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## DHV TESTREPORT LTF 97

## NOVA RADON M

**Type designation** Nova Radon M  
**Type test reference no** DHV GS-01-1137-03  
**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 (90KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (110KG)
<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> 36	37
	<b>Accelerated speed [km/h]</b>	55
	<b>Roll damping</b> average	average
<b>Turn handling</b>	<b>2</b>	<b>2</b>
	<b>Spin tendency</b> slight	average
	<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
	<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>2</b>
	<b>Entry</b> easy	easy
	<b>Spin tendency</b> slight	average
	<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>2</b>
	<b>Landing behaviour</b> easy	average

<b>Front collapse (accelerated)</b>	-	<b>2</b>
<b>Pre-acceleration</b>	-	high
<b>Opening behaviour</b>	-	spontaneous, impulsive
-	-	-
<b>Asymmetric collapse (accelerated)</b>	-	<b>2</b>
<b>Turn tendency</b>	-	180 - 360 degrees
<b>Rate of turn</b>	-	average
-	-	-
<b>Loss of altitude</b>	-	average
<b>Stabilization</b>	-	spontaneous
<b>Opening behaviour</b>	-	spontaneous, quickly
-	-	-

by **jursaconsulting**