

Flight test report: EN 926-2:2013 & NfL 2-565-20

Manufacturer	Ozone Gliders	Certification number	PG_1928.2022
Address	2, Queens Drive LA46LN . UK	Flight test	23.02.2022
Glider model	Zeno 2 L	Classification	D
Serial number	PR3-X-01A-095	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	yes		
Test pilot		Alexandre Jofresa	Anselm Rauh
Harness		Dudek - ZeroGravity	Supair - Evo XC 3 L
Harness to risers distance (cm)		43	44
Distance between risers (cm)		48	48
Total weight in flight (kg)		105	125

1. Inflation/Take-off	C			
Rising behaviour	Overshoots, shall be slowed down to avoid a front collapse	C	Easy rising, some pilot correction is required	B
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	B			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h	B
4. Control movement	A			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	A			
Collapse occurs	No	A	No	A
7. Roll stability and damping	A			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	D			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A	No immediate reaction	B
Tendency to return to straight flight	Turn remains constant (g force constant, rate of turn constant)	D	Turn remains constant (g force constant, rate of turn constant)	D
Turn angle to recover normal flight	With pilot action	D	With pilot action	D
10. Symmetric front collapse	D			
Approximately 30 % chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
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	A	No	A
Folding lines used		Yes	D	Yes	D
At least 50% chord					
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in less than 3 s	A	Spontaneous in 3 s to 5 s	B
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 90° to 180°	C
Cascade occurs		No	A	No	A
Folding lines used		Yes	D	Yes	D
With accelerator					
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in 3 s to 5 s	B	Recovery through pilot action in less than a further 3 s	D
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		Yes	D	Yes	D
11. Exiting deep stall (parachutal stall)					
A					
Deep stall achieved		Yes	A	Yes	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
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					
A					
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					
C					
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		Greater than 45°	C	Greater than 45°	C
Line tension		Most lines tight	A	Most lines tight	A
14. Asymmetric collapse					
D					
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 15° to 45°	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 re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs		No	A	No	A
Cascade occurs		No	A	No	A
Folding lines used		Yes	D	Yes	D
Large asymmetric collapse					
Change of course until re-inflation / Maximum dive forward or roll angle		90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour		Spontaneous re-inflation	A	Inflates in less than 3 s from start of pilot action	C
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 re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs		No	A	No	A
Cascade occurs		No	A	No	A
Folding lines used		Yes	D	Yes	D
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 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A

Re-inflation behaviour	Spontaneous re-inflation	A	Inflates in less than 3 s from start of pilot action	C
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 re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	Yes	D	Yes	D
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Inflates in less than 3 s from start of pilot action	C
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 re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	Yes	D	Yes	D
15. Directional control with a maintained asymmetric collapse				
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency				
Spin occurs	No	A	No	A
17. Low speed spin tendency				
Spin occurs	No	A	No	A
18. Recovery from a developed spin				
Spin rotation angle after release	Stops spinning in 90° to 180°	B	Stops spinning in 90° to 180°	B
Cascade occurs	No	A	No	A
19. B-line stall				
Change of course before release	not available	0	not available	0
Behaviour before release	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Cascade occurs	not available	0	not available	0
20. Big ears				
Entry procedure	Standard technique	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
21. Big ears in accelerated flight				
Entry procedure	Standard technique	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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control				
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
23. Any other flight procedure and/or configuration described in the user's manual				
Procedure works as described	Yes	A	Yes	A
Procedure suitable for novice pilots	Yes	A	Yes	A
Cascade occurs	No	A	No	A
24. Comments of test pilot				

Big ears done by B3□

Big ears done by B3