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DHV TEST REPORT LTF 2003

NOVA RADON L

Type designation Nova Radon L
Type test reference no DHV GS-01-1166-03
Holder of certification [NOVA Vertriebsgesellschaft m.b.H.](#)
Manufacturer [NOVA Vertriebsgesellschaft m.b.H.](#)
Classification 2-3 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)
Take off	1-2	1-2
Inflation	evenly, immediately	evenly, immediately
Rising behaviour	immediately comes over pilot	immediately comes over pilot
Take off speed	average	average
Take off handling	average	average
Straight flight	1-2	1-2
Roll damping	average	average
Turn handling	2	2
Spin tendency	average	average
Control travel	average	average
Agility	average	average
Symmetric stall	1-2	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	high	high
Front collapse	1-2	1-2
Pre-acceleration	average	average
Opening behaviour	spontaneous, quickly	spontaneous, quickly
Asymmetric collapse	2	2
Turn tendency	180 - 360 degrees	180 - 360 degrees
Change of course	180 - 360 degrees	180 - 360 degrees
Rate of turn	average with acceleration	average with acceleration
Max. roll/pitch angle	greater than 45 degrees	greater 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	high	high
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	2
Spin out of straight flight	2	1-2
Spin out of turn	1-2	1-2
Spiral dive ⚠	2	2
Entry	average	average
Spin tendency	average	slight
Exit	turn continues through < 180 degrees	turn continues through < 180 degrees
Sink rate after 720 °[m/s]	9	7
B-line stall	1-2	1-2
Entry	easy	easy
Exit	spontaneous	spontaneous

<u>Big ears</u>	1-2	1-2
	Entry easy	easy
	Recovery spontaneous, quickly	spontaneous, quickly
<u>Landing</u>	1-2	1-2
	Landing behaviour average	easy
<u>Front collapse (accelerated)</u>	2	2
	Pre-acceleration average	average
	Opening behaviour spontaneous, delayed	spontaneous, delayed
<u>Asymmetric collapse (accelerated)</u>	2-3	2-3
	Turn tendency > 360 degrees	> 360 degrees
	Change of course > 360 degrees	> 360 degrees
	Rate of turn average	average
	Max. roll/pitch angle greater than 45 degrees	greater than 45 degrees
	Loss of altitude average	average
	Stabilization countersteering demanding	spontaneous
	Opening behaviour not spontaneously	spontaneous, delayed
<u>Big ears accelerated</u>	1-2	1-2
	Entry easy	easy
	Recovery spontaneous, quickly	spontaneous, quickly