

Flight test report: EN 926-2:2013+A1:2021*

Manufacturer	Ozone Gliders LTD	Certification number	PG_2428.2024
Address	16 Barnes Green EH54 8PP Livingston United Kingdom	Flight test	12.06.2024
Glider model	Lyght ML	Classification	C
Serial number	PR2-Z-08B-212	Representative	Russ Ogden
Trimmer	no	Place of test	Villeneuve
Folding lines used	yes		

Test pilot	Alexandre Jofresa	Anselm Rauh
Harness	Woody Valley srl Wani Light 2 M	Woody Valley srl Wani Light 2 L
Harness to risers distance [cm]	43	43
Distance between risers [cm]	44	48

Total weight in flight [kg]	90	105
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1. Inflation/Take-off	B			
Rising behaviour	Easy rising, some pilot correction is required	B	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	25 km/h to 30 km/h	B	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	Increasing / greater than 60 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	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

*This standard is NOT covered by accreditation D-IS-19457-01

9. Behaviour exiting a fully developed spiral dive			
Initial response of glider (first 180°)	B No immediate reaction	B No immediate reaction	B
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A Less than 720°, spontaneous recovery	A
10. Symmetric front collapse			
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	C Yes	C
At least 50% chord			
Entry	Rocking back less than 45°	A Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B 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° / Keeping course	A
Cascade occurs	No	A No	A
Folding lines used	Yes	C Yes	C
With accelerator			
Entry	Rocking back less than 45°	A Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B 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 30° to 60° / Keeping course	B
Cascade occurs	No	A No	A
Folding lines used	Yes	C Yes	C
11. Exiting deep stall (parachutal stall)			
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			
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			
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

C

Small asymmetric 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 0° to 15°	A
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	C	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	C	Yes	C

Large asymmetric 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	Inflates in less than 3 s from start of pilot action	C	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	C	Yes	C

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	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	C	Yes	C

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° 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	No	A	Yes	C
15. Directional control with a maintained asymmetric collapse	A			
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	A			
Spin occurs	No	A	No	A
17. Low speed spin tendency	A			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	B			
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in 90° to 180°	B
Cascade occurs	No	A	No	A
19. B-line stall	0			
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	A			
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
21. Big ears in accelerated flight	A			
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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control	A			
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	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0

