

TECHNICAL DATA

DHV TESTREPORT LTF

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DATASHEET

PARTS LIST

OPERATING INSTRUCTION

PRINT



DHV TESTREPORT EN926-2:2005

NOVA ION3 XXS

Type designation NOVA Ion3 XXS
Type test reference no DHV GS-01-2100-13
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 (55KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (80KG)

Test pilots Ines Sattler



Harald Buntz

Expert Beni Stocker

Inflation/take-off	A	A
Rising behaviour Smooth, easy and constant rising		Smooth, easy and constant rising
Special take off technique required No		No
Landing	A	A
Special landing technique required No		No
Speeds in straight flight	A	A
Trim speed more than 30 km/h Yes		Yes
Speed range using the controls larger than 10 km/h Yes		Yes
Minimum speed Less than 25 km/h		Less than 25 km/h
Control movement	A	A
Symmetric control pressure Increasing		Increasing
Symmetric control travel Greater than 55 cm		Greater than 60 cm
Pitch stability exiting accelerated flight	A	A
Dive forward angle on exit Dive forward less than 30°		Dive forward less than 30°
Collapse occurs No		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 ⚠️	A	B
Sink rate after two turns 12 m/s to 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

B

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Entering a turn of less than 90°
Cascade occurs No

Rocking back less than 45°
 Spontaneous in 3 s to 5 s
 Dive forward 0° to 30°
 Entering a turn of less than 90°
 No

Exiting deep stall (parachutal stall)

A

A

Deep stall achieved Yes
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Changing course less than 45°
Cascade occurs No

Yes
 Spontaneous in less than 3 s
 Dive forward 0° to 30°
 Changing course less than 45°
 No

High angle of attack recovery

A

A

Recovery Spontaneous in less than 3 s
Cascade occurs No

Spontaneous in less than 3 s
 No

Recovery from a developed full stall

A

A

Dive forward angle on exit Dive forward 0° to 30°
Collapse No collapse
Cascade occurs (other than collapses) No
Rocking back Less than 45°
Line tension Most lines tight

Dive forward 0° to 30°
 No collapse
 No
 Less than 45°
 Most lines tight

Asymmetric collapse 45-50%

A

A

Change of course until re-inflation Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation
Total change of course Less than 360°
Collapse on the opposite side occurs No
Twist occurs No
Cascade occurs No

Less than 90°
 Dive or roll angle 15° to 45°
 Spontaneous re-inflation
 Less than 360°
 No
 No
 No

Asymmetric collapse 70-75%

B

A

Change of course until re-inflation 90° to 180°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation
Total change of course Less than 360°
Collapse on the opposite side occurs No
Twist occurs No
Cascade occurs No

Less than 90°
 Dive or roll angle 15° to 45°
 Spontaneous re-inflation
 Less than 360°
 No
 No
 No

Asymmetric collapse 45-50% in accelerated flight

A

A

Change of course until re-inflation Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation
Total change of course Less than 360°
Collapse on the opposite side occurs No
Twist occurs No
Cascade occurs No

Less than 90°
 Dive or roll angle 15° to 45°
 Spontaneous re-inflation
 Less than 360°
 No
 No
 No

Asymmetric collapse 70-75% in accelerated flight

B

B

Change of course until re-inflation 90° to 180°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation
Total change of course Less than 360°
Collapse on the opposite side occurs No
Twist occurs No
Cascade occurs No

90° to 180°
 Dive or roll angle 15° to 45°
 Spontaneous re-inflation
 Less than 360°
 No
 No
 No

Directional control with a maintained asymmetric collapse

A

A

Able to keep course	Yes	Yes
180° turn away from the collapsed side possible in 10 s	Yes	Yes
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	More than 50 % of the symmetric control travel
Trim speed spin tendency	A	A
Spin occurs	No	No
Low speed spin tendency	A	A
Spin occurs	No	No
Recovery from a developed spin	A	A
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	No	No
B-line stall	A	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 0° to 30°
Cascade occurs	No	No
Big ears	B	B
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	A	A
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in 3 s to 5 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 accelerator while maintaining big ears	Stable flight	Stable flight
Behaviour exiting a steep spiral	A	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 recovery
Sink rate when evaluating spiral stability [m/s]	14	14
Alternative means of directional control	A	A
180° turn achievable in 20 s	Yes	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		