



DHV TEST REPORT LTF 2003

NOVA MENTOR M

Type designation NOVA Mentor M
Type test reference no DHV GS-01-1719-07
Holder of certification [NOVA Vertriebsgesellschaft m.b.H.](#)
Manufacturer [NOVA Vertriebsgesellschaft m.b.H.](#)
Classification 1-2 GH
Winch towing Yes
Number of seats min / max 1 / 1
Accelerator Yes
Trimmers No

	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (95KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (110KG)
Take off	1-2	1-2
Inflation	evenly, immediately	evenly, immediately
Rising behaviour	comes over pilot delayed	comes over pilot delayed
Take off speed	average	average
Take off handling	average	average
Straight flight	1-2	1-2
Roll damping	average	average
Turn handling	1-2	1-2
Spin tendency	average	slight
Control travel	average	average
Agility	average	average
Symmetric stall	1-2	1-2
Deep-stall limit	average 60 cm - 75 cm	average 60 cm - 75 cm
Full stall limit	average 65 cm - 80 cm	average 65 cm - 80 cm
Increase in steering power	average	average
Front collapse	1-2	1-2
Pre-acceleration	slight	average
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Asymmetric collapse	1-2	1-2
Turn tendency	90 - 180 degrees	90 - 180 degrees
Change of course	180 - 360 degrees	90 - 180 degrees
Rate of turn	average with deceleration	average
Max. roll/pitch angle	less than 45 degrees	less than 45 degrees
Loss of altitude	average	average
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous, delayed
Countersteering an asymmetric collapse	1-2	1-2
Stabilization	countersteering easy	countersteering easy
Control travel	average	average
Control pressure increase	average	average
Turn in opposite direction	easy, no tendency to stall	easy, no tendency to stall
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Full stall, symm. exit	1-2	1-2
Spin out of straight flight	1-2	1-2
Spin out of turn	1-2	1-2
Spiral dive ⚠	1-2	1-2
Entry	easy	average
Spin tendency	slight	slight
Exit	turn continues through 180 - 360 degrees	turn continues through 180 - 360 degrees
Sink rate after 720 °[m/s]	12	10
B-line stall	1	1
Entry	easy	easy

Exit spontaneous spontaneous

Big ears

1

1

Entry easy easy
Recovery spontaneous, quickly spontaneous, quickly

Landing

1-2

1-2

Landing behaviour average average

Front collapse (accelerated)

1-2

1-2

Pre-acceleration slight average
Opening behaviour spontaneous, delayed spontaneous, delayed

Asymmetric collapse (accelerated)

1-2

1-2

Turn tendency 90 - 180 degrees 90 - 180 degrees
Change of course 180 - 360 degrees 90 - 180 degrees
Rate of turn average average
 with deceleration
Max. roll/pitch angle less than 45 degrees less than 45 degrees
Loss of altitude average average
Stabilization spontaneous spontaneous
Opening behaviour spontaneous spontaneous, delayed

Big ears accelerated

1

1

Entry easy easy
Recovery spontaneous, quickly spontaneous, quickly