

TECHNICAL DATA

DHV TESTREPORT LTF

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DATASHEET

PARTS LIST

OPERATING INSTRUCTION

PRINT



DHV TESTREPORT EN926-2:2005

NOVA PRION 3 M

Type designation NOVA Prion 3 M
Type test reference no DHV GS-01-2130-15
Holder of certification [NOVA Vertriebsgesellschaft m.b.H.](#)
Manufacturer [NOVA Vertriebsgesellschaft m.b.H.](#)
Classification A
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)

Test pilots



Beni Stocker



Sebastian Mackrodt

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 60 cm

Increasing
 Greater than 65 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 

A

A

Sink rate after two turns Up to 12 m/s

12 m/s to 14 m/s

Symmetric front collapse

A

A

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 less than 3 s
 Dive forward 0° to 30°
 Keeping course
 No

Symmetric front collapse in accelerated flight

A

A

Entry Rocking back less than 45°	A	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°		Keeping course
Cascade occurs No		No
Exiting deep stall (parachutal stall)		
Deep stall achieved Yes	A	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		
Recovery Spontaneous in less than 3 s	A	Spontaneous in less than 3 s
Cascade occurs No		No
Recovery from a developed full stall		
Dive forward angle on exit Dive forward 0° to 30°	A	Dive forward 0° to 30°
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%		
Change of course until re-inflation Less than 90°	A	Less than 90°
Maximum dive forward or roll angle Dive or roll angle 0° to 15°		Dive or roll angle 0° to 15°
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%		
Change of course until re-inflation Less than 90°	A	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 45-50% in accelerated flight		
Change of course until re-inflation Less than 90°	A	Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 0° to 15°
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		
Change of course until re-inflation Less than 90°	A	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
Directional control with a maintained asymmetric collapse		
Able to keep course Yes	A	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	A	A
Entry procedure	Dedicated controls	Dedicated controls
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	A	A
Entry procedure	Dedicated controls	Dedicated controls
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°
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		