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PARTS LIST

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DHV TEST REPORT LTF 2003

NOVA PRIMAX M

Type designation NOVA Primax M
Type test reference no DHV GS-01-1288-04
Holder of certification [NOVA Vertriebsgesellschaft m.b.H.](#)
Manufacturer [NOVA Vertriebsgesellschaft m.b.H.](#)
Classification 1 GH
Winch towing Yes
Number of seats min / max 1 / 1
Accelerator Yes
Trimmers No

	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (85KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (110KG)
Take off	1	1
Inflation	evenly, immediately	evenly, immediately
Rising behaviour	immediately comes over pilot	immediately comes over pilot
Take off speed	average	average
Take off handling	easy	easy
Straight flight	1	1
Roll damping	average	average
Turn handling	1	1
Spin tendency	not available	not available
Control travel	high	high
Agility	average	average
Symmetric stall	1	1
Deep-stall limit	late > 75 cm	late > 75 cm
Full stall limit	late > 90 cm	late > 90 cm
Increase in steering power	high	high
Front collapse	1	1
Pre-acceleration	average	average
Opening behaviour	spontaneous, quickly	spontaneous, quickly
Asymmetric collapse	1	1
Turn tendency	< 90 degrees	< 90 degrees
Change of course	< 90 degrees	< 90 degrees
Rate of turn	slight	slight
Max. roll/pitch angle	less than 45 degrees	less than 45 degrees
Loss of altitude	slight	slight
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous, quickly	spontaneous, quickly
Countersteering an asymmetric collapse	1	1
Stabilization	countersteering easy	countersteering easy
Control travel	high	high
Control pressure increase	high	high
Turn in opposite direction	easy, no tendency to stall	easy, no tendency to stall
Opening behaviour	spontaneous, quickly	spontaneous, quickly
Full stall, symm. exit	1	1
Spin out of straight flight	1	1
Spin out of turn	1	1
Spiral dive ⚠	1	1
Entry	easy	easy
Spin tendency	not available	not available
Exit	spontaneous	spontaneous
Sink rate after 720 °[m/s]	9	9
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	1
Landing behaviour easy		easy
Front collapse (accelerated)	1	1
Pre-acceleration average		average
Opening behaviour spontaneous, quickly		spontaneous, quickly
Asymmetric collapse (accelerated)	1	1
Turn tendency < 90 degrees		< 90 degrees
Change of course 180 - 360 degrees		180 - 360 degrees
Rate of turn average		average
Max. roll/pitch angle less than 45 degrees		less than 45 degrees
Loss of altitude slight		slight
Stabilization spontaneous		spontaneous
Opening behaviour spontaneous, quickly		spontaneous, quickly
Big ears accelerated	1	1
Entry easy		easy
Recovery spontaneous, quickly		spontaneous, quickly