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## DHV TEST REPORT LTF 2003

## NOVA TATTOO XS

**Type designation** NOVA Tattoo XS  
**Type test reference no** DHV GS-01-1330-05  
**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)
<b>Take off</b>	1-2 <b>Inflation</b> evenly, immediately <b>Rising behaviour</b> immediately comes over pilot <b>Take off speed</b> average <b>Take off handling</b> easy	1-2 evenly, immediately immediately comes over pilot average easy
<b>Straight flight</b>	1-2 <b>Roll damping</b> average	1-2 average
<b>Turn handling</b>	2 <b>Spin tendency</b> average <b>Control travel</b> slight <b>Agility</b> high	2 average slight high
<b>Symmetric stall</b>	2 <b>Deep-stall limit</b> average 60 cm - 75 cm <b>Full stall limit</b> average 65 cm - 80 cm <b>Increase in steering power</b> high	2 average 60 cm - 75 cm average 65 cm - 80 cm average
<b>Front collapse</b>	2 <b>Pre-acceleration</b> average <b>Opening behaviour</b> spontaneous, delayed	2 average spontaneous, delayed
<b>Asymmetric collapse</b>	2 <b>Turn tendency</b> 90 - 180 degrees <b>Change of course</b> 180 - 360 degrees <b>Rate of turn</b> average <b>Max. roll/pitch angle</b> greater than 45 degrees <b>Loss of altitude</b> average <b>Stabilization</b> spontaneous <b>Opening behaviour</b> spontaneous, impulsive	2 90 - 180 degrees 90 - 180 degrees average greater than 45 degrees average spontaneous spontaneous, impulsive
<b>Countersteering an asymmetric collapse</b>	2 <b>Stabilization</b> countersteering easy <b>Control travel</b> slight <b>Control pressure increase</b> high <b>Turn in opposite direction</b> easy, no tendency to stall <b>Opening behaviour</b> spontaneous, delayed	2 countersteering easy slight high easy, no tendency to stall spontaneous, delayed
<b>Full stall, symm. exit</b>	2	2
<b>Spin out of straight flight</b>	2	2
<b>Spin out of turn</b>	2	1-2
<b>Spiral dive</b> ⚠	1-2 <b>Entry</b> average <b>Spin tendency</b> slight <b>Exit</b> spontaneous <b>Sink rate after 720 °[m/s]</b> 13	1-2 average slight spontaneous 11
<b>B-line stall</b>	1-2 <b>Entry</b> easy <b>Exit</b> spontaneous	1-2 easy spontaneous

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

by **jursaconsulting**