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DHV TESTREPORT EN926-2:2014

NOVA XENON 18		
Type designation	NOVA XENON 18	
Type test reference no	DHV GS-01-2626-21	
Holder of certification	NOVA Vertriebsgesellschaft m.b.H.	
Manufacturer	NOVA Vertriebsgesellschaft m.b.H.	
Classification	D	
Winch towing	Yes	
Number of seats min / max	1 / 1	
Accelerator	Yes	
Trimmers	No	
		
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (75KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (90KG)
Test pilots		
	Josef Bauer	Harald Buntz
	No release	No release
<u>Inflation/take-off</u>	B	B
Rising behaviour	en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich	en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich
Special take off technique required	No	No
<u>Landing</u>	A	A
Special landing technique required	No	No
<u>Speeds in straight flight</u>	B	B
Trim speed more than 30 km/h	Yes	Yes
Speed range using the controls larger than 10 km/h	Yes	Yes
Minimum speed	25 km/h to 30 km/h	25 km/h to 30 km/h
<u>Control movement</u>	C	C
Symmetric control pressure	Increasing	Increasing
Symmetric control travel	40 cm to 55 cm	45 cm to 60 cm
<u>Pitch stability exiting accelerated flight</u>	A	A
Dive forward angle on exit	Dive forward less than 30°	Dive forward less than 30°
Collapse occurs	No	No
<u>Pitch stability operating controls during accelerated flight</u>	A	A
Collapse occurs	No	No
<u>Roll stability and damping</u>	A	A
Oscillations	Reducing	Reducing
<u>Stability in gentle spirals</u>	A	A
Tendency to return to straight flight	Spontaneous exit	Spontaneous exit
<u>en : Verhalten beim Verlassen einer vollständigen Steilspirale</u>	B	B
en : Erstes Ansprechen des Gleitschirms (die ersten 180°)	en : keine unmittelbare Reaktion	en : keine unmittelbare Reaktion
Tendency to return to straight flight	en : selbstständiges Ausleiten (G-Kraft)	en : selbstständiges Ausleiten (G-Kraft)

	abnehmend, Drehgeschwindigkeit abnehmend)	abnehmend, Drehgeschwindigkeit abnehmend)
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
Symmetric front collapse	D	D
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course	Keeping course	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	yes	yes
en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe	D	D
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course	Keeping course	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	yes	yes
en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe	D	D
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs	No	No
en : Faltleinen wurden benutzt	yes	yes
Exiting deep stall (parachutal stall)	B	B
Deep stall achieved	Yes	Yes
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 30° to 60°	Dive forward 30° to 60°
Change of course	Changing course less than 45°	Changing course less than 45°
Cascade occurs	No	No
High angle of attack recovery	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No
Recovery from a developed full stall	B	B
Dive forward angle on exit	Dive forward 30° to 60°	Dive forward 30° to 60°
Collapse	No collapse	No collapse
Cascade occurs (other than collapses)	No	No
Rocking back	Less than 45°	Less than 45°
Line tension	Most lines tight	Most lines tight

en : Kleiner einseitiger Klapper	D	D
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	yes	yes

en : Großer einseitiger Klapper	D	D
Change of course until re-inflation	90° to 180°	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	Yes, no turn reversal	Yes, no turn reversal

Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	yes	yes
en : Kleiner einseitiger Klapper im beschleunigten Flug		
Change of course until re-inflation	90° to 180°	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	yes	yes
en : Großer einseitiger Klapper im beschleunigten Flug		
Change of course until re-inflation	90° to 180°	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	Yes, no turn reversal	Yes, no turn reversal
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	yes	yes
Directional control with a maintained asymmetric collapse		
Able to keep course	Yes	Yes
180° turn away from the collapsed side possible in 10 s	Yes	Yes
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	More than 50 % of the symmetric control travel
Trim speed spin tendency		
Spin occurs	No	No
Low speed spin tendency		
Spin occurs	No	No
Recovery from a developed spin		
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	No	No
B-line stall		
Not carried out because the manoeuvre is excluded in the user's manual		
Big ears		
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
Recovery	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight		
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
Recovery	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Stable flight
Alternative means of directional control		
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	No
Any other flight procedure and/or configuration described in the user's manual		
Description of manoeuvre / configuration	B3 Stall	B3 Stall
Procedure works as described	Yes	Yes
Procedure suitable for novice pilots	No	No
Cascade occurs	No	No

