

TECHNICAL DATA

DHV TESTREPORT LTF

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OPERATING INSTRUCTION

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## DHV TESTREPORT EN926-2:2005

## NOVA PRION 3 XS

**Type designation** NOVA Prion 3 XS  
**Type test reference no** DHV GS-01-2155-15  
**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 (55KG)

## BEHAVIOUR AT MAX WEIGHT IN FLIGHT (85KG)


## Test pilots



Beni Stocker



Harald Buntz

<b>Inflation/take-off</b>	A	A
<b>Rising behaviour</b>	Smooth, easy and constant rising	Smooth, easy and constant rising
<b>Special take off technique required</b>	No	No
<b>Landing</b>	A	A
<b>Special landing technique required</b>	No	No
<b>Speeds in straight flight</b>	A	A
<b>Trim speed more than 30 km/h</b>	Yes	Yes
<b>Speed range using the controls larger than 10 km/h</b>	Yes	Yes
<b>Minimum speed</b>	Less than 25 km/h	Less than 25 km/h
<b>Control movement</b>	A	A
<b>Symmetric control pressure</b>	Increasing	Increasing
<b>Symmetric control travel</b>	Greater than 55 cm	Greater than 60 cm
<b>Pitch stability exiting accelerated flight</b>	A	A
<b>Dive forward angle on exit</b>	Dive forward less than 30°	Dive forward less than 30°
<b>Collapse occurs</b>	No	No
<b>Pitch stability operating controls during accelerated flight</b>	A	A
<b>Collapse occurs</b>	No	No
<b>Roll stability and damping</b>	A	A
<b>Oscillations</b>	Reducing	Reducing
<b>Stability in gentle spirals</b>	A	A
<b>Tendency to return to straight flight</b>	Spontaneous exit	Spontaneous exit
<b>Behaviour in a steeply banked turn</b> 	A	A
<b>Sink rate after two turns</b>	12 m/s to 14 m/s	Up to 12 m/s
<b>Symmetric front collapse</b>	A	A
<b>Entry</b>	Rocking back less than 45°	Rocking back less than 45°
<b>Recovery</b>	Spontaneous in less than 3 s	Spontaneous in less than 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Change of course</b>	Entering a turn of less than 90°	Entering a turn of less than 90°
<b>Cascade occurs</b>	No	No
<b>Symmetric front collapse in accelerated flight</b>	A	A

<b>Entry</b> Rocking back less than 45°	A	Rocking back less than 45°
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Entering a turn of less than 90°		Entering a turn of less than 90°
<b>Cascade occurs</b> No		No
<b>Exiting deep stall (parachutal stall)</b>		
<b>Deep stall achieved</b> Yes	A	Yes
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Changing course less than 45°		Changing course less than 45°
<b>Cascade occurs</b> No		No
<b>High angle of attack recovery</b>		
<b>Recovery</b> Spontaneous in less than 3 s	A	Spontaneous in less than 3 s
<b>Cascade occurs</b> No		No
<b>Recovery from a developed full stall</b>		
<b>Dive forward angle on exit</b> Dive forward 0° to 30°	A	Dive forward 0° to 30°
<b>Collapse</b> No collapse		No collapse
<b>Cascade occurs (other than collapses)</b> No		No
<b>Rocking back</b> Less than 45°		Less than 45°
<b>Line tension</b> Most lines tight		Most lines tight
<b>Asymmetric collapse 45-50%</b>		
<b>Change of course until re-inflation</b> Less than 90°	A	Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 70-75%</b>		
<b>Change of course until re-inflation</b> Less than 90°	A	Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 45-50% in accelerated flight</b>		
<b>Change of course until re-inflation</b> Less than 90°	A	Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 70-75% in accelerated flight</b>		
<b>Change of course until re-inflation</b> Less than 90°	A	Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Directional control with a maintained asymmetric collapse</b>		
<b>Able to keep course</b> Yes	A	Yes
<b>180° turn away from the collapsed side possible in 10 s</b> Yes		Yes
<b>Amount of control range between turn and stall or spin</b> More than 50 % of the symmetric control travel		More than 50 % of the symmetric control travel

<b>Trim speed spin tendency</b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b>	No	No
<b>Low speed spin tendency</b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b>	No	No
<b>Recovery from a developed spin</b>	<b>A</b>	<b>A</b>
<b>Spin rotation angle after release</b>	Stops spinning in less than 90°	Stops spinning in less than 90°
<b>Cascade occurs</b>	No	No
<b>B-line stall</b>	<b>A</b>	<b>A</b>
<b>Change of course before release</b>	Changing course less than 45°	Changing course less than 45°
<b>Behaviour before release</b>	Remains stable with straight span	Remains stable with straight span
<b>Recovery</b>	Spontaneous in less than 3 s	Spontaneous in less than 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Cascade occurs</b>	No	No
<b>Big ears</b>	<b>A</b>	<b>A</b>
<b>Entry procedure</b>	Dedicated controls	Dedicated controls
<b>Behaviour during big ears</b>	Stable flight	Stable flight
<b>Recovery</b>	Spontaneous in less than 3 s	Spontaneous in less than 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Big ears in accelerated flight</b>	<b>A</b>	<b>A</b>
<b>Entry procedure</b>	Dedicated controls	Dedicated controls
<b>Behaviour during big ears</b>	Stable flight	Stable flight
<b>Recovery</b>	Spontaneous in less than 3 s	Spontaneous in less than 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Behaviour immediately after releasing the accelerator while maintaining big ears</b>	Stable flight	Stable flight
<b>Behaviour exiting a steep spiral</b>	<b>A</b>	<b>A</b>
<b>Tendency to return to straight flight</b>	Spontaneous exit	Spontaneous exit
<b>Turn angle to recover normal flight</b>	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
<b>Sink rate when evaluating spiral stability [m/s]</b>	14	14
<b>Alternative means of directional control</b>	<b>A</b>	<b>A</b>
<b>180° turn achievable in 20 s</b>	Yes	Yes
<b>Stall or spin occurs</b>	No	No
<b>Any other flight procedure and/or configuration described in the user's manual</b>		
No other flight procedure or configuration described in the user's manual		