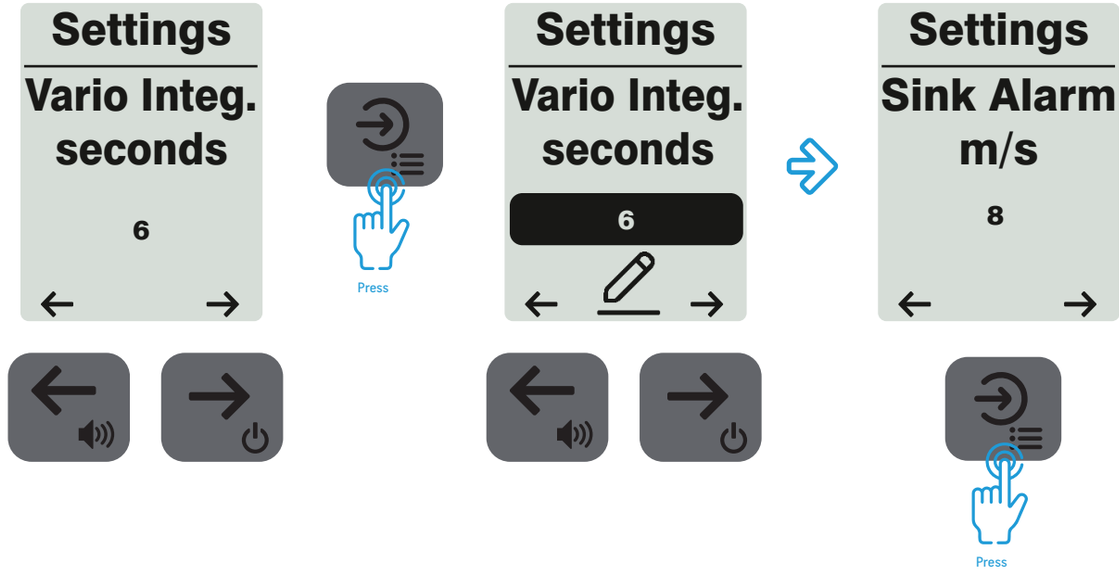


Settings

10 Vario integrator

The Integrated vario is calculated by integrating the vertical speed during a period of X seconds defined by this value. In the example, the integration period is 6 seconds (default value).

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.



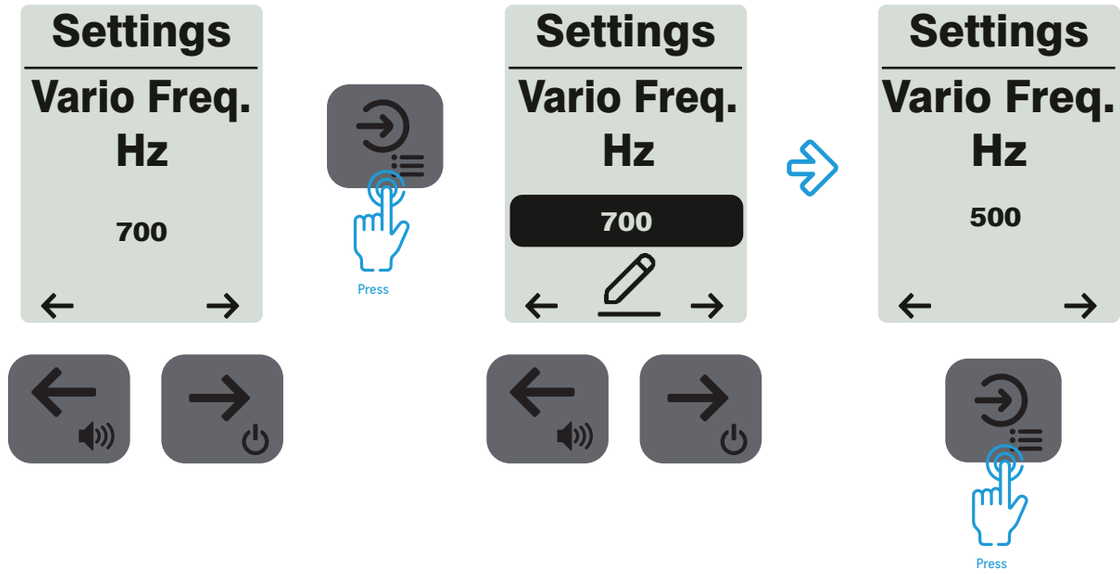
Settings

11 Vario Frequency

The audio frequencies can be adjusted to match the user's preference, by setting the Base Frq and Increments.
The Base Frq is the first frequency used to produce the initial sound which corresponds to the climb threshold (by default 0.1 m/s). Later, as the climb rate increases, a bip, bip sound is produced for which the cadence, and frequency, also increase. The Base Frq can be set from 500 to 1500 Hz. The higher is the frequency value, the higher pitched the sound is.

The pre-set value for Base Frq is 700 Hz.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

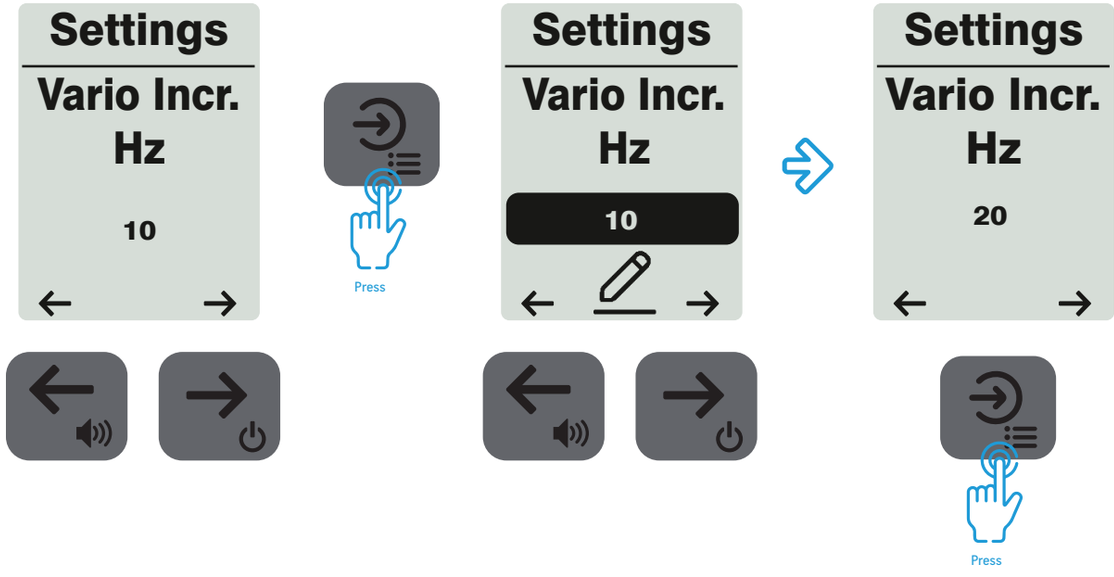


Settings

12 Vario Increments

The Increments parameter sets the frequency increment for each 0.1 m/s climb rate increase. The increments can be set from 1 to 99 Hz. The pre-set value for Increments is 10 Hz. Considering an Increments value of 10, and Base Frq of 700 Hz, the vario frequency at 1 m/s is 800 Hz.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

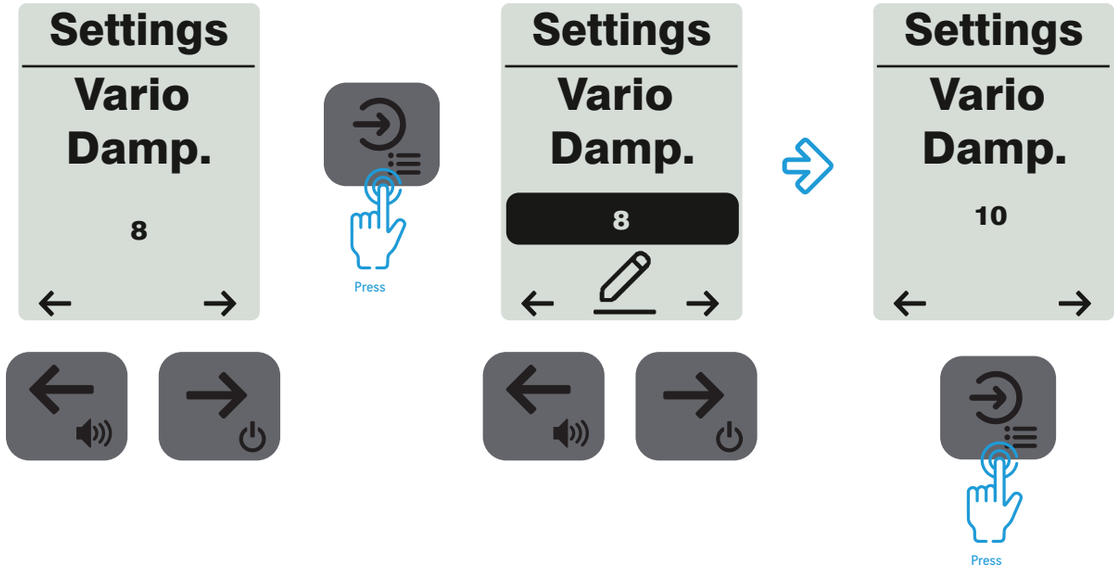


Settings

13 Vario Damper

The GPS LS2 vertical speed calculation is based on air pressure variations. It is very seldom to have air pressure absolutely stable. Turbulence caused by air moving near the sensor is sufficient to cause small variations in pressure. For this reason the GPS LS2 filters (averages) the pressure data to prevent constantly detecting tiny pressure variations. The value that defines how must the pressure is filtered is the Damper. Setting a lower damper value caused the GPS LS2 to become more responsive but harsher. Inversely a higher value causes the GPS LS2 to be less responsive but smoother. The default value is 8.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

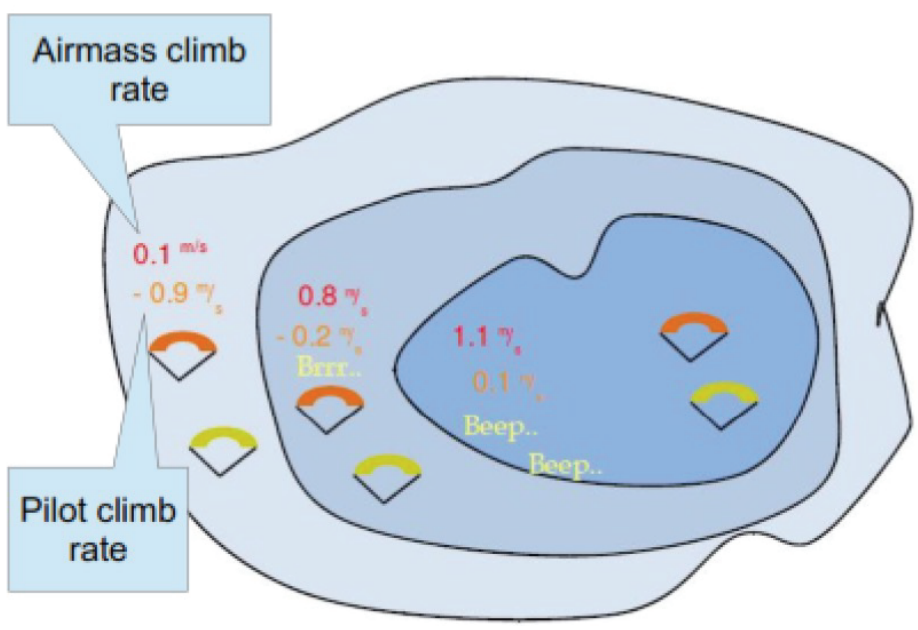


Settings

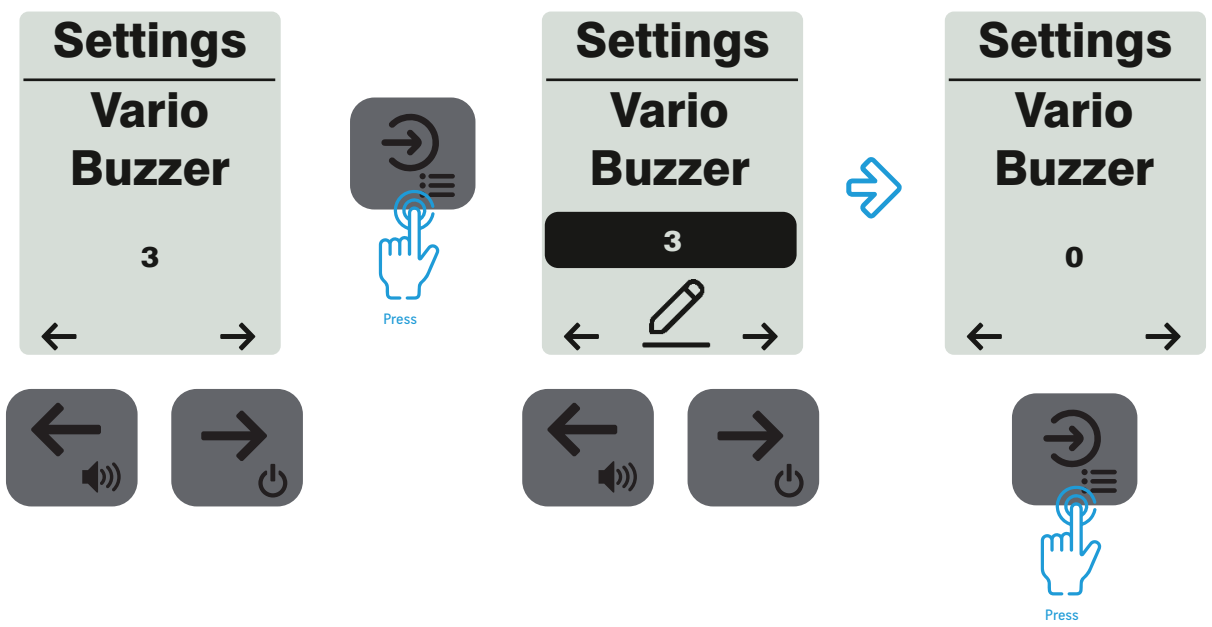
14 Vario Buzzer

Is so called because of the sound it emits, which resembles a buzzing sound.
The buzzer sound is produced when the rate of climb is close to, but has not yet reached the specified Climb threshold. This value is set between 0 and 9 with each unit corresponding to be 0.1 m/s, ie. 3 is 0.3m/s. Subtracting this decimal value from the climb threshold will give us the value at which the GPS LS2 will start buzzing. For example with the GPS LS2 default values, Climb threshold=0.1m/s, and Buzzer=3 (0.3m/s) the buzzing with start at -0.2m/s because 0.1 - 0.3= -0.2. In this case at 0.1m/s directly below the Climb threshold the GPS LS2 will emit a constant sound varying rapidly in pitch from around 100hz to the set base frequency at which the first beep is emitted. This is the buzzer sound and may resemble a growl noise. Setting the Buzzer value to "0" will disable the buzzer feature.
Although the Buzzer will sound very annoying on the ground it becomes an amazing companion in flight allowing the pilot to pick-up thermals he would have usually missed

A practical example of the advantages of the buzzer feature can be illustrated in Figure bellow
In this example both pilots are sinking at -1.0 m/s. The orange paraglider has a GPS LS2 for which the climbing threshold is set to 0.1 m/s and the Buzzer parameter is set to 3 (0.3 m/s). The green paraglider has a typical vario for which the climbing threshold is set to 0.1 m/s.
As shown in the figure, when both pilots enter the thermal nothing is heard. The air is rising at 0.1 m/s but both pilots are descending at -0.9 m/s. In the second zone of the thermal the air is rising at 0.8 m/s, and so pilots are descending at -0.2 m/s. At this stage the orange pilot starts to hear the Buzzer "brrrrr" sound of his GPS LS2 , which helps him to centre the thermal, while the green pilot is still unaware of the thermal. Finally, in the 3 zone, the air is rising at 1.2 m/s, and so both pilots climb at 0.2 m/s. The GPS LS2 pilot starts to hear his vario beep... beep... sound, and it is only at this point the green pilot hears the first beep from his instrument.



Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

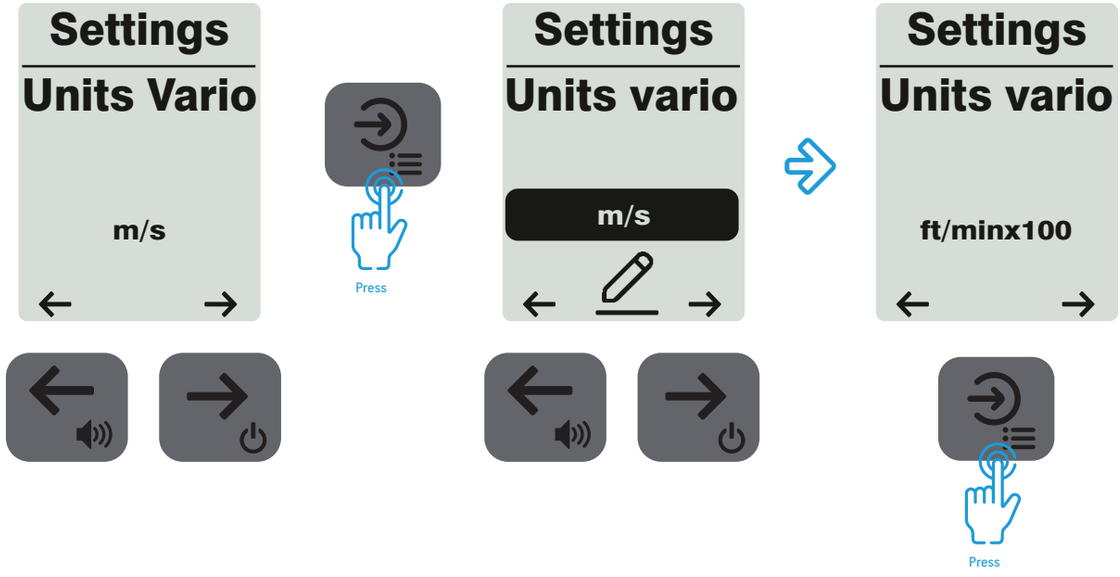


Settings

15 Units Vario

This setting allows you to change the units in which the variometer is displayed and calculated. You can choose between m/s (meters per second) or ft/min × 100 (feet ×100 per minute).

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

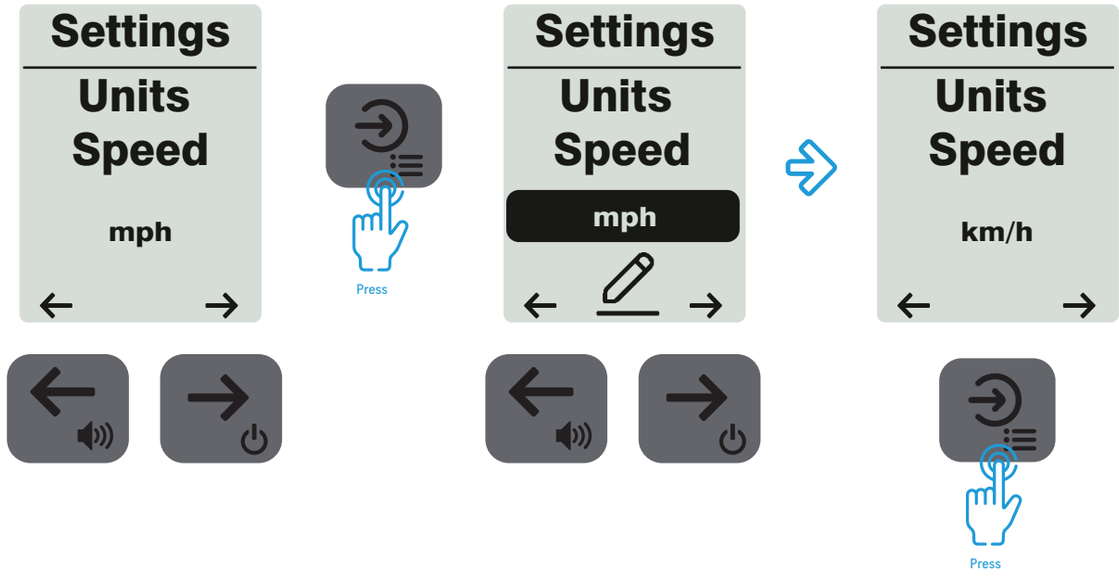


Settings

16 Units Speed

This setting allows you to change the units in which ground speed is displayed and calculated. You can choose between km/h (kilometers per hour), mph (miles per hour), or knots. This speed is provided by the GPS.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

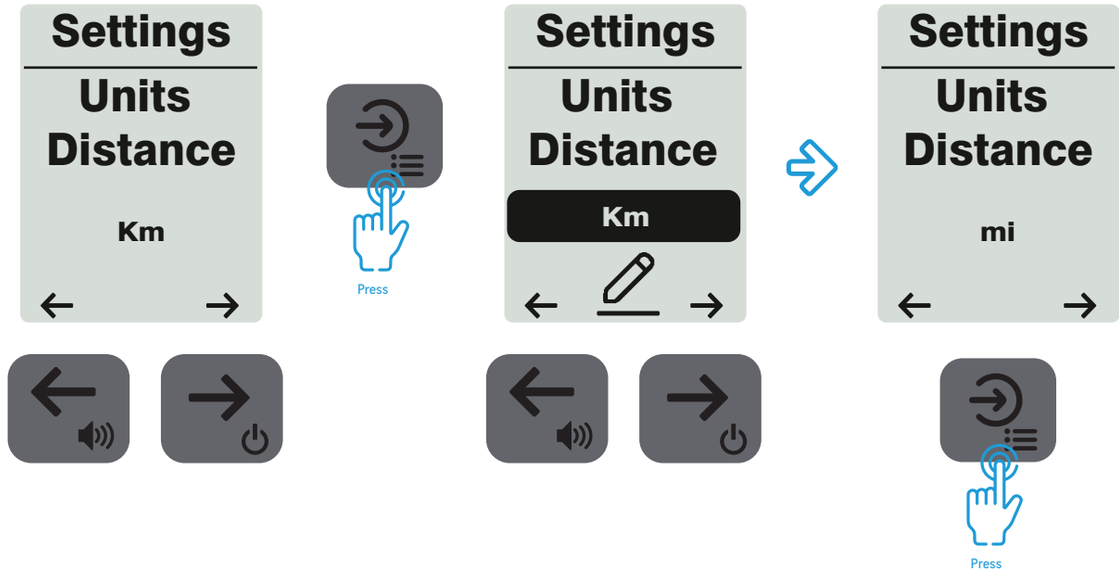


Settings

17 Units Distance

This setting allows you to change the distance units displayed on the flight pages. Distances can be shown in kilometers (km) or miles (mi).

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

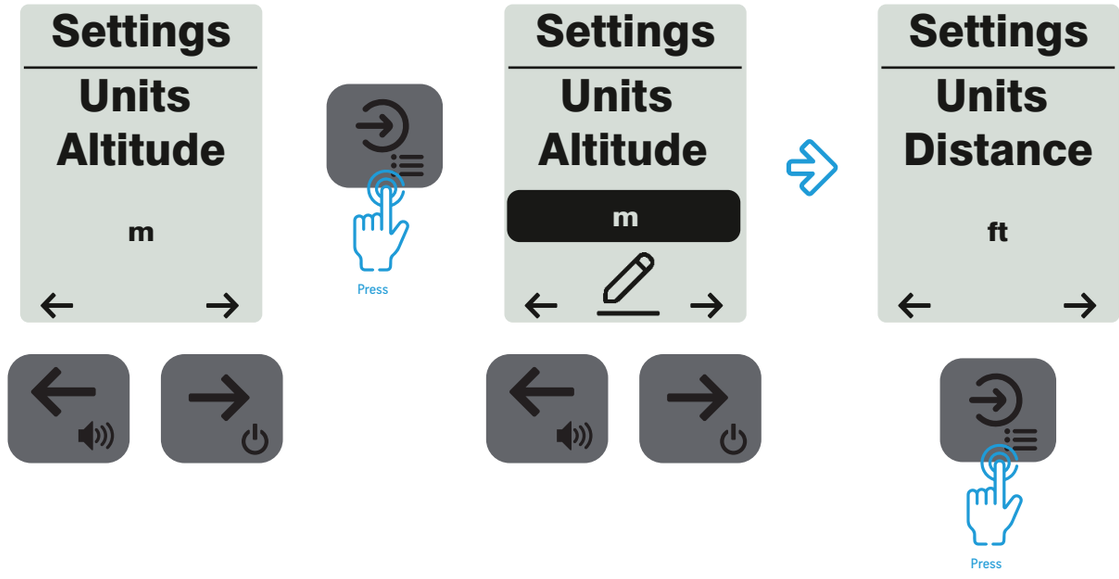


Settings

18 Units Altitude

This setting allows you to change the altitude units displayed on the flight pages. Altitude can be seen in Meters or feet.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

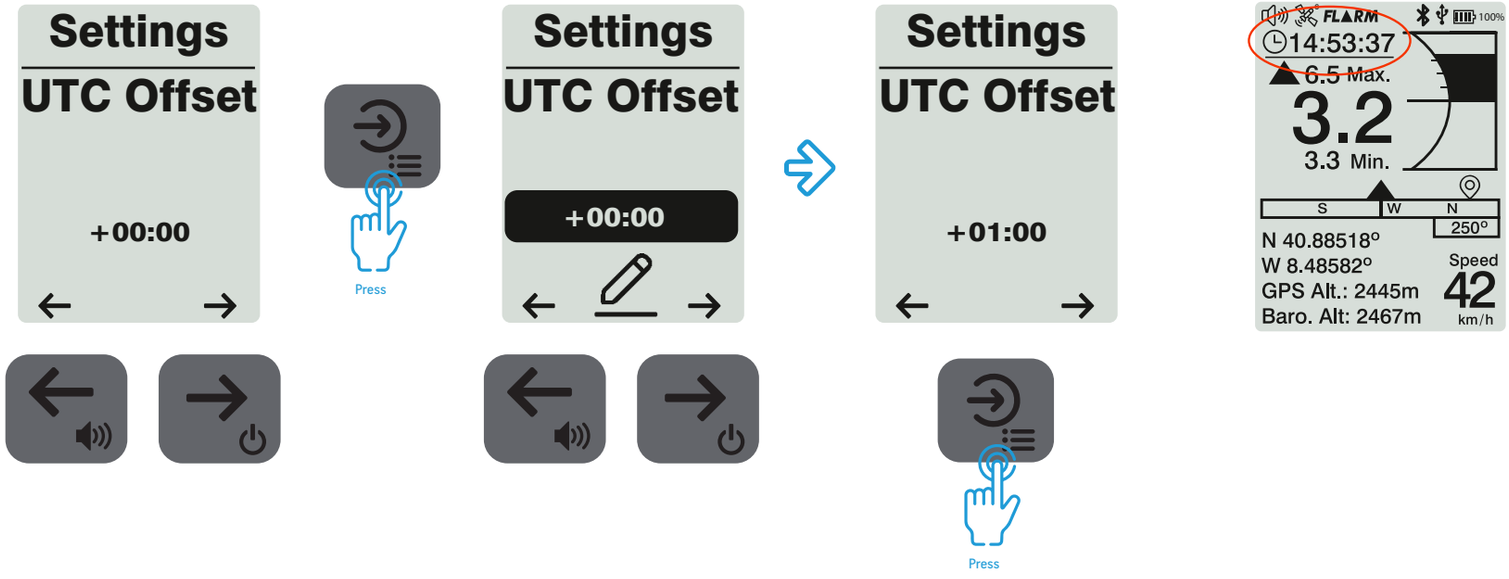


Settings

20 UTC Offset

The UTC Offset setting defines the difference between Coordinated Universal Time (UTC) and your local time. It allows the instrument to display the correct local time based on your time zone.
The instrument's clock, as shown on the flight pages, takes this offset into account, and the time is automatically adjusted by the GPS.
Example:
If your local time is 3 hours ahead of UTC, set the offset to +03:00.
If your local time is 5 hours behind UTC, set the offset to –05:00.
Setting the correct UTC offset ensures that all timestamps in flight logs, navigation data, and other instrument records correspond accurately to the local time at your location.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

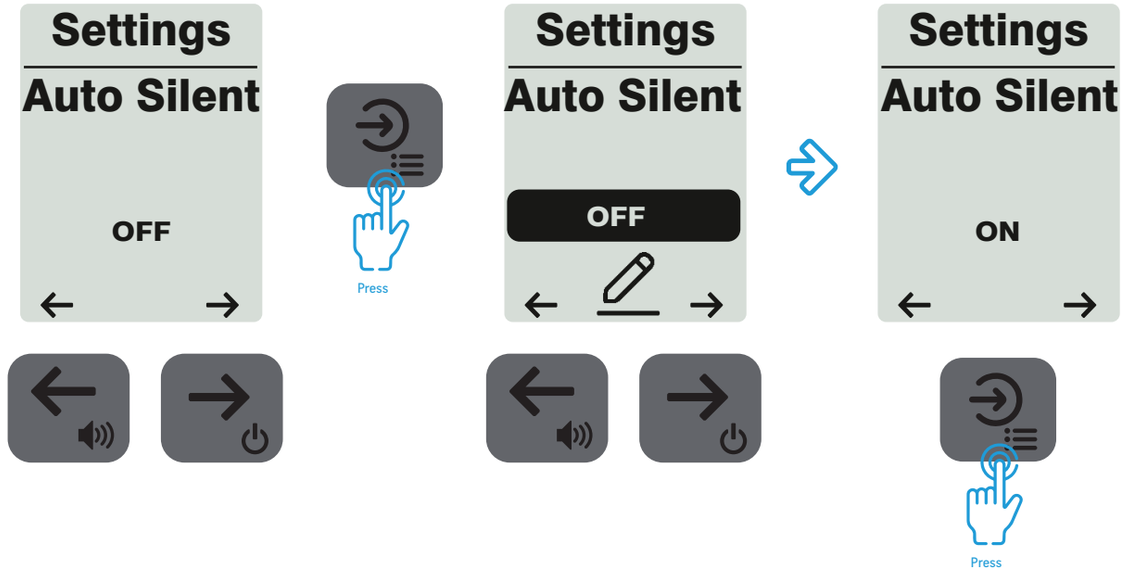


Settings

21 Auto Silent

Setting Auto silent option ON will keep the GPS LS2 's vario quiet until a Start Flight has been detected. This function avoids listening the vario sound while waiting to take off. The audio will then be kept active until the GPS LS2 is switched off. The default value for the auto silent parameter is ON.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

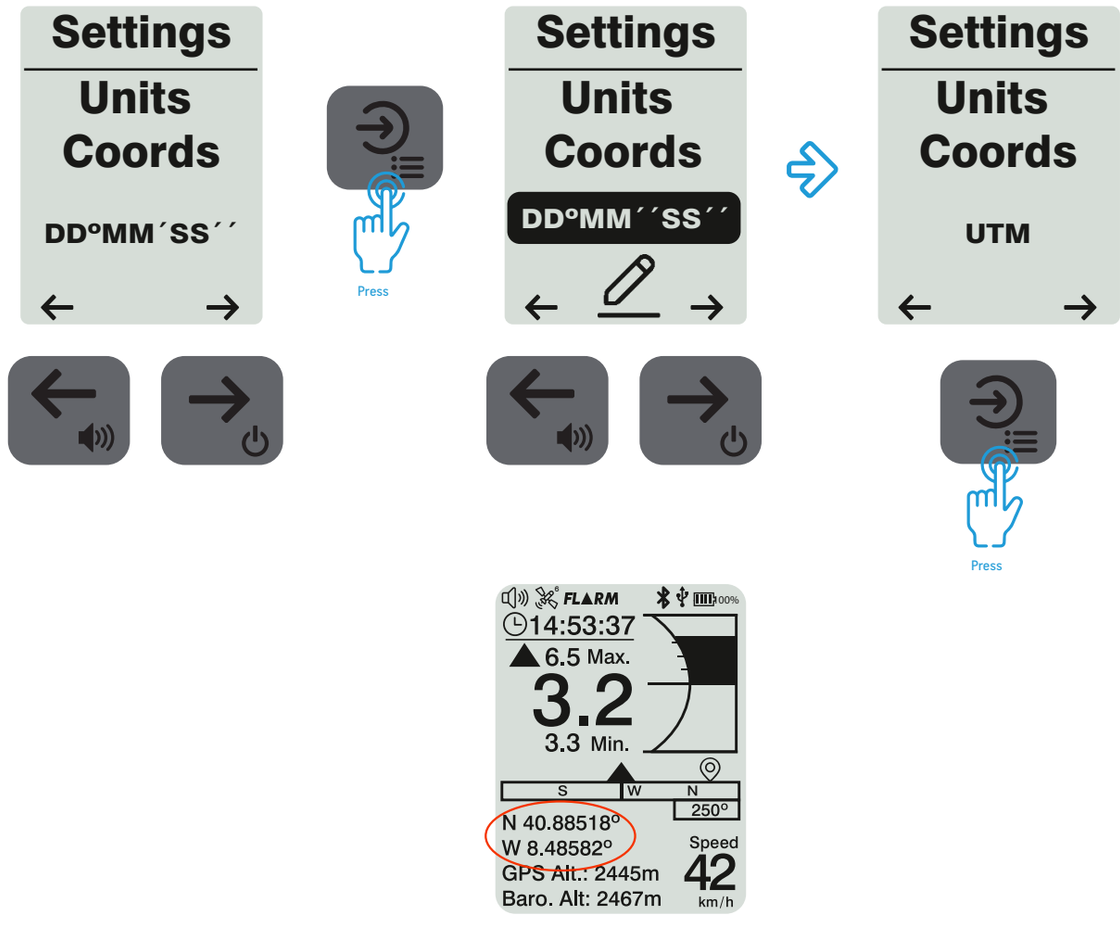


Settings

19 Coordinates Units

This setting allows you to change the type of coordinates displayed on the flight pages. They can be shown in UTM, DD° MM´SS´´, DD° MM.mmm´´, or DD.dddd° format.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

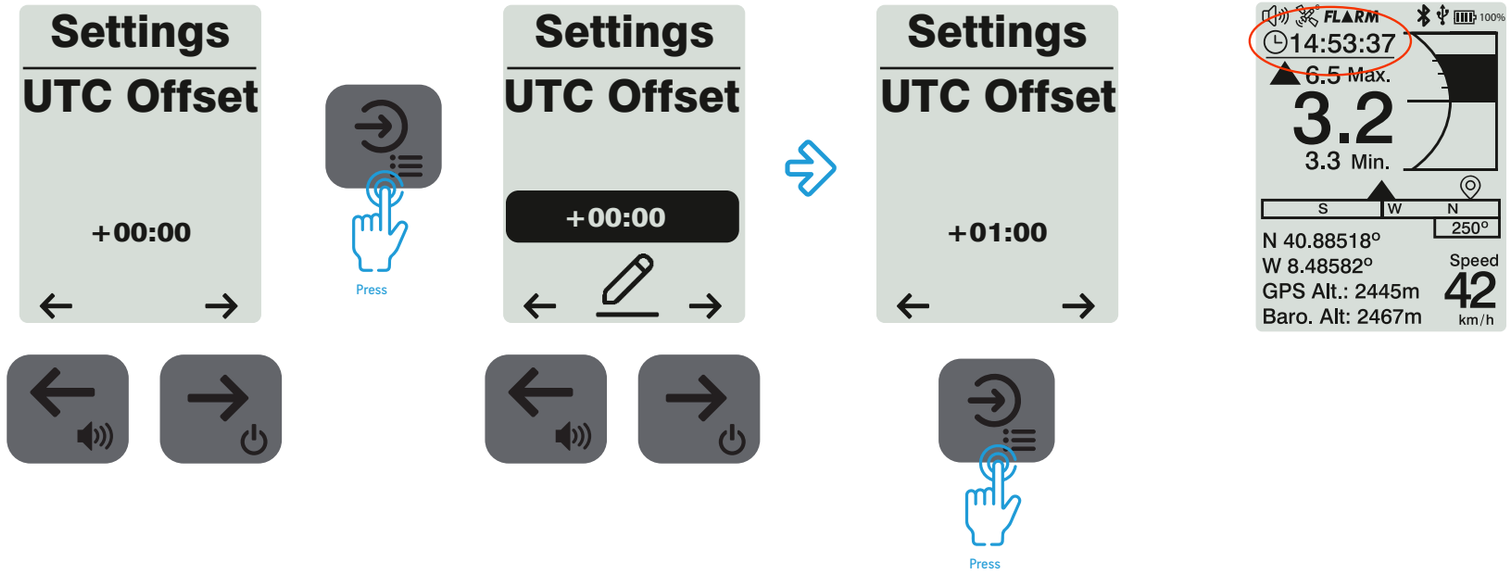


Settings

20 UTC Offset

The UTC Offset setting defines the difference between Coordinated Universal Time (UTC) and your local time. It allows the instrument to display the correct local time based on your time zone.
The instrument's clock, as shown on the flight pages, takes this offset into account, and the time is automatically adjusted by the GPS.
Example:
If your local time is 3 hours ahead of UTC, set the offset to +03:00.
If your local time is 5 hours behind UTC, set the offset to –05:00.
Setting the correct UTC offset ensures that all timestamps in flight logs, navigation data, and other instrument records correspond accurately to the local time at your location.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

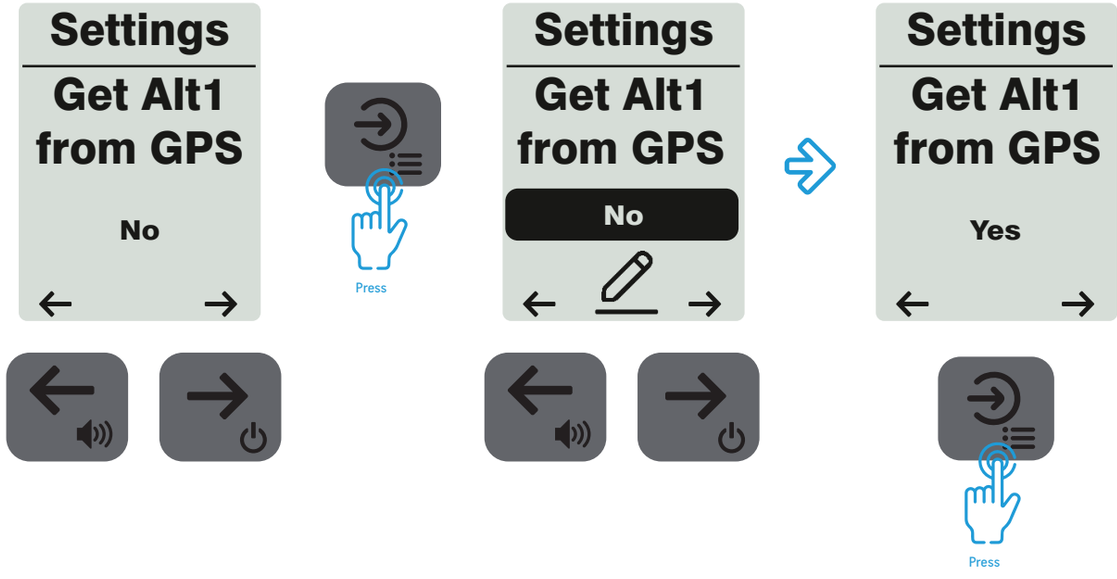


Settings

22 Get Alt1 from GPS

Get from GPS field which can be set to YES or NO. Get from GPS can be set to ON, with this value being stored in the settings. When ON is selected, after being turned On, the GPS LS2 will automatically set the altimeter to the GPS altitude (once the a valid GPS signal exists), or whenever the pdop value is lower than the previous one. Note that position dilution of precision (pdop) gives you an indication of how reliable the GPS altitude is at the moment. The lower the pdop value the more accurate the position fix.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

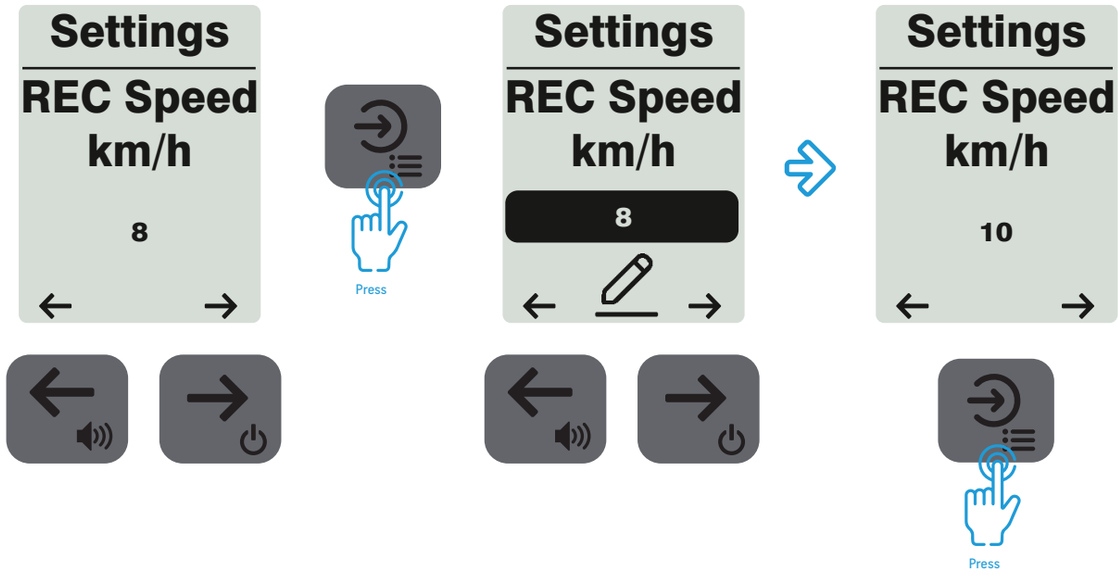


Settings

23 REC Speed

The recording speed is one of the start flight conditions, and it is used to define the minimum GPS speed, in Km/h, that should be reached in order to initiate the flight. Note that the Start Flight event is important to many other functionalities, so care should be taken when setting this value. For example, if Auto Silent is on, the vario will only beep after the flight starts. The track data is also only saved after the flight starts. If set to OFF the flight will start immediately after GPS fix position is acquired. This setting is only recommended in very exceptional occasions like walk-and-fly activities, because will produce a track log each time the instrument is turned on.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

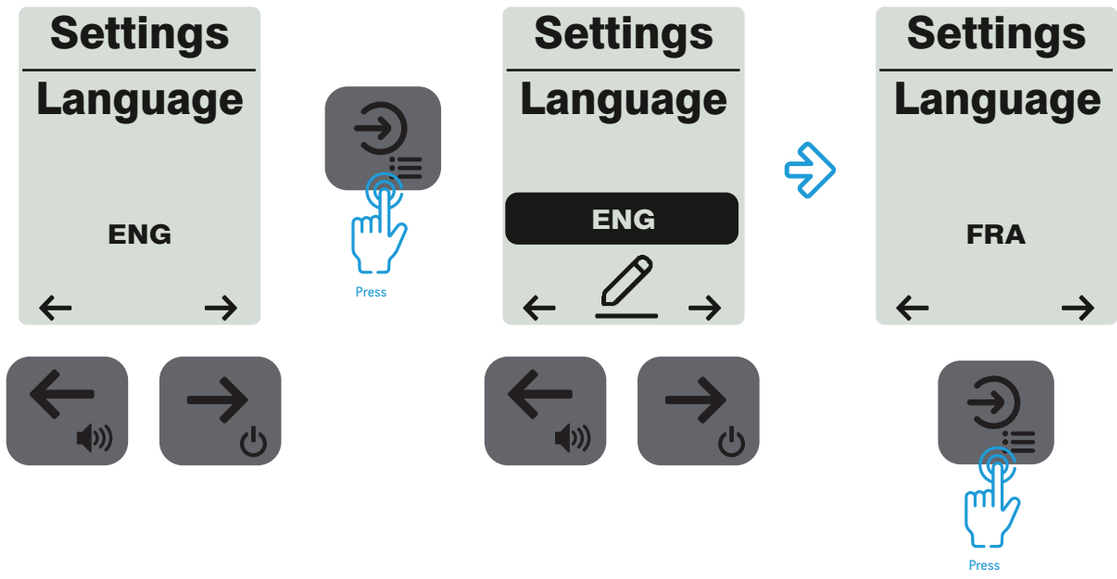


Settings

24 Language

Defines the interface language.

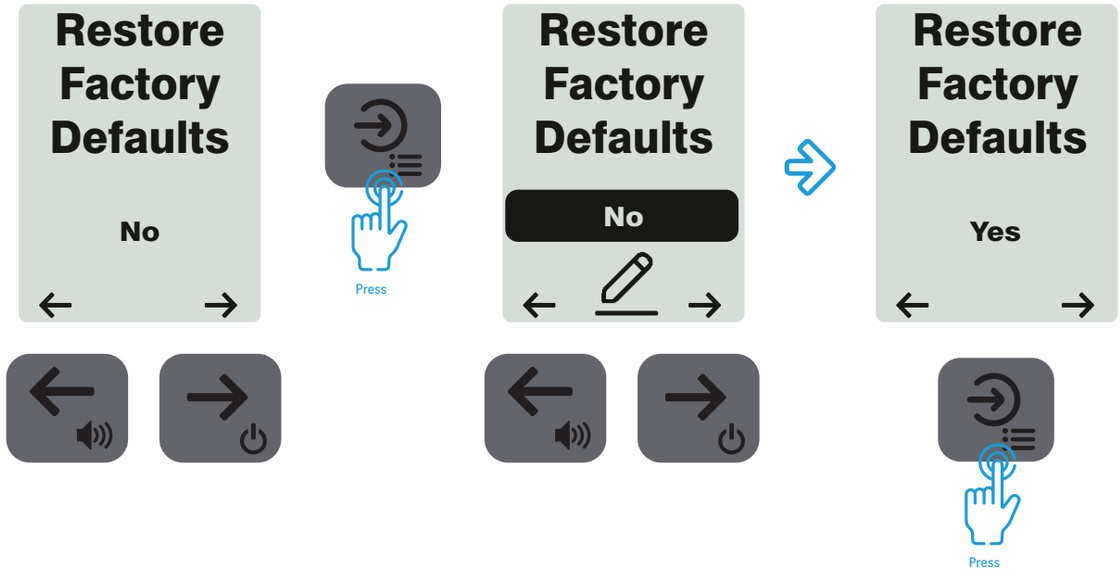
Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.



Settings

25 Restore Factory Defaults

Reset all parameters to the default factory values. Care should be taken, as all user-defined settings will be lost. This procedure does not delete any flights recorded in the instrument.

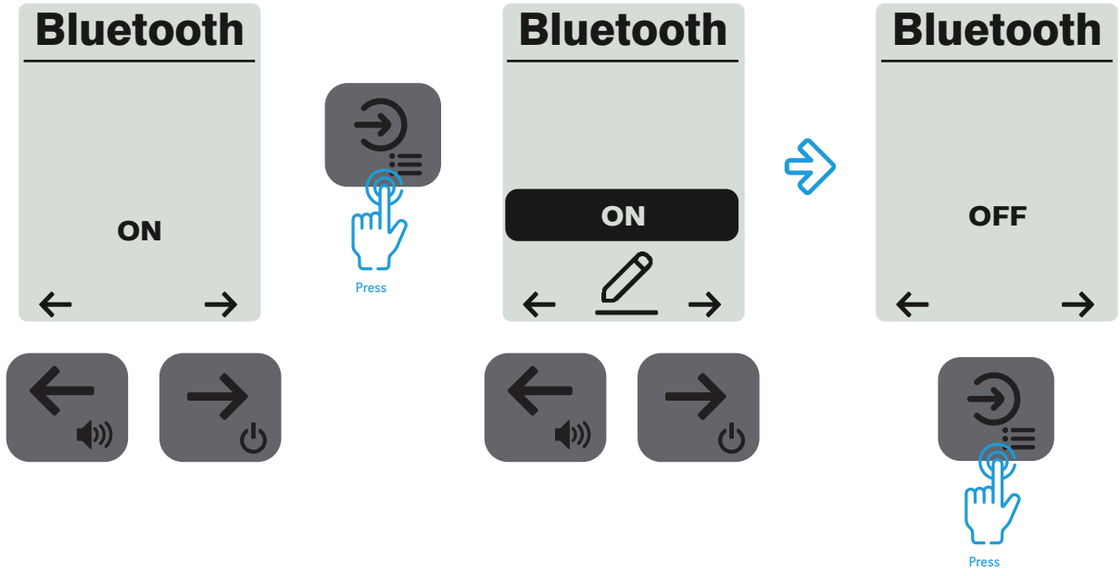


Settings

26 Bluetooth

This option enables or disables the Bluetooth module. You may choose to keep it OFF if you do not use it, either for the Flymaster Link App or for transmitting variometer and GPS data to third-party flight Apps.

Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.

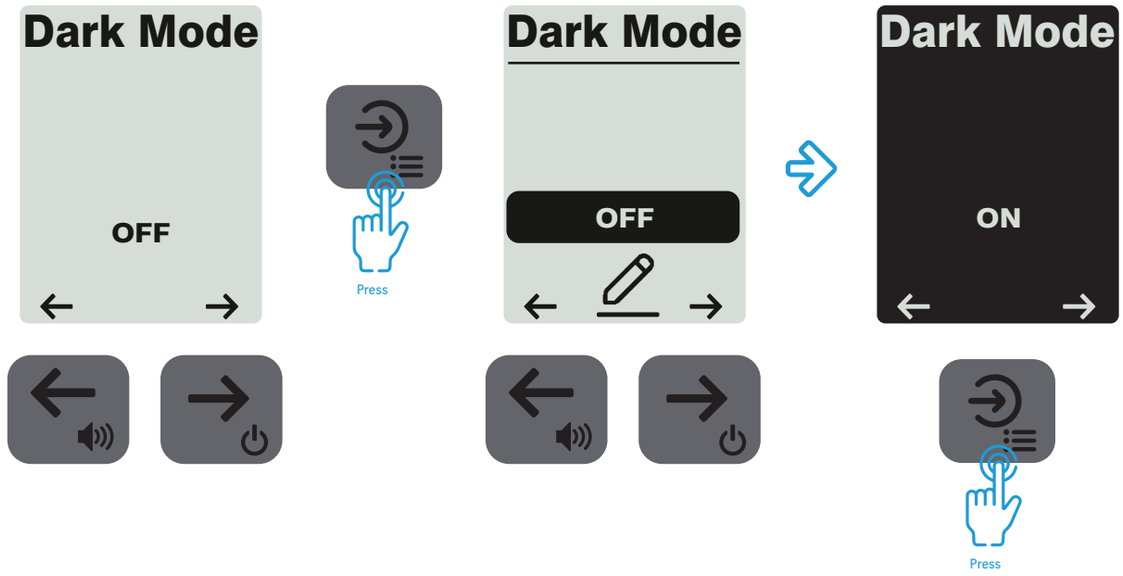


Settings

27 Dark Mode

This setting allows you to invert the display. In other words, the background becomes black while the information and data are shown in white, resulting in a negative display mode.

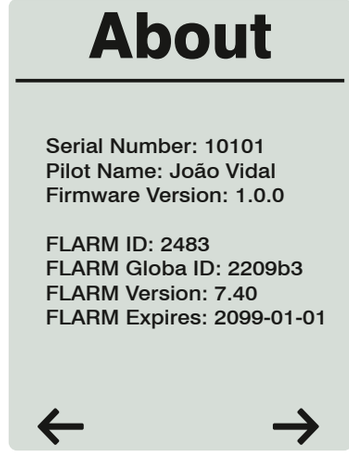
Reminder: Many of the instrument's settings can also be changed through the Flymaster Link App via a Bluetooth connection with the GPS LS instrument.



Settings

28 About

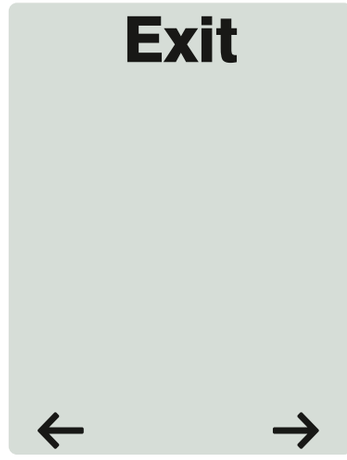
The About section provides important information about the instrument, including:
GPS LS2 Serial Number
Pilot Name (configurable via the Flymaster Link App)
Instrument Firmware Version
If the GPS LS2 is equipped with FLARM, the following additional information is also displayed:
FLARM ID – the unique identifier of the FLARM module
FLARM Global ID – a unique, globally registered identifier used within the FLARM community
FLARM Firmware Version
FLARM Firmware Expiration Date



Settings

29 Exit

Selecting this function allows you to exit to the flight pages.



Update Firmware