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





DHV TESTREPORT EN926-2:2005

NOVA MENTORS XXS

Inflation/take-off

Type designation NOVA Mentor3 XXS Type test reference no DHV GS-01-2030-13

Holder of certification NOVA Vertriebsgesellschaft m.b.H.

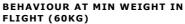
Manufacturer NOVA Vertriebsgesellschaft m.b.H.

Classification B

Winch towing Yes

Number of seats min / max 1/1

Accelerator Yes Trimmers No



Test pilots



Gudrun Öchsl

Rising behaviour 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

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

Minimum speed Less than 25 km/h

Control movement A

Symmetric control pressure Increasing Symmetric control travel Greater than 55 cm

Pitch stability exiting accelerated flight A

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

Stability in gentle spirals A

Tendency to return to straight flight Spontaneous exit

Behaviour in a steeply banked turn 🎩 Sink rate after two turns More than 14 m/s

Symmetric front collapse Entry Rocking back less than 45°

Recovery Spontaneous in less than 3 s

Dive forward angle on exit Dive forward 0° to 30°

Change of course Entering a turn of less than 90°

Cascade occurs No



BEHAVIOUR AT MAX WEIGHT IN FLIGHT (80KG)



Smooth, easy and constant rising

Yes

Yes

Less than 25 km/h

Increasing

Greater than 60 cm

Dive forward less than 30°

Reducing

More than 14 m/s

Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30°

Entering a turn of less than 90°

1 von 3 06.02.2014 13:38

Symmetric front collapse in accelerated flight	i a	В
<u> </u>	Rocking back less than 45°	Rocking back less than 45°
	Spontaneous in less than 3 s	Spontaneous in 3 s to 5 s
Dive forward angle on exi	·	Dive forward 30° to 60°
Change of course		Entering a turn of less than 90°
Cascade occurs		No
Exiting deep stall (parachutal stall)	A	A
Deep stall achieved	I Vac	Yes
-	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	'	Dive forward 0° to 30°
_	Changing course less than 45°	Changing course less than 45°
Cascade occurs		No
High angle of attack recovery	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	•	No
Recovery from a developed full stall	В	В
Dive forward angle on exi	Dive forward 30° to 60°	Dive forward 30° to 60°
	No collapse	No collapse
Cascade occurs (other than collapses)		No
	Less than 45°	Less than 45°
_	Most lines tight	Most lines tight
		3
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°
_	· Spontaneous re-inflation	Spontaneous re-inflation
Total change of course		Less than 360°
Collapse on the opposite side occurs		No
Twist occurs	s No	No
Cascade occurs	s No	No
Asymmetric collapse 70-75%	В	В
Change of course until re-inflation	90° to 180°	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
_		
Re-inflation behavious	Spontaneous re-inflation	Spontaneous re-inflation
Re-inflation behaviou Total change of course	Less than 360°	Less than 360°
Re-inflation behaviou Total change of course Collapse on the opposite side occurs	Less than 360° 5 No	Less than 360° No
Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs	e Less than 360° s No s No	Less than 360° No No
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2 von 3 06.02.2014 13:38

180° turn away from the collapsed side possible in 10 s		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°
Cascade occurs	No	No
B-line stall	Α	A
Change of course before release	Changing course less than 45°	Changing course less than 45°
Behaviour before release	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 exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Cascade occurs	No	No
<u>Big ears</u>	A	A
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	: Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	В	В
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
	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
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 recover
=		14
Sink rate when evaluating spiral stability [m/s]		
	A	Α
	4	A Yes
Alternative means of directional control	Yes	

by jursaconsulting

3 von 3 06.02.2014 13:38

No other flight procedure or configuration described in the user's manual