para-test.com

Ozone Gliders

2. Queens Drive

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Flight test report: EN

Manufacturer

Address

	UK			
Representative	Ogden Russell	Place of test		Villeneuve
Glider model	Speedster 30	Classification		C
Trimmer	•	Classification		0
mmen	yes: closed			
	Test pilot	Thurnheer Claude		Zoller Alain
	Harness	Niviuk Gliders - Hamak M		Gin Gliders - Gingo 2 L
	Total weight in flight (kg)	110		140
1. Inflation/Take-off	. et al et al	Α		
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising
Special take off technique	required	No	А	No
2. Landing		Α		
Special landing technique	required	No	А	No
3. Speed in straight fligh	nt	В		
Trim speed more than 30	km/h	Yes	А	Yes
Speed range using the co	ntrols larger than 10 km/h	Yes	А	Yes
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h
4. Control movement		Α		
Max. weight in flight up to	80 kg			
Symmetric control pressur	re / travel	not available	0	not available
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel		not available	0	not available
Max. weight in flight greater than 100 kg				
Symmetric control pressu	re / travel	Increasing / greater than 65 cm	А	Increasing / greater than 65 cm
5. Pitch stability exiting accelerated flight		Α		
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°
Collapse occurs		No	А	No
6. Pitch stability operation flight	ng controls during accelerated	Α		
Collapse occurs		No	А	No
7. Roll stability and dam	ping	Α		
Oscillations		Reducing	А	Reducing
8. Stability in gentle spirals		Α		
Tendency to return to stra	ight flight	Spontaneous exit	А	Spontaneous exit
9. Behaviour in a steeply	y banked turn	В		
Sink rate after two turns		More than 14 m/s	В	More than 14 m/s
10. Symmetric front coll	apse	Α		
Entry		Rocking back less than 45°	А	Rocking back less than 45°
Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s
Dive forward angle on exit	t / Change of course	Dive forward 0° to 30° / Keeping	A	Dive forward 0° to 30° / Entering a turn of less than 90°

course

Rocking back less than 45°

Spontaneous in less than 3 s

No

Certification number

Date of flight test

Cascade occurs *With accelerator* Entry Recovery turn of less than 90°

Rocking back less than 45°

Spontaneous in less than 3 s

A No

А

А

	Dive ferward 0° to 20° / Keeping	•	Dive ferward 0° to 20° / Entering a	٨
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Entering a turn of less than 90°	A
Cascade occurs	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	В
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	С			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 45° to 60°	С	180° to 360° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 60° to 90°	С	180° to 360° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric	Α			
collapse				
Able to keep course	Yes	Α	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	А	More than 50 % of the symmetric control travel	A
	symmetric control traver			

Spin occursNoANoA17. Low sped spin tedneryA18. Recovery from a developed spinNoANoA18. Recovery from a developed spinStops spinning in less than 0° (AStops spinning in less than 0°)A19. Haine stallANoANoA19. B-line stallAChanging course less than 45° (AARemains stable with straight spinABehaviour before releaseRemains stable with straight spinASpontaneous in less than 53° (ASpontaneous in less than 53° (AARecoverySpontaneous in less than 35° (ASpontaneous in less than 35° (ASpontaneous in less than 35° (AASpontaneous in less than 35° (AA20. Big ersADive forward 0° to 30° (AADive forward 0° to 30° (AAAABehaviour during big ersStable flightASpontaneous in less than 35° (ASpontaneous in less than 35° (AAAARecoverySpontaneous in less than 35° (ASpontaneous in less than 35° (ASpontaneous in less than 35° (AAAAABehaviour during big ersBelicated controlsADive forward 0° to 30° (AAAAAAABehaviour during big ersSpontaneous in less than 35° (ASpontaneous in less than 35° (AAAAAAAAAAAAAAAAAAAAAAAAAA </th <th>16. Trim speed spin tendency</th> <th>Α</th> <th></th> <th></th> <th></th>	16. Trim speed spin tendency	Α			
Spin occursNoANoA18. Recovery from a developed spinA19. Recovery from a developed spinStops spinning in less than 90°ACascade occursNoACascade occursNoA19. Beline stallAChange of course before releaseRemains stable with straight spanABehaviour before releaseRemains stable with straight spanABehaviour before releaseRemains stable with straight spanADive forward angle on exitDive forward 0° to 30°ANo20. Big gersAAEntry procedureDedicated controlsADive forward 0° to 30°ABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward 0° to 30°ADedicated controlsAStable flightA21. Big ears in accelerated flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sA21. Big ears in accelerated flightAStable flightARecoverySpontaneous in less than 3 sA	Spin occurs	No	А	No	А
18. Recovery from a developed spin A Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A Cascade occurs No A No A Spin rotation angle after release Changing course less than 45° A Changing course less than 45° A Behaviour before release Remains stable with straight span A Remains stable with straight span A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Oute forward angle on exit Dive forward 0° to 30° A No A A Cascade occurs No A No A No A Cascade occurs No A No No A A Changing course less than 3 s A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Obve forward angle on exit Dive forward 0° to 30° A Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A Dedicated controls A <tr< td=""><td>17. Low speed spin tendency</td><td>Α</td><td></td><td></td><td></td></tr<>	17. Low speed spin tendency	Α			
Spin rotation angle after releaseStops spinning in less than 90° NoAStops spinning in less than 90° AA19. B-line stallAANoA19. B-line stallAChange of course before releaseChanging course less than 45° spanAChanging course less than 45° and a part of the straight spanABehaviour before releaseRemains stable with straight spanARemains stable with straight spanARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sANoA20. Big ersAAANoANoAEntry procedureDedicated controlsAStable flightAARecoverySpontaneous in less than 3 sAStable flightAARecoverySpontaneous in less than 3 sAStable flightAARecoverySpontaneous in less than 3 sAStable flightAARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDeidicated controlsADive forward 0° to 30°AABehaviour during big earsStable flightADive forward 0° to 30°AASpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDedicated controlsADive forward 0° to 30°ABehaviour during big earsStable flightAStable flightAZubery	Spin occurs	No	А	No	А
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20. Big earsAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sADive forward 0' to 30"ADive forward ongle on exitDive forward 0' to 30"ADive forward 0' to 30"A21. Big ears in accelerated flightATure on exitAStable flightAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsABehaviour during big earsStable flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward 0 angle on exitDive forward 0' to 30"ADive forward 0' to 30"ABehaviour immediately after releasing the accelerator whileStable flightAStable flightA22. Behaviour exiting a steep spiralASpontaneous exitASpontaneous exitATurn angle to recover normal flightIsSpontaneous exitASpontaneous exitASink rate when evaluating spiral stability [m/s]18IsIsAStabler in the user's manualNoANoAShalt or sign occursNoANoAShalt or sign occursNoANoAShalt or sign occursYesAYesAProcedure works as descri	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
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Behaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward or to 30°ADive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightAADedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightAStable flightABehaviour during big earsStable flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator while maintaining big earsStable flightAStable flightA22. Behaviour exiting a steep spiralALess than 720°, spontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous exitALess than 720°, spontaneous recoveryA23. Alternative means of directional controlAYesAStable flightA180° turn achievable in 20 sYesAYesAStable flightA24. Any other flight procedure and/or configuration described in the user's manualYesAYesAProcedure works as describedYes <td< td=""><td>20. Big ears</td><td>Α</td><td></td><td></td><td></td></td<>	20. Big ears	Α			
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Dive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator whileStable flightAStable flightA22. Behaviour exiting a steep spiralASpontaneous exitASpontaneous exitATendency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recovery19131923. Alternative means of directional controlAYesANoACall or spin occursAYesAYesAAny other flight procedure and/or configuration described in the user's manualYesAYesAProcedure works as describedYesAYesAYesAProcedure works as describedYesAYesAYesACascade occursNoAYesAYesACascade occursNoAYesAYesA	Behaviour during big ears	Stable flight	Α	Stable flight	А
21. Big ears in accelerated flightAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator while maintaining big earsStable flightAStable flightA22. Behaviour exiting a steep spiral rendery to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA23. Alternative means of directional control turn achievable in 20 sNoANoA24. Any other flight procedure and/or configuration described in the user's manualAYesAYesAProcedure works as describedYesAYesAYesAProcedure suitable for novice pilotsYesAYesAYesACascade occursNoANoAAAAProcedure suitable for test pilotYesAYesAA	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Entry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator while maintaining big earsStable flightAStable flightA22. Behaviour exiting a steep spiralASpontaneous exitASpontaneous exitATendency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryBSink rate when evaluating spiral stability [m/s]1819I23. Alternative means of directional controlAYesAStall or spin occursNoANoAAuy other flight procedure and/or configuration described in the user's manualYesAYesAProcedure works as describedYesAYesAStall or spin occursAProcedure suitable for novice pilotsYesANoAA25. Comments of test pilotYesANoAA	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Behaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator while maintaining big earsStable flightAStable flightA22. Behaviour exiting a steep spiralAFFFFTendency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryAStable rate when evaluating spiral stability [m/s]18III23. Alternative means of directional controlAYesAStable occursNoANoA24. Any other flight procedure and/or configuration described in the user's manualAYesAProcedure works as describedYesAYesAProcedure suitable for novice pilotsYesAYesACascade occursNoANoAAProcedure suitable for the pilotSesAYesAStable flight procedure and/or configuration described in the user's manualAYesAProcedure suitable for novice pilotsYesAYesACascade occursNoANoAACascade occurs <td< td=""><td>21. Big ears in accelerated flight</td><td>Α</td><td></td><td></td><td></td></td<>	21. Big ears in accelerated flight	Α			
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25. Comments of test pilot	Procedure suitable for novice pilots	Yes	А	Yes	А
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