Manufacturer	Nova	Nova Type testing No.	
Address	Innsbruck - Austria	Date of testing	1213.09.2008
Model	Triton 24	Location	Achensee



European Academy of Parachute Rigging e.V - Luitpoldstr. 30 - D87700 Memmingen - Germany Under approval of EPTA European Paraglider Testlaboratory Alicane

	Minimum take off weight	Maximum take off weight
Testpilot	Johannes Tschofen	Eki Maute
Harness	Academy	Academy
Pilot's take off weight	100 kg	130 kg

Classification	С
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Test-criteria		Minimum take off weight E		Evaluation	Maximum take off weight		Evaluation
1. Inflation / take-off - 4.4.1							
Rising behavior		Delayed		В	Delayed		В
Special take off technique required	cial take off technique required		No		No		A
2. Landing - 4.4.2							
Special landing technique required		No		А	No		A
3. Speeds in straight flight - 4.4.3							
Trim speed more than 30km/h		Yes		Α	Yes		A
Speed range using the controls larger than 10km/h		Yes		А	Yes		А
Minimum speed	Minimum speed			А	25 km/h to 30	km/h	В
4. Control movement - 4.4.4							
Max. weight in flight up to 80kg				-			-
Max. weight in flight 80 to 100kg				-			-
lax. weight in flight greater than 100kg		Increasing	50cm - 65cm	С	Increasing	50cm - 65cm	С
5. Pitch stability exiting accelerated flight - 4.4	1.5						
Dive forward angle on exit		Dive forward less than 30°		Α	Dive forward less than 30°		A
Collapse occurs		No		А	No		A
6. Pitch stability operating controls during acc	elerated fl	light - 4.4.6					
Collapse occurs		No		Α	No		A
7. Roll stability and damping - 4.4.7							
Dscillations		Reducing		А	Reducing		А
8. Stability in gentle spirals - 4.4.8							
Tendency to return to straight flight		Spontaneous exit		Α	Spontaneous exit		Α
9. Behaviour in a steeply banked turn - 4.4.9							
Sink rate after two turns		More than 14m/s		В	More than 14	m/s	В
10. Symmetric front collapse - 4.4.10							
Entry	7	Rocking back less th	nan 45°	Α	Rocking back	less than 45°	А
Recovery	trim speed	Spontaneous in 3 to 5 sec		В	Spontaneous in 3 to 5 sec		В
Dive forward angle on exit	.Ë	0° - 30° En	tering a turn of less than 90°	Α	30° - 60°	Entering a turn of less than 90°	В
Cascade occurs	-	No		А	No		A
Entry	p	Rocking back greate	er than 45°	С			
Recovery	rate	Spontaneous in 3 to 5 sec           0° - 30°         Entering a turn of less than 90°		В	Spontaneous in 3 to 5 sec		В
Dive forward angle on exit	accelerated			A	30° - 60°	Entering a turn of less than 90°	В
Cascade occurs	o o	No		A	No		Α

Deep stall achieved									
	d Yes					Yes			
Beenvenv					٨	Spontaneous in less than 3 sec			^
Recovery			Spontaneous in less than 3 sec		A		less than 3 sec		A
Dive forward angle on exit		0° - 30°	1		A	30° - 60°	1		B
Change of course Cascade occurs		Changing course No	e less than 45°		A	Changing course No	e less than 45°		A
12. High angle of attack recovery - 4.4.12		NO			A				A
		Spontonoous in	logg than 2 and		A	Spontaneous in	and than 2 and		А
Recovery		Spontaneous in	less than 5 sec				less than 5 sec		
Cascade occurs	_	No			A	No			A
13. Recovery from a developed full stall - 4.4.1	3					<b>.</b>			-
Dive forward angle on exit Collapse		0° - 30°			A	60° - 90° No collapse			C A
Cascade occurs (other than collapse)		No collapse No				A         No collapse           A         No           A         Greater than 45°			A
Rocking backward		Less than 45°							C
Line tension		Most lines tight			А	Most lines tight			А
14. Asymmetric collapse (trim speed) - 4.4.14									
Change of course until re-inflation	Φ	< 90°	Dive or roll angle	15° - 45°	А	90° - 180°	Dive or roll angle	15° - 45°	В
	trim speed, max 50% collapse								
Re-inflation behavior	coll	Spontaneous re-	inflation		A	Spontaneous re-	inflation		A
Total change of course	m st 0%	Less than 360°			А	Less than 360°			
Collapse on the opposite side occurs	tri ax 5		No		A	No			A
Twist occurs Cascade occurs	- 6	No No			A	No No			A
			Dive or roll angle	150 450			Dire	459 000	
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	inflation		А	Spontaneous re-	inflation		А
Total change of course	speed, % colla	Less than 360°				Less than 360°			
Collapse on the opposite side occurs	trim x 75	No			A	No			A
Twist occurs	ma	No			A	No			A
Cascade occurs		No			А	No			А
	1	90° - 180°	Disc secoli se da	160 460	Р	90° - 180°	Dise secold as do	45% 60%	<u> </u>
Change of course until re-inflation	se	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	inflation		А	Spontaneous re-	inflation		А
Total change of course	elera % c	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	- 20 x 20	No			A	No			A
Twist occurs	max	No			A	No			A
Cascade occurs		No			А	No			А
Change of course until re-inflation	se	90° - 180°	Dive or roll angle	60° - 90°	С	90° - 180°	Dive or roll angle	60° - 90°	С
Re-inflation behavior	accelerated, x 75% collap	Spontaneous re-	inflation		А	Spontaneous re-	inflation		А
Total change of course	eler 5%			A	Less than 360°			A	
Collapse on the opposite side occurs	acc ax 7			А	No			A	
Twist occurs Cascade occurs	Ê	No No			A	No No			A
15. Directional control with a maintained asym	metric col				A	110			A
Able to keep course straight		Yes			A	Yes			A
					A Yes				
180° turn away from the collapsed side possible in 10 sec									A
	Amount of control range between turn and stall or spin 25% to 50% of the symmetric control travel			C	25% to 50% of the symmetric control travel			С	
16. Trim speed spin tendency - 4.4.16 Spin occurs		No			٨	No			^
17. Low speed spin tendency - 4.4.17					A	110			A
Spin occurs		No			А	No			Α
18. Recovery from a developed spin - 4.4.18									~~~~
		Stone	loss then 000			Stone	loss then 000		
Spin rotation angle after release		Stops spinning in less than 90°			A	Stops spinning in less than 90°			A
		No			А	No			A
19. B-line-stall - 4.4.19									
Change of course before release		Changing course	e less than 45°		A	Changing course	e less than 45°		A
Behaviour before release	Remains stable with straight span		A	Remains stable with straight span			А		
		Spontaneous in	3 to 5 sec		В	Spontaneous in less than 3 sec			А
Recovery		0° - 30°		Α	0° - 30°			A	
Dive forward angle on exit		No							
Dive forward angle on exit Cascade occurs					A	No			A
Dive forward angle on exit						No			A
Dive forward angle on exit Cascade occurs			lne			No Standard technic	lne		A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure		No Standard technic	jue		A A	Standard technic	lne		A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears		No Standard technic Stable flight	jue h pilot action in le	ss than a further	A A A	Standard technic Stable flight	jue h pilot action in le:	ss than a further	A A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery		No Standard technic Stable flight Recovery throug 3 sec		ss than a further	A A A B	Standard technic Stable flight Recovery throug 3 sec		ss than a further	A A B
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		No Standard technic Stable flight Recovery throug		ss than a further	A A A	Standard technic Stable flight Recovery throug		ss than a further	A A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery		No Standard technic Stable flight Recovery throug 3 sec		ss than a further	A A A B	Standard technic Stable flight Recovery throug 3 sec		ss than a further	A A B
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		No Standard technic Stable flight Recovery throug 3 sec	h pilot action in le	ss than a further	A A A B	Standard technic Stable flight Recovery throug 3 sec	h pilot action in le	ss than a further	A A B
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure		No Standard technic Stable flight Recovery throug 3 sec 0° - 30° Standard technic	h pilot action in le	ss than a further	A A B A	Standard technic Stable flight Recovery throug 3 sec 0° bis 30° Standard technic	h pilot action in le	ss than a further	A A B A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears		No Standard technic Stable flight Recovery throug 3 sec 0° - 30° Standard technic Stable flight	h pilot action in le		A A B A A A	Standard technic Stable flight Recovery throug 3 sec 0° bis 30° Standard technic Stable flight	h pilot action in le		A A B A A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery		No Standard technic Stable flight Recovery throug 3 sec 0° - 30° Standard technic Stable flight Recovery throug 3 sec	h pilot action in le		A A B A A B B	Standard technic Stable flight Recovery throug 3 sec 0° bis 30° Standard technic Stable flight Recovery throug 3 sec	h pilot action in le		A A B A A A B
Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears		No Standard technic Stable flight Recovery throug 3 sec 0° - 30° Standard technic Stable flight Recovery throug	h pilot action in le		A A B A A A	Standard technic Stable flight Recovery throug 3 sec 0° bis 30° Standard technic Stable flight Recovery throug	h pilot action in le		A A B A A

22. Behaviour exiting a steep spiral - 4.4.22					
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	A	
Turn angle to recover normal flight	No	С	No	С	
23. Alternative means of directional control -	4.4.23				
180° turn achievable in 20 sec	Yes	А	Yes	А	
Stall or spin occurs	No	A	No	A	
24. Any other flight procedure and/or configur	ation described in the user's manual - 4.4.24				
Procedure works as descibed		NA		NA	
Procedure suitable for novice pilots		NA		NA	
Cascade occurs		NA		NA	
25. Remarks of testpilot:					
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