

TECHNICAL DATA

DHV TESTREPORT LTF

DHV TESTREPORT EN

DATASHEET

PARTS LIST

OPERATING INSTRUCTION

PRINT



DHV TESTREPORT EN 926-2:2013+A1:2021

NOVA ION 7 XS

Type designation NOVA Ion 7 XS
Type test reference no DHV GS-01-2750-22
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 (70KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (95KG)

Test pilots



Beni Stocker

No release



Harald Buntz

No release

Inflation/take-off

A

A

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

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

Landing

A

A

Special landing technique required No

No

Speeds in straight flight

A

A

Trim speed more than 30 km/h Yes
Speed range using the controls larger than 10 km/h Yes

Yes
 Yes

Minimum speed Less than 25 km/h

Less than 25 km/h

Control movement

A

A

Symmetric control pressure Increasing
Symmetric control travel Greater than 55 cm

Symmetric control pressure Increasing
Symmetric control travel Greater than 60 cm

Pitch stability exiting accelerated flight

A

A

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

Pitch stability operating controls during accelerated flight

A

A

Collapse occurs No

No

Roll stability and damping

A

A

Oscillations Reducing

Reducing

Stability in gentle spirals

A

A

Tendency to return to straight flight Spontaneous exit

Spontaneous exit

Behaviour exiting a fully developed spiral dive B

B

Initial response of glider (first 180°) en : keine unmittelbare Reaktion

en : keine unmittelbare Reaktion

Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)

Spontaneous exit (g force decreasing, rate of turn decreasing)

Turn angle to recover normal flight 720° to 1 080°, spontaneous recovery

720° to 1 080°, spontaneous recovery

Symmetric front collapse

A

A

Entry Rocking back less than 45°

Rocking back less than 45°

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°

Change of course Keeping course

Keeping course

Cascade occurs	No	No
Folding lines used	no	no

Unaccelerated collapse (at least 50 % chord) ;A

Entry	Rocking back less than 45°	Rocking back less than 45°
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°
Change of course	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs	No	No
Folding lines used	no	no

Accelerated collapse (at least 50 % chord) ;A

Entry	Rocking back less than 45°	Rocking back less than 45°
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°
Change of course	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs	No	No
Folding lines used	no	no

Exiting deep stall (parachutal stall) ;A

Deep stall achieved	Yes	Yes
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°
Change of course	Changing course less than 45°	Changing course less than 45°
Cascade occurs	No	No

High angle of attack recovery ;A

Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No

Recovery from a developed full stall ;A

Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Collapse	No collapse	No collapse
Cascade occurs (other than collapses)	No	No
Rocking back	Less than 45°	Less than 45°
Line tension	Most lines tight	Most lines tight

Small asymmetric collapse ;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°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No	No
Cascade occurs	No	No
Folding lines used	no	no

Large asymmetric collapse ;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°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No	No
Cascade occurs	No	No
Folding lines used	no	no

Small asymmetric collapse accelerated ;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°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No	No
Cascade occurs	No	No
Folding lines used	no	no

Large asymmetric collapse accelerated	B	B
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 behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course Less than 360°		Less than 360°
Collapse on the opposite side occurs No (or only a small number of collapsed cells with a spontaneous re inflation)		No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs No		No
Cascade occurs No		No
Folding lines used no		no
Directional control with a maintained asymmetric collapse	A	A
Able to keep course Yes		Yes
180° turn away from the collapsed side possible in 10 s Yes		Yes
Amount of control range between turn and stall or spin travel 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°		Stops spinning in less than 90°
Cascade occurs No		No
B-line stall	A	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
Big ears	A	A
Entry procedure Dedicated controls		Dedicated controls
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	B	B
Entry procedure Dedicated controls		Dedicated controls
Behaviour during big ears Stable flight		Stable flight
Recovery 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		Stable flight
Alternative means of directional control	A	A
180° turn achievable in 20 s Yes		Yes
Stall or spin occurs No		No
Any other flight procedure and/or configuration described in the user's manual		
No other flight procedure or configuration described in the user's manual		