

## Flight test report: EN 926-2:2013

Manufacturer	Ozone Gliders	Certification number		PG_0935.2015	
Address	2, Queens Drive	Date of flight test		_ 10. 04. 2015	
	LA46LN .				
	UK				
Glider model	Mojo 5 L	Classification		Α	
Serial number	PR1-Q-11E-011	Representative		Russell Ogden	
Trimmer	no	Place of test		Villeneuve	
	10			Villeneave	
Test pilot		Bourdilloud Elie		Berruex Gilles	
Harness		Gin Gliders - Gingo 2 M		Niviuk - Hamak XL	
		-			
Harness to risers di		42		44	
Distance between r	isers (cm)	44		46	
Total weight in fligh	it (kg)	95		115	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique	required	No	А	No	Α
2. Landing		Α			
Special landing technique		No	А	No	A
3. Speed in straight fligh		Α			
	km/h	Yes	А	Yes	A
Trim speed more than 30					
Trim speed more than 30 Speed range using the co		Yes	А	Yes	А
Speed range using the con Minimum speed		Yes Less than 25 km/h	A A	Yes Less than 25 km/h	A A
Speed range using the con					
Speed range using the con Minimum speed 4. Control movement	ntrols larger than 10 km/h	Less than 25 km/h			
Speed range using the con Minimum speed 4. Control movement Max. weight in flight up to	ntrols larger than 10 km/h to 80 kg	Less than 25 km/h A	A	Less than 25 km/h	A
Speed range using the con Minimum speed 4. Control movement	ntrols larger than 10 km/h to 80 kg	Less than 25 km/h			
Speed range using the con Minimum speed 4. Control movement Max. weight in flight up to	ntrols larger than 10 km/h to 80 kg re / travel	Less than 25 km/h A	A	Less than 25 km/h	A
Speed range using the con Minimum speed 4. Control movement Max. weight in flight up a Symmetric control pressur	ntrols larger than 10 km/h to 80 kg re / travel kg to 100 kg	Less than 25 km/h A	A	Less than 25 km/h	A
Speed range using the conditionMinimum speed4. Control movementMax. weight in flight up to Symmetric control pressureMax. weight in flight 80 H Symmetric control pressure	ntrols larger than 10 km/h to 80 kg re / travel kg to 100 kg re / travel	Less than 25 km/h A not available	A 0	Less than 25 km/h not available	A 0
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Speed range using the communityMinimum speed4. Control movementMax. weight in flight up to Symmetric control pressureMax. weight in flight 80 H Symmetric control pressureMax. weight in flight great Symmetric control pressureMax. weight in flight great Symmetric control pressure	ntrols larger than 10 km/h to 80 kg re / travel kg to 100 kg re / travel ater than 100 kg re / travel	Less than 25 km/h A not available	A 0	Less than 25 km/h not available	A 0
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Speed range using the conditionMinimum speed4. Control movementMax. weight in flight up at Symmetric control pressureMax. weight in flight 80 H Symmetric control pressureMax. weight in flight great Symmetric control pressureDive forward angle on exit	ntrols larger than 10 km/h to 80 kg re / travel kg to 100 kg re / travel ater than 100 kg re / travel accelerated flight	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30°	A 0 A 0	Less than 25 km/h not available not available Increasing / greater than 65 cm	A 0 0 A
Speed range using the communityMinimum speed4. Control movementMax. weight in flight up a Symmetric control pressureMax. weight in flight 80 H Symmetric control pressureMax. weight in flight great Symmetric control pressureMax. weight in flight great Symmetric control pressureDive forward angle on exit Collapse occurs	ntrols larger than 10 km/h to 80 kg te / travel tg to 100 kg te / travel ater than 100 kg te / travel accelerated flight	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30° No	A 0 A 0	Less than 25 km/h not available not available Increasing / greater than 65 cm	A 0 0
Speed range using the communityMinimum speed4. Control movementMax. weight in flight up a Symmetric control pressureMax. weight in flight 80 H Symmetric control pressureMax. weight in flight great Symmetric control pressureMax. weight in flight great Symmetric control pressureDive forward angle on exit Collapse occurs	ntrols larger than 10 km/h to 80 kg re / travel kg to 100 kg re / travel ater than 100 kg re / travel accelerated flight	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30°	A 0 A 0	Less than 25 km/h not available not available Increasing / greater than 65 cm	A 0 0 A
Speed range using the communityMinimum speed4. Control movementMax. weight in flight up a Symmetric control pressureMax. weight in flight 80 H Symmetric control pressureMax. weight in flight great Symmetric control pressureMax. weight in flight great Symmetric control pressureDive forward angle on exit Collapse occurs6. Pitch stability operating	ntrols larger than 10 km/h to 80 kg te / travel tg to 100 kg te / travel ater than 100 kg te / travel accelerated flight	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30° No	A 0 A 0	Less than 25 km/h not available not available Increasing / greater than 65 cm	A 0 0 A
Speed range using the communityMinimum speed4. Control movementMax. weight in flight up a Symmetric control pressureMax. weight in flight 80 H Symmetric control pressureMax. weight in flight great Symmetric control pressureMax. weight in flight great Symmetric control pressureDive forward angle on exit Collapse occurs6. Pitch stability operating flight	ntrols larger than 10 km/h to 80 kg te / travel tg to 100 kg te / travel ater than 100 kg te / travel accelerated flight	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30° No A	A 0 A 0	Less than 25 km/h not available not available Increasing / greater than 65 cm Dive forward less than 30° No	A 0 0 A A A
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Speed range using the communityMinimum speed4. Control movementMax. weight in flight up at Symmetric control pressureMax. weight in flight 80 H Symmetric control pressureMax. weight in flight great Symmetric control pressure5. Pitch stability exiting at Dive forward angle on exit Collapse occurs6. Pitch stability operation flight Collapse occurs7. Roll stability and dam Oscillations	htrois larger than 10 km/h to 80 kg te / travel to 100 kg te / travel ater than 100 kg te / travel accelerated flight accelerated flight ag controls during accelerated ping als	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30° No A No A Reducing	A 0 A A A A	Less than 25 km/h not available not available Increasing / greater than 65 cm Dive forward less than 30° No	A 0 0 A A A
Speed range using the communityMinimum speed4. Control movementMax. weight in flight up at Symmetric control pressureMax. weight in flight 80 H Symmetric control pressureMax. weight in flight great Symmetric control pressureMax. weight in flight great Symmetric control pressureMax. weight in flight great Symmetric control pressureDive forward angle on exit Collapse occurs6. Pitch stability operation flight Collapse occurs7. Roll stability and dam Oscillations8. Stability in gentle spir	htrois larger than 10 km/h to 80 kg te / travel to 100 kg te / travel ater than 100 kg te / travel accelerated flight accelerated flight ag controls during accelerated ping als ight flight	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30° No A No A Reducing A	A 0 A 0 A A A	Less than 25 km/h not available not available Increasing / greater than 65 cm Dive forward less than 30° No No	A 0 0 A A A A
Speed range using the communityMinimum speed4. Control movementMax. weight in flight up at Symmetric control pressureMax. weight in flight 80 H Symmetric control pressureMax. weight in flight great Symmetric control pressureMax. weight in flight great Symmetric control pressureMax. weight in flight great Symmetric control pressureDive forward angle on exit Collapse occurs6. Pitch stability operation flight Collapse occurs7. Roll stability and dam Oscillations8. Stability in gentle spin Tendency to return to strait	htrois larger than 10 km/h to 80 kg e / travel ag to 100 kg e / travel ater than 100 kg te / travel accelerated flight accelerated flight ag controis during accelerated ping als ight flight Ily developed spiral dive	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30° No A No A Reducing A Spontaneous exit A Immediate reduction of rate of	A 0 A 0 A A A	Less than 25 km/h not available not available Increasing / greater than 65 cm Dive forward less than 30° No No	A 0 0 A A A A
<ul> <li>Speed range using the convention of the second se</li></ul>	htrois larger than 10 km/h to 80 kg e / travel ag to 100 kg te / travel ater than 100 kg te / travel accelerated flight accelerated flight ag controis during accelerated ping als ight flight lly developed spiral dive irst 180°)	Less than 25 km/h         A         not available         Increasing / greater than 60 cm         not available         A         Dive forward less than 30°         No         A         Reducing         A         Spontaneous exit         A         Immediate reduction of rate of turn	A 0 A A A A A A	Less than 25 km/h not available not available Increasing / greater than 65 cm Increasing / greater than 65 cm Dive forward less than 30° No No No Reducing Spontaneous exit Immediate reduction of rate of turn	A 0 0 A A A A A A
<ul> <li>Speed range using the conversion of the second minimum speed</li> <li>4. Control movement</li> <li>Max. weight in flight up at Symmetric control pressure</li> <li>Max. weight in flight 80 H Symmetric control pressure</li> <li>Max. weight in flight greater of the second sec</li></ul>	htrois larger than 10 km/h to 80 kg e / travel ag to 100 kg te / travel ater than 100 kg te / travel accelerated flight accelerated flight ag controis during accelerated ping als ight flight lly developed spiral dive irst 180°)	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30° No A No A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force	A 0 A A A A A	Less than 25 km/h not available not available Increasing / greater than 65 cm Dive forward less than 30° No No Reducing Spontaneous exit Immediate reduction of rate of turn Spontaneous exit (g force	A 0 0 A A A A A
<ul> <li>Speed range using the convention of the second se</li></ul>	htrois larger than 10 km/h to 80 kg e / travel ag to 100 kg te / travel ater than 100 kg te / travel accelerated flight accelerated flight ag controis during accelerated ping als ight flight lly developed spiral dive irst 180°)	Less than 25 km/h         A         not available         Increasing / greater than 60 cm         not available         A         Dive forward less than 30°         No         A         Reducing         A         Spontaneous exit         A         Immediate reduction of rate of turn	A 0 A A A A A A	Less than 25 km/h not available not available Increasing / greater than 65 cm Increasing / greater than 65 cm Dive forward less than 30° No No No Reducing Spontaneous exit Immediate reduction of rate of turn	A 0 0 A A A A A A
<ul> <li>Speed range using the convenience of Minimum speed</li> <li>4. Control movement</li> <li>Max. weight in flight up a Symmetric control pressure</li> <li>Max. weight in flight 80 H Symmetric control pressure</li> <li>Max. weight in flight greater of Symmetric control pressure</li> <li>Max. weight in flight greater of Symmetric control pressure</li> <li>Max. weight in flight greater of Symmetric control pressure</li> <li>Max. weight in flight greater of Symmetric control pressure</li> <li>Symmetric control pressure</li> <li>5. Pitch stability exiting a Dive forward angle on exit Collapse occurs</li> <li>6. Pitch stability operation flight</li> <li>Collapse occurs</li> <li>7. Roll stability and dam Oscillations</li> <li>8. Stability in gentle spir Tendency to return to strate of Symmetric pressure of glider (flight converses)</li> </ul>	htrois larger than 10 km/h to 80 kg e / travel ag to 100 kg te / travel ater than 100 kg te / travel accelerated flight accelerated flight ag controis during accelerated ping als ight flight Ily developed spiral dive irst 180°) ight flight	Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30° No A No A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn	A 0 A A A A A A	Less than 25 km/h not available not available Increasing / greater than 65 cm Dive forward less than 30° No No Reducing Spontaneous exit Immediate reduction of rate of turn Spontaneous exit (g force	A 0 0 A A A A A A

## 10. Symmetric front collapse

## Α

Approximately 30 % chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 0° to 30° Keeping course	A
Cascade occurs	No	А	No	А
Folding lines used	No	A	No	A
		~		~
At least 50% chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	Α
Folding lines used	No	А	No	А
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	Α
11. Exiting deep stall (parachutal stall)	Α			_
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	A		<b>D</b>	
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	Α			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15° $$	A	Less than 90° / Dive or roll angle 0° to 15° $$	А
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 (or only a small number of collapsed cells with a	A	No (or only a small number of collapsed cells with a spontaneous	A
Twist secure	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
Twist occurs	collapsed cells with a spontaneous reinflation) No	A	collapsed cells with a spontaneous reinflation) No	A
Cascade occurs	collapsed cells with a spontaneous reinflation) No No	A A	collapsed cells with a spontaneous reinflation) No No	A A
	collapsed cells with a spontaneous reinflation) No	A	collapsed cells with a spontaneous reinflation) No	A
Cascade occurs	collapsed cells with a spontaneous reinflation) No No	A A	collapsed cells with a spontaneous reinflation) No No	A A
Cascade occurs Folding lines used <i>Large asymmetric collapse</i> Change of course until re-inflation / Maximum dive forward or	collapsed cells with a spontaneous reinflation) No No	A A	collapsed cells with a spontaneous reinflation) No No	A A
Cascade occurs Folding lines used Large asymmetric collapse	collapsed cells with a spontaneous reinflation) No No Less than 90° / Dive or roll angle	A A A	collapsed cells with a spontaneous reinflation) No No No	A A A
Cascade occurs Folding lines used <i>Large asymmetric collapse</i> Change of course until re-inflation / Maximum dive forward or roll angle	collapsed cells with a spontaneous reinflation) No No Less than 90° / Dive or roll angle 15° to 45°	A A A	collapsed cells with a spontaneous reinflation) No No No Less than 90° / Dive or roll angle 15° to 45°	A A A

Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Small asymmetric collapse with fully activated accelerator				_
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle $15^{\circ}$ to $45^{\circ}$	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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
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	А
16. Trim speed spin tendency	A			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than $90^\circ$	А	Stops spinning in less than $90^\circ$	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	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
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	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
21. Big ears in accelerated flight	<b>A</b>			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A

А
Α
0
0
0

24. Comments of test pilot

Comments