



DHV-tested Equipment

Flying Equipment Database

Manufacturers / Dealers

Flying Schools

Clubs

DHV Databases

TECHNICAL DATA

DHV TESTREPORT LTF

DATASHEET

PARTS LIST

PRINT



## DHV TESTREPORT LTF 97

## NOVA AERON L

**Type designation** Nova Aeron L**Type test reference no** DHV GS-01-1102-03**Holder of certification** [NOVA Vertriebsgesellschaft m.b.H.](#)**Manufacturer** [NOVA Vertriebsgesellschaft m.b.H.](#)**Classification** 2 GH**Winch towing** Yes**Number of seats min / max** 1 / 1**Accelerator** Yes**Trimmers** No

	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (100KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (130KG)
<b>Take off</b>	<b>1-2</b>	<b>1-2</b>
	<b>Inflation</b> evenly, immediately	evenly, immediately
	<b>Rising behaviour</b> immediately comes over pilot	immediately comes over pilot
	<b>Take off speed</b> average	average
	<b>Take off handling</b> easy	easy
<b>Straight flight</b>	<b>1-2</b>	<b>2</b>
	<b>Trim speed [km/h]</b> 37	37
	<b>Accelerated speed [km/h]</b>	53
	<b>Roll damping</b> average	average
<b>Turn handling</b>	<b>2</b>	<b>2</b>
	<b>Spin tendency</b> slight	slight
	<b>Control travel</b> average	average
	<b>Agility</b> average	average
<b>Symmetric stall</b>	<b>2</b>	<b>2</b>
	<b>Deep-stall limit</b> average 60 cm - 75 cm	average 60 cm - 75 cm
	<b>Full stall limit</b> average 65 cm - 80 cm	average 65 cm - 80 cm
	<b>Increase in steering power</b> high	high
<b>Front collapse</b>	<b>1-2</b>	<b>1-2</b>
	<b>Pre-acceleration</b> average	average
	<b>Opening behaviour</b> spontaneous, quickly	spontaneous, quickly
<b>Asymmetric collapse</b>	<b>2</b>	<b>2</b>
	<b>Turn tendency</b> 180 - 360 degrees	180 - 360 degrees
	<b>Rate of turn</b> average with deceleration	average with deceleration
	<b>Loss of altitude</b> average	average
	<b>Stabilization</b> spontaneous	spontaneous
	<b>Opening behaviour</b> spontaneous, quickly	spontaneous, quickly
<b>Countersteering an asymmetric collapse</b>	<b>1-2</b>	<b>1-2</b>
	<b>Stabilization</b> countersteering easy	countersteering easy
	<b>Control travel</b> average	average
	<b>Control pressure increase</b> high	high
	<b>Turn in opposite direction</b> easy, no tendency to stall	easy, no tendency to stall
	<b>Opening behaviour</b> spontaneous, quickly	spontaneous, quickly
<b>Full stall, symm. exit</b>	<b>1-2</b>	<b>1-2</b>
<b>Full stall, asymm. exit</b>	<b>1-2</b>	<b>1-2</b>
<b>Spin out of straight flight</b>	<b>1-2</b>	<b>1-2</b>
<b>Spin out of turn</b>	<b>1-2</b>	<b>1-2</b>
<b>Spiral dive</b>	<b>1-2</b>	<b>1-2</b>
	<b>Entry</b> easy	easy
	<b>Spin tendency</b> slight	slight
	<b>Exit</b> spontaneous	spontaneous
<b>B-line stall</b>	<b>1-2</b>	<b>1-2</b>
	<b>Entry</b> easy	easy
	<b>Exit</b> spontaneous	spontaneous
<b>Landing</b>	<b>1-2</b>	<b>1-2</b>
	<b>Landing behaviour</b> easy	easy

<b>Front collapse (accelerated)</b>	-	<b>1-2</b>
<b>Pre-acceleration</b>	-	average
<b>Opening behaviour</b>	-	spontaneous, quickly
	-	
<b>Asymmetric collapse (accelerated)</b>	-	<b>2</b>
<b>Turn tendency</b>	-	90 - 180 degrees
<b>Rate of turn</b>	-	average
	-	
<b>Loss of altitude</b>	-	average
<b>Stabilization</b>	-	spontaneous
<b>Opening behaviour</b>	-	spontaneous, impulsive
	-	
<b>Supplementary remarks</b>	-	
	-	Einseitiges Einklappen: Tendenz zu impulsiver Wiederöffnung