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DHV TEST REPORT LTF 2003

NOVA RA S

Type designation Nova Ra S
Type test reference no DHV GS-01-1673-07
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 (80KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (100KG)
Take off	1-2	1-2
Inflation	evenly, immediately	evenly, immediately
Rising behaviour	immediately comes over pilot	comes over pilot delayed
Take off speed	average	average
Take off handling	average	average
Straight flight	2	1-2
Roll damping	average	average
Turn handling	2	1-2
Spin tendency	average	slight
Control travel	average	average
Agility	average	average
Symmetric stall	2	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	slight
Front collapse	1-2	2
Pre-acceleration	average	average
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Asymmetric collapse	2	2
Turn tendency	90 - 180 degrees	180 - 360 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	average	high
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous
Countersteering an asymmetric collapse	2	2
Stabilization	countersteering easy	countersteering demanding
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	2	2
Spin out of straight flight	1-2	1-2
Spin out of turn	2	1-2
Spiral dive ⚠	2	2
Entry	average	average
Spin tendency	average	average
Exit	turn continues through < 180 degrees	turn continues through 180 - 360 degrees
Sink rate after 720 °[m/s]	10	12
B-line stall	1	1-2
Entry	easy	easy
Exit	spontaneous	spontaneous

Big ears	1-2	1-2
Entry easy		easy
Recovery delayed acceleration < 4 sec		spontaneous, quickly
Landing	1-2	1-2
Landing behaviour average		average
Front collapse (accelerated)	2	2
Pre-acceleration slight		average
Opening behaviour spontaneous, delayed		spontaneous, delayed
Asymmetric collapse (accelerated)	2	2
Turn tendency 180 - 360 degrees		180 - 360 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		high
Stabilization spontaneous		spontaneous
Opening behaviour spontaneous		spontaneous
Big ears accelerated	1-2	1-2
Entry easy		easy
Recovery delayed acceleration < 4 sec		spontaneous, quickly