TECHNICAL DATA DHV TESTREPORT LTF DHV TESTREPORT EN DATASHEET PARTS LIST OPERATING INSTRUCTION PRINT



BEHAVIOUR AT MAX WEIGHT

IN FLIGHT (130KG)



DHV TESTREPORT EN926-2:2005

NOVA MENTOR3 L

Inflation/take-off

Type designation NOVA Mentor3 L Type test reference no DHV GS-01-2029-13

Holder of certification NOVA Vertriebsgesellschaft m.b.H.

Manufacturer NOVA Vertriebsgesellschaft m.b.H.

Classification B

Winch towing Yes

Number of seats min / max 1/1

Accelerator Yes Trimmers No

> BEHAVIOUR AT MIN WEIGHT IN FLIGHT (100KG)

Test pilots



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

<u>Landing</u> A Special landing technique required No

Speeds in straight flight Trim speed more than 30 km/h Yes Yes

Speed range using the controls larger than 10 km/h Yes Yes

Minimum speed Less than 25 km/h Less than 25 km/h

Control movement A Symmetric control pressure Increasing Increasing

Symmetric control travel Greater than 60 cm Greater than 65 cm

Pitch stability exiting accelerated flight A Dive forward less than 30° Dive forward angle on exit Dive forward less than 30° Collapse occurs No

Pitch stability operating controls during accelerated flight

Collapse occurs No

Roll stability and damping

Oscillations Reducing Reducing

Stability in gentle spirals A

Tendency to return to straight flight Spontaneous exit

Behaviour in a steeply banked turn 🄱

Sink rate after two turns Up to 12 m/s More than 14 m/s

B VIDEO Symmetric front collapse

Entry Rocking back less than 45°

Recovery Spontaneous in less than 3 s

Dive forward angle on exit Dive forward 30° to 60°

Change of course Entering a turn of less than 90°

Cascade occurs No

Rocking back less than 45° Spontaneous in less than 3 s Dive forward 30° to 60° Entering a turn of less than 90°

1 von 3 06.02.2014 13:38

Symmetric front collapse in accelerated flight B	B VIDEO
Entry Rocking	pack less than 45° Rocking back less than 45°
Recovery Spontane	
Dive forward angle on exit Dive forw	vard 30° to 60° Dive forward 30° to 60°
Change of course Entering	a turn of less than 90° Entering a turn of less than 90°
Cascade occurs No	No
Exiting deep stall (parachutal stall)	A
Deep stall achieved Yes	Yes
Recovery Spontane	
Dive forward angle on exit Dive forward	·
Change of course Changing	
Cascade occurs No	No
ligh angle of attack recovery A	A
	<u>-</u>
Recovery Spontane	•
Cascade occurs No	No
Recovery from a developed full stall B	В
Dive forward angle on exit Dive forward	vard 30° to 60° Dive forward 30° to 60°
Collapse No collap	se No collapse
Cascade occurs (other than collapses) No	No
Rocking back Less than	1 45° Less than 45°
Line tension Most line	s tight Most lines tight
Asymmetric collapse 45-50%	Α
Change of course until re-inflation Less than	n 90° Less than 90°
Maximum dive forward or roll angle Dive or r	
Re-inflation behaviour Spontane	eous re-inflation Spontaneous re-inflation
Total change of course Less than	n 360° Less than 360°
Collapse on the opposite side occurs No	No
Twist occurs No	No
Cascade occurs No	No
Asymmetric collapse 70-75%	B VIDEO
	B VIDEO 80° 90° to 180°
Change of course until re-inflation 90° to 18	
Change of course until re-inflation 90° to 18 Maximum dive forward or roll angle Dive or r	oll angle 15° to 45° Dive or roll angle 15° to 45°
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2 von 3 06.02.2014 13:38

Directional control with a maintained asymmetric collapse	A VIDEO	A VIDEO
Able to keep course	Yes	Yes
180° turn away from the collapsed side possible in	ı Yes	Yes
10 9		
Amount of control range between turn and stall or spir	More than 50 % of the symmetric control travel	More than 50 % of the symmetric control travel
Trim speed spin tendency	Α	A
Spin occurs	s No	No
Low speed spin tendency	Α	A
Spin occurs	s No	No
Recovery from a developed spin	Α	A
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	s No	No
B-line stall	A VIDEO	A VIDEO
Change of course before release	changing course less than 45°	Changing course less than 45°
_	Remains stable with straight span	Remains stable with straight span
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	Dive forward 0° to 30°	Dive forward 0° to 30°
Cascade occurs	s No	No
Big ears	A VIDEO	B VIDEO
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
	Spontaneous in less than 3 s	Spontaneous in 3 s to 5 s
Dive forward angle on exi	t Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	A VIDEO	A VIDEO
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
•	Spontaneous in less than 3 s	Spontaneous in 3 s to 5 s
Dive forward angle on exi		Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears		Stable flight
Behaviour exiting a steep spiral	A	A
Tendency to return to straight flight	t 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	Α	A
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	s No	No
Any other flight procedure and/or configuration	n described in the user's manual	
No other flight procedure or configuration described in the		

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3 von 3 06.02.2014 13:38