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DHV TEST REPORT LTF 2003

NOVA IBEX 17

Type designation NOVA Ibox 17
Type test reference no DHV GS-01-1674-07
Holder of certification [NOVA Vertriebsgesellschaft m.b.H.](#)
Manufacturer [NOVA Vertriebsgesellschaft m.b.H.](#)
Classification 2-3 GH
Winch towing Yes
Number of seats min / max 1 / 1
Accelerator Yes
Trimmers No

	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (50KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (100KG)
Take off	1-2	2
Inflation	evenly, immediately	evenly, immediately
Rising behaviour	immediately comes over pilot	immediately comes over pilot
Take off speed	high	high
Take off handling	average	easy
Straight flight	2	2
Roll damping	average	average
Turn handling	2	1-2
Spin tendency	slight	slight
Control travel	slight	average
Agility	high	high
Symmetric stall	2-3	1-2
Deep-stall limit	early < 60 cm	average 60 cm - 75 cm
Full stall limit	early < 65 cm	average 65 cm - 80 cm
Increase in steering power	high	high
Front collapse	1-2	2
Pre-acceleration	average	average
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Asymmetric collapse	2	2-3
Turn tendency	90 - 180 degrees	90 - 180 degrees
Change of course	90 - 180 degrees	180 - 360 degrees
Rate of turn	average	high
Max. roll/pitch angle	greater than 45 degrees	greater than 45 degrees
Loss of altitude	average	high
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous
Countersteering an asymmetric collapse	1-2	1-2
Stabilization	countersteering easy	countersteering easy
Control travel	average	average
Control pressure increase	high	average
Turn in opposite direction	easy, no tendency to stall	easy, no tendency to stall
Opening behaviour	spontaneous, quickly	spontaneous, quickly
Full stall, symm. exit	2	2-3
Spin out of straight flight	2	2
Spin out of turn	1-2	2
Spiral dive ⚠	2	2
Entry	easy	easy
Spin tendency	slight	slight
Exit	turn continues through < 180 degrees	turn continues through < 180 degrees
Sink rate after 720 °[m/s]	12	12
B-line stall	1	1
Entry	easy	easy
Exit	spontaneous	spontaneous

Big ears	1	1
Entry easy		easy
Recovery spontaneous, quickly		spontaneous, quickly
Landing	2	2
Landing behaviour average		easy
Front collapse (accelerated)	1-2	2
Pre-acceleration slight		average
Opening behaviour spontaneous, delayed		spontaneous, delayed
Asymmetric collapse (accelerated)	2-3	2-3
Turn tendency 90 - 180 degrees		90 - 180 degrees
Change of course 180 - 360 degrees		180 - 360 degrees
Rate of turn high		high
Max. roll/pitch angle greater than 45 degrees		with deceleration greater than 45 degrees
Loss of altitude high		high
Stabilization spontaneous		spontaneous
Opening behaviour spontaneous		spontaneous
Big ears accelerated	1	1
Entry easy		easy
Recovery spontaneous, quickly		spontaneous, quickly
Supplementary remarks		
	Fullstall: Very unstable and difficult Stall Behaviour	