



## DHV TEST REPORT LTF 2003

## NOVA TYCOON M

**Type designation** Nova Tycoon M  
**Type test reference no** DHV GS-01-1450-05  
**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 (90KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (110KG)
<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>	slight	average
<b>Take off handling</b>	easy	easy
<b>Straight flight</b>	2	2
<b>Roll damping</b>	average	average
<b>Turn handling</b>	2-3	2-3
<b>Spin tendency</b>	high	high
<b>Control travel</b>	average	average
<b>Agility</b>	average	average
<b>Symmetric stall</b>	2-3	2-3
<b>Deep-stall limit</b>	early < 60 cm	early < 60 cm
<b>Full stall limit</b>	early < 65 cm	early < 65 cm
<b>Increase in steering power</b>	high	high
<b>Front collapse</b>	2	2
<b>Pre-acceleration</b>	average	average
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse</b>	2-3	2
<b>Turn tendency</b>	90 - 180 degrees	90 - 180 degrees
<b>Change of course</b>	180 - 360 degrees	180 - 360 degrees
<b>Rate of turn</b>	average	average
<b>Max. roll/pitch angle</b>	greater than 45 degrees	greater than 45 degrees
<b>Loss of altitude</b>	average	average
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Countersteering an asymmetric collapse</b>	2	2-3
<b>Stabilization</b>	countersteering easy	countersteering easy
<b>Control travel</b>	average	average
<b>Control pressure increase</b>	average	average
<b>Turn in opposite direction</b>	easy, no tendency to stall	easy, no tendency to stall
<b>Opening behaviour</b>	spontaneous, quickly	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>	1-2	1-2
<b>Spiral dive</b> ⚠	2	2
<b>Entry</b>	easy	easy
<b>Spin tendency</b>	slight	slight
<b>Exit</b>	turn continues through 180 - 360 degrees	turn continues through 180 - 360 degrees
<b>Sink rate after 720 °[m/s]</b>	12	12
<b>B-line stall</b>	1	1
<b>Entry</b>	easy	easy

	<b>Exit</b> spontaneous	spontaneous
<b>Big ears</b>	<b>2</b>	<b>1-2</b>
	<b>Entry</b> easy	easy
	<b>Recovery</b> delayed acceleration < 4 sec	spontaneous, quickly
<b>Landing</b>	<b>1-2</b>	<b>1-2</b>
	<b>Landing behaviour</b> average	average
<b>Front collapse (accelerated)</b>	<b>2</b>	<b>2</b>
	<b>Pre-acceleration</b> average	average
	<b>Opening behaviour</b> spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	<b>2-3</b>	<b>2-3</b>
	<b>Turn tendency</b> 180 - 360 degrees	180 - 360 degrees
	<b>Change of course</b> 180 - 360 degrees	180 - 360 degrees
	<b>Rate of turn</b> average	average
	<b>Max. roll/pitch angle</b> greater than 45 degrees	greater than 45 degrees
	<b>Loss of altitude</b> average	average
	<b>Stabilization</b> spontaneous	spontaneous
	<b>Opening behaviour</b> spontaneous, delayed	spontaneous, delayed
<b>Big ears accelerated</b>	<b>2</b>	<b>1-2</b>
	<b>Entry</b> easy	easy
	<b>Recovery</b> delayed acceleration < 4 sec	spontaneous, quickly