Service sheet

my NOVA

Repair request

We are looking forward to service your paraglider. Please fill out this sheet, print it and **attach it to your wing**. Please let us know, what we have to do.

Your wing

Please register your paraglider first at: my.NOVA.eu

Model: Size:

Serial No:

Your address

Name: Surname:

Street: City:

Zip code: Country:

Phone: E-mail:

Your service request

Please note: more than one task is possible.

- ☐ NOVA **Trim Tuning**: optimising of the line length
- ☐ NOVA **Full Service**: check of all details of your wing; a **NOVA Trim Tuning** is included. Necessary after 2 years (if a Trim Tuning is not completed) or 3 years (if a Trim Tuning is completed), but at least after 100 operating hours of a NOVA wing.
- ☐ NOVA **Repair**: please tell us in the following field, what we have to repair.

Comments (in English please):

Request for quotation? ☐

On request, we will first review your paraglider and ask you for a cost estima-te. The price is **EUR 50.- plus VAT**. This amount will be charged for a repair. The cost estimate extends the repair period by 3 days.

Date, place: Signature:

TRIM TUNING NTT

FULL SERVICE NOVA

NO FULL SERVICE REQUIRED 3 YEARS

ON MATERIALS 4 YEARS

QUALITY ASSURANCE DATABASE

NOVA Performance Paragliders
Pécsbányatelepi út 2.
7627 Pécs
Hungary
Tel +43 (0) 52 24 - 6 60 26
info@nova.eu

Check protocol

my NOVA

Technical advice

1. Porosity

A coating on the sail cloth controls the air permeability of the fabric. Over time, mechanical abrasion and UV rays damage the coating. Using a gauge, we check the time a certain quantity of air, under a pre-determined pressure, needs to penetrate the fabric. The measured value, as well as our own experience, allows us to evaluate the quality of the fabric.

2. Line strength

Over time, lines lose their tensile strength. Depending on the material, this effect can be more or less severe. Lines made from Aramid (Kevlar) are more susceptible to wear due to repeated bending and these are checked during every service. The tensile strength of Dyneema is generally constant.

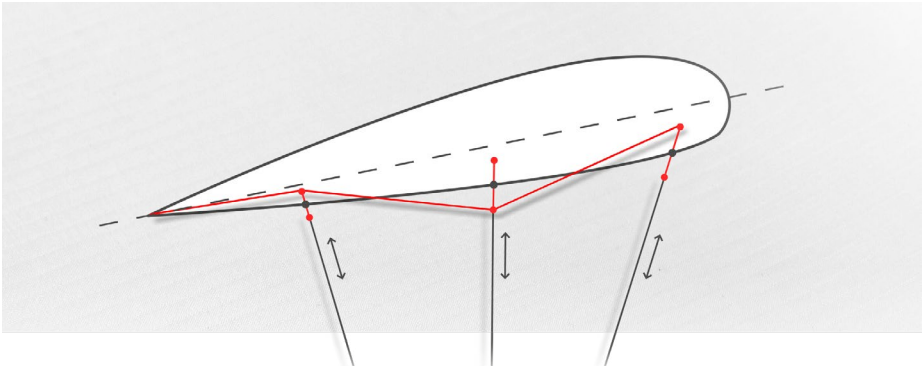
3. Visual inspection

Even with careful use, small tears and holes in the paraglider sail cloth may occur. Generally, these have no negative impact on the safety of the wing. The visual inspection focuses on any defects that are relevant to safety.

4. Trim tuning

The system not only checks the individual line lengths, the NOVA Trim Tuning also checks for any deviation in line length in comparison to each other, i.e. the difference in line length from A to B, from B to C as well as A to C.

The result of NOVA Trim Tuning is perfect trim, perfectly balancing the angle of attack and the relative length variations of the A, B and C lines.



5. Sailcloth strength

Over time, the coating on the sailcloth becomes more porous and the cloth also loses some of its tensile strength. The NOVA service centre uses a Bettsometer to check the tensile strength of a heavily used wing. During this process a needle is inserted into the sailcloth and then the instrument is pulled to measure the force needed to provoke further tearing.

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