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## DHV TEST REPORT LTF 2003

## NOVA MAMBOO L

**Type designation** Nova Mambo L  
**Type test reference no** DHV GS-01-1347-05  
**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 (100KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (130KG)
<b>Take off</b>	1	1
<b>Inflation</b>	evenly, immediately	evenly, immediately
<b>Rising behaviour</b>	immediately comes over pilot	immediately comes over pilot
<b>Take off speed</b>	average	average
<b>Take off handling</b>	easy	easy
<b>Straight flight</b>	1	1-2
<b>Roll damping</b>	average	average
<b>Turn handling</b>	1-2	1-2
<b>Spin tendency</b>	not available	not available
<b>Control travel</b>	average	high
<b>Agility</b>	high	average
<b>Symmetric stall</b>	1-2	1-2
<b>Deep-stall limit</b>	average 60 cm - 75 cm	late > 75 cm
<b>Full stall limit</b>	average 65 cm - 80 cm	late > 80 cm
<b>Increase in steering power</b>	average	average
<b>Front collapse</b>	1-2	1-2
<b>Pre-acceleration</b>	slight	slight
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse</b>	1-2	1-2
<b>Turn tendency</b>	90 - 180 degrees	90 - 180 degrees
<b>Change of course</b>	90 - 180 degrees	90 - 180 degrees
<b>Rate of turn</b>	average with deceleration	average with deceleration
<b>Max. roll/pitch angle</b>	less than 45 degrees	less than 45 degrees
<b>Loss of altitude</b>	average	average
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Countersteering an asymmetric collapse</b>	1-2	1
<b>Stabilization</b>	countersteering easy	countersteering easy
<b>Control travel</b>	average	high
<b>Control pressure increase</b>	average	average
<b>Turn in opposite direction</b>	easy, no tendency to stall	easy, no tendency to stall
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Full stall, symm. exit</b>	1-2	1-2
<b>Spin out of straight flight</b>	1-2	1-2
<b>Spin out of turn</b>	1-2	1-2
<b>Spiral dive</b> ⚠	1-2	1-2
<b>Entry</b>	easy	easy
<b>Spin tendency</b>	not available	not available
<b>Exit</b>	turn continues through < 180 degrees	turn continues through < 180 degrees
<b>Sink rate after 720 °[m/s]</b>	10	10
<b>B-line stall</b>	1	1
<b>Entry</b>	easy	easy
<b>Exit</b>	spontaneous	spontaneous

<b>Big ears</b>	<b>1</b>	<b>1</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> easy		easy
<b>Front collapse (accelerated)</b>	<b>1-2</b>	<b>1-2</b>
<b>Pre-acceleration</b> slight		slight
<b>Opening behaviour</b> spontaneous, delayed		spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	<b>1-2</b>	<b>1-2</b>
<b>Turn tendency</b> 90 - 180 degrees		90 - 180 degrees
<b>Change of course</b> 180 - 360 degrees		90 - 180 degrees
<b>Rate of turn</b> average with deceleration		average with deceleration
<b>Max. roll/pitch angle</b> less than 45 degrees		less than 45 degrees
<b>Loss of altitude</b> average		average
<b>Stabilization</b> spontaneous		spontaneous
<b>Opening behaviour</b> spontaneous, delayed		spontaneous, delayed
<b>Big ears accelerated</b>	<b>1</b>	<b>1</b>
<b>Entry</b> easy		easy
<b>Recovery</b> spontaneous, quickly		spontaneous, quickly