

NOVA CODEX – EN C-TWOLINER

Accessible 2-liner performance

With the CODEX NOVA introduces its new EN C two-liner paraglider. For the sake of passive safety, it combines low aspect ratio (6.1) with high performance – the well-known “NOVA formula”. The flight characteristics of the 65-cell semi-lightweight design also match this: NOVA focuses on great balance and easy accessibility of the performance potential. NOVA test pilot Ferdi Vogel says it is the “ideal first two-liner”. The CODEX is suitable for pilots who want to fly really far in a relaxed manner.

Actually, the new C-wing from NOVA could have been named SECTOR 2, but since everything about the CODEX is different from its predecessor, it got a new name.

If you unpack it for the first time and look at it carefully, you will notice **Nitinol** rods. This allows the CODEX to be packed smaller and it is less sensitive to kinks in the rods. The glider does not necessarily have to be packed in a concertina bag (but it is happy if you do so).

For the **fabrics**, NOVA relies on a very proven combination: robust Dominico 30D for the leading edge, Porcher Skytex 27C2 for the rest of the top and bottom sail. The load-bearing cell walls, vector tapes, mini-ribs and diagonals are made of Porcher Skytex 32 hard, the non-load-bearing ribs of Porcher Skytex 27 hard. This promises a long service life and low weight at the same time. The CODEX is not explicitly a light model, but it is certainly suitable for Hike & Fly. It packs down to a pleasingly small size and weighs an absolutely portable 4.2 kg in size XS.



The **risers** have a clean design, typical of two-liners, and are made of 12 mm wide, Kevlar-reinforced polyester webbing. The **handles** themselves are known from the XENON and the MENTOR 7 (Light): they can be **adjusted in height on five levels (Height-Adjustable B-Handles)** and thus optimally adapted to the pilot's arm-length and harness geometry. Using the B-handles enables the pilot to effectively control pitch and yaw when flying on bar without destroying the perfect airfoil. To reduce weight, NOVA uses carbon as an exceptionally light material for the handles.

As far as **flying** is concerned, the CODEX is designed to be **straightforward and uncomplicated** - important requirements for flying far in a relaxed way.

This starts with the **take-off**: you notice the relationship to the XENON – which is praised for its uncomplicated launch-behaviour. The CODEX does not require any special shape when preparing the take off. It fills reliably, climbs evenly and smoothly, hardly shoots and levering is rather unknown to it. In short: it is an inconspicuous starter.

In **flight**, the canopy feels solid and compact. It works much less on itself than most other two-liners, the ears are stable. The CODEX communicates with the pilot via the brake as well as the risers, but is not a "chatterbox". The brake pressure is medium. In turbulence, the CODEX is well-behaved and confidence-inspiring. Test pilot Ferdinand Vogel says: "You feel it well on the brakes. It gives you a defined feedback. Overall, it feels easy to fly."

This balance continues in **thermal flying**. Ferdi Vogel: "The CODEX climbs well and tends to turn flat. This makes thermal circling more pleasant. It moves calmly in the thermal and does not pitch. Once you have set the radius, it stays there. The centre of gravity simply fits when cranking. The CODEX accepts weight shifts willingly and you can increase its climb performance when doing so a bit. Generally, I would recommend letting it run in turns – not too much brake."

In **straight flight** the trim speed is on the lower side, as this typically goes hand in hand with a good climbing in thermals. In accelerated flight, the CODEX proves again the performance of NOVA's proprietary design and simulation software "WingDesigner": the wing is really fast - with a very flat polar curve and extremely high stability. This is one of



NOVA CODEX – Facts

- EN C-TwoLiner with 65 cells as semilight-design
- Aspect ratio: 6.1 flat, 4,72 projected
- Sizes: XS, S, M, L
- Surface projected: 18.77 / 20.37 / 22.08 / 23.78 m²
- Weight: 4.20 / 4.40 / 4.70 / 5.00 kg
- Certified take off weight: 70-95 / 80-105 / 90-115 / 115-130 kg
- Recommended take off weight: 80-90 / 90-100 / 100-110 / 110-125 kg
- NOVA 3D-Shaping: fewer creases on the leading edge
- NOVA Air Scoop: optimised vent shape for increased internal pressure
- Risers: 12 mm Kevlar-reinforced polyamide webbing
- NOVA Mini-ribs for an aerodynamically optimised trailing edge
- HAB-Handles: height-adjustable (5 positions) B-handles on the rear risers
- Nitinol-rods for easy packing and less kinks (use of concertina bag not mandatory, but still suggested)
- Ronstan pulleys with ball bearing for the accelerator
- Scope of delivery: Concertina Bag Light, Pack Roll, Manual, Windsock, Repair-Kit
- Full NOVA guarantee

the glider's strengths. The speed bar travel is rather long - but the speed has to come from somewhere. Every centimetre more on the accelerator is directly converted into speed!

As far as **passive safety** is concerned, NOVA sees the CODEX in the lower to mid-range of the C-category: it is characterised by an extremely high collapse resistance - good for the confidence in the glider. In the certification flights, the glider behaved very well in simulated collapses (= with folding lines) – in a class comparison with little altitude loss and little change of direction. The stall behaviour is also uncritical: the CODEX stalls rather softly and first on the outer wing. The pilot notices this early and can react accordingly. A safety plus when thermalling: the late stall point on the inner brake!

The **target group** can be deduced from the characteristics described. The CODEX is aimed at three types of cross-country pilots: Firstly, pilots stepping up and have solid experience with a high-end EN B glider. Secondly, those who want to switch from an EN C-threeliner to a twoliner. And thirdly, to "descenders" who already have twoliner experience but want a wing that is relaxed to fly and confidence-inspiring.

In short: The CODEX has a very moderate aspect ratio for a twoliner and is rather uncomplicated to fly. It offers a high L/D-ratio and a very high maximum speed compared to other gliders in this category. In addition, it has well-balanced handling and a pretty low weight with a small pack size.

The CODEX is now available to order in three colours. Sizes XS and S are available immediately, size M will be shipped from 20 January 2024. Size L is currently in certification and NOVA plans to launch it in spring 2024.

Size XXS is currently in development. NOVA will only launch this size on the market if the wing can be certified without compromising on performance, handling and safety.

Detailed info at www.nova.eu/codex

Product and image photos can be downloaded at www.nova.eu/de/dealer/support/.

NOVA

Performance Paragliders

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NOVA was founded in 1989 and since then has been an innovative and well-respected paraglider manufacturer with a focus on the highest quality, safety and the excitement of flying. NOVA develops and manufactures paragliders and accessories for beginners, advanced and ambitious pilots - with a focus on cross-country flying and hike & fly. The company is employee owned and has a very healthy equity base. The headquarters are in Terfens (Tyrol), while production takes place in Vietnam in a manufacturing facility complying the highest social and environmental standards. NOVA has a worldwide distribution network and is one of the market leaders in paragliding.

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