



DHV TEST REPORT LTF 2003

NOVA TATTOO C-XS

Type designation NOVA Tattoo C-XS
Type test reference no DHV GS-01-1375-05
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 (65KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (85KG)
Take off	1-2 Inflation evenly, immediately Rising behaviour immediately comes over pilot Take off speed average Take off handling easy	1-2 evenly, immediately immediately comes over pilot average easy
Straight flight	1-2 Roll damping average	1-2 average
Turn handling	2 Spin tendency average Control travel slight Agility high	2 average slight high
Symmetric stall	2 Deep-stall limit average 60 cm - 75 cm Full stall limit average 65 cm - 80 cm Increase in steering power high	2 average 60 cm - 75 cm average 65 cm - 80 cm average
Front collapse	2 Pre-acceleration average Opening behaviour spontaneous, delayed	2 average spontaneous, delayed
Asymmetric collapse	2 Turn tendency 90 - 180 degrees Change of course 180 - 360 degrees Rate of turn average Max. roll/pitch angle greater than 45 degrees Loss of altitude average Stabilization spontaneous Opening behaviour spontaneous, impulsive	2 90 - 180 degrees 90 - 180 degrees average greater than 45 degrees average spontaneous spontaneous, impulsive
Countersteering an asymmetric collapse	2 Stabilization countersteering easy Control travel slight Control pressure increase high Turn in opposite direction easy, no tendency to stall Opening behaviour spontaneous, delayed	2 countersteering easy slight high easy, no tendency to stall spontaneous, delayed
Full stall, symm. exit	2	2
Spin out of straight flight	2	2
Spin out of turn	2	1-2
Spiral dive ⚠	1-2 Entry average Spin tendency slight Exit spontaneous Sink rate after 720 °[m/s] 13	1-2 average slight spontaneous 11
B-line stall	1-2 Entry easy Exit spontaneous	1-2 easy spontaneous

Big ears	1-2	1-2
Entry easy		easy
Recovery spontaneous, quickly		spontaneous, quickly
Landing	1-2	1-2
Landing behaviour average		average
Front collapse (accelerated)	2	2
Pre-acceleration slight		slight
Opening behaviour spontaneous, delayed		spontaneous, delayed
Asymmetric collapse (accelerated)	2	2
Turn tendency 180 - 360 degrees		90 - 180 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 high		average
Stabilization countersteering demanding		spontaneous
Opening behaviour not spontaneously		spontaneous, delayed
Big ears accelerated	1-2	1-2
Entry easy		easy
Recovery not spontaneously		not spontaneously