



DHV-tested Equipment

Flying Equipment Database

Manufacturers / Dealers

Flying Schools

Clubs

DHV Databases

TECHNICAL DATA

DHV TESTREPORT LTF

DATASHEET

PARTS LIST

PRINT



DHV TEST REPORT LTF 2003

NOVA TATTOO C-L

Type designation NOVA Tattoo C-L
Type test reference no DHV GS-01-1378-05
Holder of certification [NOVA Vertriebsgesellschaft m.b.H.](#)
Manufacturer [NOVA Vertriebsgesellschaft m.b.H.](#)
Classification 2 GH
Winch towing Yes
Number of seats min / max 1 / 1
Accelerator Yes
Trimmers No

	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (100KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (130KG)
Take off	1	1-2
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	2	1-2
Roll damping	average	average
Turn handling	1-2	1-2
Spin tendency	slight	slight
Control travel	high	high
Agility	average	average
Symmetric stall	1-2	1-2
Deep-stall limit	average 60 cm - 75 cm	late > 75 cm
Full stall limit	average 65 cm - 80 cm	late > 80 cm
Increase in steering power	high	high
Front collapse	2	1-2
Pre-acceleration	average	average
Opening behaviour	not spontaneously symmetrically activating the controls	spontaneous, delayed
Asymmetric collapse	2	2
Turn tendency	90 - 180 degrees	90 - 180 degrees
Change of course	180 - 360 degrees	90 - 180 degrees
Rate of turn	average	average
Max. roll/pitch angle	greater than 45 degrees	greater than 45 degrees
Loss of altitude	average	average
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Countersteering an asymmetric collapse	1-2	1-2
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, delayed	spontaneous, delayed
Full stall, symm. exit	1-2	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 degrees	spontaneous
Sink rate after 720 °[m/s]	9	9
B-line stall	1-2	1-2
Entry	easy	easy
Exit	spontaneous	spontaneous

Big ears	1-2	1-2
Entry easy		easy
Recovery spontaneous, quickly		spontaneous, quickly
Landing	1	1-2
Landing behaviour easy		average
Front collapse (accelerated)	2	2
Pre-acceleration average		average
Opening behaviour not spontaneously symmetrically activating the controls		spontaneous, delayed
Asymmetric collapse (accelerated)	2	2
Turn tendency 90 - 180 degrees		180 - 360 degrees
Change of course 180 - 360 degrees		180 - 360 degrees
Rate of turn average		average
Max. roll/pitch angle greater than 45 degrees		greater than 45 degrees
Loss of altitude average		average
Stabilization spontaneous		spontaneous
Opening behaviour spontaneous, impulsive		spontaneous, impulsive
Big ears accelerated	1-2	1-2
Entry easy		easy
Recovery spontaneous, quickly		spontaneous, quickly