TECHNICAL DATA DHV TESTREPORT LTF DHV TESTREPORT EN DATASHEET PARTS LIST OPERATING INSTRUCTION





DHV TESTREPORT EN926-2:2005

NOVA ION3 L

Type designation NOVA Ion3 L

Type test reference no DHV GS-01-2059-13

Holder of certification NOVA Vertriebsgesellschaft m.b.H.

Manufacturer NOVA Vertriebsgesellschaft m.b.H.

Classification B

Winch towing Yes

Number of seats min / max 1/1

Accelerator Yes

Trimmers No

BEHAVIOUR AT MIN WEIGHT IN FLIGHT (100KG)

Test pilots



	Harald Buntz	Sebastian Mackrodt
Inflation/take-off	A	A
Rising behaviou	r Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique required	d No	No
<u>Landing</u>	A	A
Special landing technique required	i No	No
Speeds in straight flight	A	A
Trim speed more than 30 km/l	1 Yes	Yes
Speed range using the controls larger than 10		Yes
km/l	1 Less than 25 km/h	Less than 25 km/h
Fillindin speek	Less than 25 km/m	Less than 25 km/m
Control movement	A	A
Symmetric control pressure	• Increasing	Increasing
Symmetric control trave	I Greater than 60 cm	Greater than 65 cm
Pitch stability exiting accelerated flight	A	A
Dive forward angle on exi	t Dive forward less than 30°	Dive forward less than 30°
Collapse occurs		No
	1	1
Pitch stability operating controls during accelerated flight	A	A
Collapse occur:	- L	No
conapse occur	S NO	NO
Roll stability and damping	A	A
Oscillation	s Reducing	Reducing
Stability in gentle spirals	Α	A
Tendency to return to straight fligh	t Spontaneous exit	Spontaneous exit
Behaviour in a steeply banked turn	A	A
Sink rate after two turns	s Up to 12 m/s	12 m/s to 14 m/s
Symmetric front collapse	В	В
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 exi	t Dive forward 30° to 60°	Dive forward 30° to 60°
Change of course	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occur	s No	No

Recovery form a developed full stall Bour forward angle on exit Dive forward 30° to 50° Entering a turn of less than 45° Spontaneous in 3 s to 5 s Dive forward 30° to 50° Entering a turn of less than 90° Cascade occurs No	DHV	estreport EN926-2:2005 :: NOVA Ion3 L	
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	·		Yes

in 10 s

Amount of control range between turn and stall More than 50 % of the symmetric control More than 50 % of the symmetric or spin travel control travel Trim speed spin tendency Spin occurs No Α Recovery from a developed spin Α Spin rotation angle after release Stops spinning in less than 90° Stops spinning in less than 90° Cascade occurs No A Change of course before release Changing course less than 45° Changing course less than 45° Behaviour before release Remains stable with straight span Remains stable with straight span **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 30° to 60° Cascade occurs No Entry procedure Standard technique Standard technique Behaviour during big ears Stable flight Stable flight **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° Big ears in accelerated flight Entry procedure Standard technique Standard technique Stable flight Behaviour during big ears Stable flight **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° Behaviour immediately after releasing the Stable flight Stable flight accelerator while maintaining big ears Behaviour exiting a steep spiral A Tendency to return to straight flight Spontaneous exit Spontaneous exit Turn angle to recover normal flight Less than 720°, spontaneous recovery Less than 720°, spontaneous recover Sink rate when evaluating spiral stability [m/s] 14 Alternative means of directional control A 180° turn achievable in 20 s Yes Stall or spin occurs No 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

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