DHV TEST REPORT LTF 2003

NOVA MAMBOO M

Type designation	Nova Mamboo M
Type test reference no	DHV GS-01-1346-05
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 (90KG)	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	**1-2**	**1-2**
Roll damping	average	average
Turn handling	**1-2**	**1-2**
Spin tendency	not available	not available
Control travel	average	average
Agility	high	average
Symmetric stall	**1-2**	**1-2**
Deep-stall limit	average 60 cm - 75 cm	average 60 cm - 75 cm
Full stall limit	average 65 cm - 80 cm	average 65 cm - 80 cm
Increase in steering power	average	average
Front collapse	**1-2**	**1-2**
Pre-acceleration	slight	slight
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Asymmetric collapse	**1-2**	**1-2**
Turn tendency	90 - 180 degrees	90 - 180 degrees
Change of course	90 - 180 degrees	90 - 180 degrees
Rate of turn	average	average
	with deceleration	with deceleration
Max. roll/pitch angle	less than 45 degrees	less 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	average	average
Control pressure increase	average	average
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**	**1-2**
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	easy
Spin tendency	not available	not available
Exit	turn continues through < 180 degrees	turn continues through < 180 degrees
Sink rate after 720 °[m/s]	10	10
B-line stall	**1**	**1**
Entry	easy	easy
Exit	spontaneous	spontaneous

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