



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

Manufacturer	<b>Ozone Gliders</b>	Certification number	PG_0988.2015	
Address	2, Queens Drive LA46LN . UK	Date of flight test	29. 09. 2015	
Glider model	<b>Mojo PWR L</b>	<b>Classification</b>	<b>A</b>	
Serial number	PR1-R-11E-014	Representative	Russel Ogden	
Trimmer	yes: closed	Place of test	Villeneuve	
<b>Test pilot</b>		Bourdilloud Elie	Berruex Gilles	
<b>Harness</b>		Gin Gliders - Gingo 2 M	Niviuk - Hamak L	
<b>Harness to risers distance (cm)</b>		42	43	
<b>Distance between risers (cm)</b>		44	46	
<b>Total weight in flight (kg)</b>		95	115	
<b>1. Inflation/Take-off</b>		<b>A</b>		
Rising behaviour		Smooth, easy and constant rising	A	Smooth, easy and constant rising
Special take off technique required		No	A	No
<b>2. Landing</b>		<b>A</b>		
Special landing technique required		No	A	No
<b>3. Speed in straight flight</b>		<b>A</b>		
Trim speed more than 30 km/h		Yes	A	Yes
Speed range using the controls larger than 10 km/h		Yes	A	Yes
Minimum speed		Less than 25 km/h	A	Less than 25 km/h
<b>4. Control movement</b>		<b>A</b>		
<b>Max. weight in flight up to 80 kg</b>				
Symmetric control pressure / travel		not available	0	not available
<b>Max. weight in flight 80 kg to 100 kg</b>				
Symmetric control pressure / travel		Increasing / greater than 60 cm	A	not available
<b>Max. weight in flight greater than 100 kg</b>				
Symmetric control pressure / travel		not available	0	Increasing / greater than 65 cm
<b>5. Pitch stability exiting accelerated flight</b>		<b>A</b>		
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°
Collapse occurs		No	A	No
<b>6. Pitch stability operating controls during accelerated flight</b>		<b>A</b>		
Collapse occurs		No	A	No
<b>7. Roll stability and damping</b>		<b>A</b>		
Oscillations		Reducing	A	Reducing
<b>8. Stability in gentle spirals</b>		<b>A</b>		
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit
<b>9. Behaviour exiting a fully developed spiral dive</b>		<b>A</b>		
Initial response of glider (first 180°)		Immediate reduction of rate of turn	A	Immediate reduction of rate of turn
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)
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery

**10. Symmetric front collapse****A****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	No	A	No	A

**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 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	No	A	No	A

**With accelerator**

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	No	A	No	A

**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****A**

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****A****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°	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	No	A	No	A

**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	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	No	A	No	A
<b>Small asymmetric collapse with fully activated accelerator</b>				
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 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	No	A
<b>Large asymmetric collapse with fully activated accelerator</b>				
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	No	A	No	A
<b>15. Directional control with a maintained asymmetric collapse</b>				
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
<b>16. Trim speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>17. Low speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>18. Recovery from a developed spin</b>				
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
<b>19. B-line stall</b>				
Change of course before 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 angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
<b>20. Big ears</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
<b>21. Big ears in accelerated flight</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

Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
<b>22. Alternative means of directional control</b>	<b>A</b>			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
<b>23. Any other flight procedure and/or configuration described in the user's manual</b>	<b>0</b>			
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
<b>24. Comments of test pilot</b>	<input type="checkbox"/>			
Comments				