

TEST REPORT DHV 03 NOVA TYCOON L

Type Nova Tycoon L**Certificate-No** DHV GS-01-1494-06**Holder of certificate** [NOVA Vertriebsgesellschaft m.b.H.](#)**Manufacturer** [NOVA Vertriebsgesellschaft m.b.H.](#)**Classification** 2-3 GH**Winch tow** Yes**Number of seats min / Number of seats max** 1 / 1**Accelerator?** Yes**Trimmers?** No**BEHAVIOUR AT MIN WEIGHT IN FLIGHT(100 KG)****BEHAVIOUR AT MAX WEIGHT IN FLIGHT(130 KG)**

Take off	1-2	1-2
Inflation	evenly, immediately	evenly, immediately
Rising behaviour	immediately comes over pilot	comes over pilot delayed
Take off speed	average	average
Take off handling	average	average
Straight flight	1-2	2
Roll damping	high	average
Turn handling	2	2-3
Spin tendency	average	average
Control travel	average	slight
Agility	average	slight
Symmetric stall	2	2-3
Deep-stall limit	average 60 cm - 75 cm	early < 60 cm
Full stall limit	average 65 cm - 80 cm	early < 65 cm
Increase in steering power	high	average
Front collapse	2	2
Pre-acceleration	slight	slight
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Asymmetric collapse	2	2
Turn tendency	90 - 180 degrees	90 - 180 degrees
Change of course	90 - 180 degrees	90 - 180 degrees
Rate of turn	average with deceleration	average with deceleration
Max. roll/pitch angle	greater than 45 degrees	greater than 45 degrees
Loss of altitude	average	average
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous
Countersteering an asymmetric collapse	2	2
Stabilization	countersteering easy	spontaneous
Control travel	average	slight
Control pressure increase	high	slight
Turn in opposite direction	easy, no tendency to stall	easy, no tendency to stall
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Full stall, symm. exit	2	2
Spin out of straight flight	2	2
Spin out of turn	2	2-3
Spiral dive	2	2

	Entry average	average
	Spin tendency slight	average
	Exit turn continues through < 180 degrees	turn continues through < 180 degrees
Sink rate after 720 °[m/s]	14	14
B-line stall	1-2	1-2
	Entry easy	easy
	Exit spontaneous	spontaneous
Big ears	1-2	2
	Entry easy	easy
	Recovery spontaneous, quickly	delayed acceleration < 4 sec
Landing	2	2
	Landing behaviour average	average
Front collapse (accelerated)	2-3	2-3
	Pre-acceleration slight	slight
	Opening behaviour spontaneous, delayed	spontaneous, delayed
Asymmetric collapse (accelerated)	2-3	2-3
	Turn tendency 90 - 180 degrees	90 - 180 degrees
	Change of course 180 - 360 degrees	90 - 180 degrees
	Rate of turn average	average
		with deceleration
	Max. roll/pitch angle greater than 45 degrees	greater than 45 degrees
	Loss of altitude average	high
	Stabilization spontaneous	spontaneous
	Opening behaviour spontaneous, delayed	spontaneous, delayed
Big ears accelerated	1-2	2-3
	Entry easy	easy
	Recovery spontaneous, quickly	not spontaneously
Supplementary remarks		