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DHV TEST REPORT LTF 2003

NOVA ROOKIE L

Type designation Nova Rookie L
Type test reference no DHV GS-01-1529-06
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)
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	1
Roll damping	high	high
Turn handling	1	1
Spin tendency	not available	not available
Control travel	average	high
Agility	average	average
Symmetric stall	1	1
Deep-stall limit	late > 75 cm	late > 75 cm
Full stall limit	late > 90 cm	late > 80 cm
Increase in steering power	average	high
Front collapse	1	1
Pre-acceleration	slight	slight
Opening behaviour	spontaneous, quickly	spontaneous, quickly
Asymmetric collapse	1	1
Turn tendency	< 90 degrees	< 90 degrees
Change of course	90 - 180 degrees	90 - 180 degrees
Rate of turn	average with deceleration	average with deceleration
Max. roll/pitch angle	less than 45 degrees	less than 45 degrees
Loss of altitude	slight	slight
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous
Countersteering an asymmetric collapse	1	1
Stabilization	countersteering easy	countersteering easy
Control travel	average	high
Control pressure increase	average	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	1-2
Spin out of straight flight	1	1-2
Spin out of turn	1	1
Spiral dive ⚠	1	1
Entry	easy	easy
Spin tendency	slight	slight
Exit	spontaneous	spontaneous
Sink rate after 720 °[m/s]	6	9
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	1
Landing behaviour easy		easy
Front collapse (accelerated)	1-2	1-2
Pre-acceleration average		average
Opening behaviour spontaneous, delayed		spontaneous, delayed
Asymmetric collapse (accelerated)	1	1-2
Turn tendency 90 - 180 degrees		90 - 180 degrees
Change of course 90 - 180 degrees		90 - 180 degrees
Rate of turn average with deceleration		average with deceleration
Max. roll/pitch angle less than 45 degrees		less than 45 degrees
Loss of altitude slight		average
Stabilization spontaneous		spontaneous
Opening behaviour spontaneous		spontaneous
Big ears accelerated	1	1
Entry easy		easy
Recovery spontaneous, quickly		spontaneous, quickly