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## DHV TEST REPORT LTF 2003

NOVA RA M

**Type designation** Nova Ra M  
**Type test reference no** DHV GS-01-1571-06  
**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 (90KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (112KG)
<b>Take off</b>	1-2	1-2
<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>	average	easy
<b>Straight flight</b>	1-2	1-2
<b>Roll damping</b>	average	average
<b>Turn handling</b>	2	1-2
<b>Spin tendency</b>	average	slight
<b>Control travel</b>	average	average
<b>Agility</b>	average	average
<b>Symmetric stall</b>	2	2
<b>Deep-stall limit</b>	average 60 cm - 75 cm	average 60 cm - 75 cm
<b>Full stall limit</b>	average 65 cm - 80 cm	average 65 cm - 80 cm
<b>Increase in steering power</b>	average	average
<b>Front collapse</b>	1-2	1-2
<b>Pre-acceleration</b>	average	slight
<b>Opening behaviour</b>	spontaneous, quickly	spontaneous, delayed
<b>Asymmetric collapse</b>	1-2	2
<b>Turn tendency</b>	90 - 180 degrees	180 - 360 degrees
<b>Change of course</b>	90 - 180 degrees	180 - 360 degrees
<b>Rate of turn</b>	average	average
<b>Max. roll/pitch angle</b>	less than 45 degrees	greater than 45 degrees
<b>Loss of altitude</b>	average	average
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous	spontaneous, delayed
<b>Countersteering an asymmetric collapse</b>	2	1-2
<b>Stabilization</b>	countersteering easy	countersteering easy
<b>Control travel</b>	average	average
<b>Control pressure increase</b>	average	high
<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	2
<b>Spin out of straight flight</b>	1-2	1-2
<b>Spin out of turn</b>	2	1-2
<b>Spiral dive</b> ⚠	2	1-2
<b>Entry</b>	average	average
<b>Spin tendency</b>	average	slight
<b>Exit</b>	turn continues through < 180 degrees	turn continues through 180 - 360 degrees
<b>Sink rate after 720 °[m/s]</b>	8	12
<b>B-line stall</b>	1	1-2
<b>Entry</b>	easy	easy

	Exit spontaneous	spontaneous
<b>Big ears</b>	2	1-2
<b>Entry</b>	easy	easy
<b>Recovery</b>	delayed acceleration < 4 sec	delayed acceleration < 4 sec
<b>Landing</b>	1-2	1-2
<b>Landing behaviour</b>	average	average
<b>Front collapse (accelerated)</b>	1-2	1-2
<b>Pre-acceleration</b>	slight	slight
<b>Opening behaviour</b>	spontaneous, quickly	spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	2	2
<b>Turn tendency</b>	90 - 180 degrees	180 - 360 degrees
<b>Change of course</b>	180 - 360 degrees	180 - 360 degrees
<b>Rate of turn</b>	average	average with deceleration
<b>Max. roll/pitch angle</b>	greater than 45 degrees	greater than 45 degrees
<b>Loss of altitude</b>	high	average
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous	spontaneous, delayed
<b>Big ears accelerated</b>	2	1-2
<b>Entry</b>	easy	easy
<b>Recovery</b>	delayed acceleration < 4 sec	delayed acceleration < 4 sec