

TECHNICAL DATA

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DHV TESTREPORT EN926-2:2005

NOVA TRITON2 LIGHT S

Type designation NOVA Triton2 light S
Type test reference no DHV GS-01-2168-15
Holder of certification [NOVA Vertriebsgesellschaft m.b.H.](#)
Manufacturer [NOVA Vertriebsgesellschaft m.b.H.](#)
Classification C
Winch towing No
Number of seats min / max 1 / 1
Accelerator Yes
Trimmers No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (80KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (95KG)

Test pilots



Beni Stocker



Harald Buntz

Inflation/take-off

A

A

Rising behaviour Smooth, easy and constant rising
Special take off technique required No

Rising behaviour Smooth, easy and constant rising
Special take off technique required 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

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

Control movement

C

C

Symmetric control pressure Increasing
Symmetric control travel 45 cm to 60 cm

Symmetric control pressure Increasing
Symmetric control travel 45 cm to 60 cm

Pitch stability exiting accelerated flight

A

A

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

Dive forward angle on exit Dive forward less than 30°
Collapse occurs 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

B

B

Entry Rocking back less than 45°
Recovery Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Entering a turn of less than 90°
Cascade occurs No

Entry Rocking back less than 45°
Recovery Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Entering a turn of less than 90°
Cascade occurs No

Symmetric front collapse in accelerated flight

C

C

Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit	Dive forward 30° to 60°	Dive forward 30° to 60°
Change of course	Entering a turn of 90° to 180°	Entering a turn of 90° to 180°
Cascade occurs	No	No

Exiting deep stall (parachutal stall) **A** **A**

Deep stall achieved 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 Greater than 45° Greater 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% **C** **C**

Change of course until re-inflation 180° to 360° 180° to 360°
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 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	C	C
Change of course before release	Changing course less than 45°	Changing course less than 45°
Behaviour before release	Remains stable without straight span	Remains stable without straight span
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 30° to 60°	Dive forward 30° to 60°
Cascade occurs	No	No
Big ears	B	B
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
Recovery	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	B	B
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
Recovery	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 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	