

TECHNICAL DATA

DHV TESTREPORT LTF

DHV TESTREPORT EN

DATASHEET

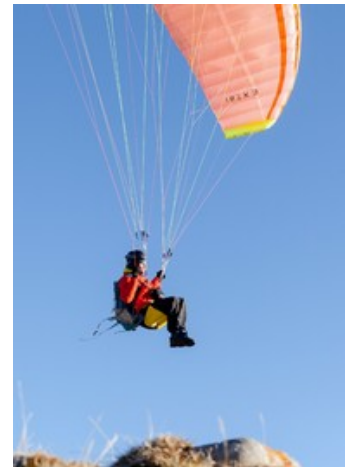
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DHV TESTREPORT EN926-2:2005

NOVA IBEX 3 XXS

Type designation NOVA IBEX 3 XXS
Type test reference no DHV GS-01-2143-15
Holder of certification [NOVA Vertriebsgesellschaft m.b.H.](#)
Manufacturer [NOVA Vertriebsgesellschaft m.b.H.](#)
Classification C
Winch towing Yes
Number of seats min / max 1 / 1
Accelerator Yes
Trimmers No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (50KG)

Test pilots



Verena Schurian

Expert Beni Stocker

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (98KG)



Harald Buntz

Inflation/take-off	A	A
Rising behaviour Smooth, easy and constant rising Special take off technique required No		Smooth, easy and constant rising No
Landing	A	A
Special landing technique required No		No
Speeds in straight flight	A	A
Trim speed more than 30 km/h Yes Speed range using the controls larger than 10 km/h Yes Minimum speed Less than 25 km/h		Yes Yes Less than 25 km/h
Control movement	A	A
Symmetric control pressure Increasing Symmetric control travel Greater than 55 cm		Increasing Greater than 60 cm
Pitch stability exiting accelerated flight	A	A
Dive forward angle on exit Dive forward less than 30° Collapse occurs No		Dive forward less than 30° No
Pitch stability operating controls during accelerated flight	A	A
Collapse occurs No		No
Roll stability and damping	A	A
Oscillations Reducing		Reducing
Stability in gentle spirals	A	A
Tendency to return to straight flight Spontaneous exit		Spontaneous exit
Behaviour in a steeply banked turn ⚠️	B	B
Sink rate after two turns More than 14 m/s		More than 14 m/s

Symmetric front collapse	A	A
Entry Rocking back less than 45°		Rocking back less than 45°
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Change of course Entering a turn of less than 90°		Entering a turn of less than 90°
Cascade occurs No		No
Symmetric front collapse in accelerated flight	A	A
Entry Rocking back less than 45°		Rocking back less than 45°
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Change of course Entering a turn of less than 90°		Entering a turn of less than 90°
Cascade occurs No		No
Exiting deep stall (parachutal stall)	A	A
Deep stall achieved Yes		Yes
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Change of course Changing course less than 45°		Changing course less than 45°
Cascade occurs No		No
High angle of attack recovery	A	A
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Cascade occurs No		No
Recovery from a developed full stall	B	B
Dive forward angle on exit Dive forward 30° to 60°		Dive forward 30° to 60°
Collapse No collapse		No collapse
Cascade occurs (other than collapses) No		No
Rocking back Less than 45°		Less than 45°
Line tension Most lines tight		Most lines tight
Asymmetric collapse 45-50%	A	A
Change of course until re-inflation Less than 90°		Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course Less than 360°		Less than 360°
Collapse on the opposite side occurs No		No
Twist occurs No		No
Cascade occurs No		No
Asymmetric collapse 70-75%	B	B
Change of course until re-inflation 90° to 180°		90° to 180°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course Less than 360°		Less than 360°
Collapse on the opposite side occurs No		No
Twist occurs No		No
Cascade occurs No		No
Asymmetric collapse 45-50% in accelerated flight	A	A
Change of course until re-inflation Less than 90°		Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course Less than 360°		Less than 360°
Collapse on the opposite side occurs No		No
Twist occurs No		No
Cascade occurs No		No
Asymmetric collapse 70-75% in accelerated flight	C	C
Change of course until re-inflation 90° to 180°		90° to 180°
Maximum dive forward or roll angle Dive or roll angle 45° to 60°		Dive or roll angle 45° to 60°
Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course Less than 360°		Less than 360°
Collapse on the opposite side occurs Yes, no turn reversal		Yes, no turn reversal
Twist occurs No		No

Cascade occurs	No
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No

Directional control with a maintained asymmetric collapse

A

A

Able to keep course	Yes
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Yes

180° turn away from the collapsed side possible in 10 s	Yes
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Yes

Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel
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More than 50 % of the symmetric control travel

Trim speed spin tendency

A

A

Spin occurs	No
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No

Low speed spin tendency

A

A

Spin occurs	No
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No

Recovery from a developed spin

A

A

Spin rotation angle after release	Stops spinning in less than 90°
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Stops spinning in less than 90°

Cascade occurs	No
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No

B-line stall

A

A

Change of course before release	Changing course less than 45°
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Changing course less than 45°

Behaviour before release	Remains stable with straight span
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Remains stable with straight span

Recovery	Spontaneous in less than 3 s
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Spontaneous in less than 3 s

Dive forward angle on exit	Dive forward 0° to 30°
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Dive forward 0° to 30°

Cascade occurs	No
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No

Big ears

A

A

Entry procedure	Dedicated controls
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Dedicated controls

Behaviour during big ears	Stable flight
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Stable flight

Recovery	Spontaneous in less than 3 s
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Spontaneous in less than 3 s

Dive forward angle on exit	Dive forward 0° to 30°
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Dive forward 0° to 30°

Big ears in accelerated flight

A

A

Entry procedure	Dedicated controls
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Dedicated controls

Behaviour during big ears	Stable flight
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Stable flight

Recovery	Spontaneous in less than 3 s
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Spontaneous in less than 3 s

Dive forward angle on exit	Dive forward 0° to 30°
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Dive forward 0° to 30°

Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight
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Stable flight

Behaviour exiting a steep spiral

A

A

Tendency to return to straight flight	Spontaneous exit
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Spontaneous exit

Turn angle to recover normal flight	Less than 720°, spontaneous recovery
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Less than 720°, spontaneous recovery

Sink rate when evaluating spiral stability [m/s]	14
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14

Alternative means of directional control

A

A

180° turn achievable in 20 s	Yes
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Yes

Stall or spin occurs	No
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No

Any other flight procedure and/or configuration described in the user's manual

No other flight procedure or configuration described in the user's manual