





- DHV-tested Equipment
- Flying Equipment Database
- Manufacturers / Dealers
- Flying Schools
- Clubs

DHV Databases

- TECHNICAL DATA
- DHV TESTREPORT LTF
- DHV TESTREPORT EN
- DATASHEET
- PARTS LIST
- PRINT



DHV TESTREPORT EN926-2:2014

NOVA MENTOR 6 L		
Type designation	NOVA Mentor 6 L	
Type test reference no	DHV GS-01-2407-18	
Holder of certification	NOVA Vertriebsgesellschaft m.b.H.	
Manufacturer	NOVA Vertriebsgesellschaft m.b.H.	
Classification	B	
Winch towing	No	
Number of seats min / max	1 / 1	
Accelerator	Yes	
Trimmers	No	
		
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (100KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (130KG)
Test pilots	 Harald Buntz	 Sebastian Mackrodt
	No release	No release
Inflation/take-off	A	A
Rising behaviour	Smooth, easy and constant rising	
Special take off technique required	No	
Landing	A	A
Special landing technique required	No	
Speeds in straight flight	A	A
Trim speed more than 30 km/h	Yes	Yes
Speed range using the controls larger than 10 km/h	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 60 cm	Greater than 65 cm
Pitch stability exiting accelerated flight	A	A
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	
Roll stability and damping	A	A
Oscillations	Reducing	
Stability in gentle spirals	A	A
Tendency to return to straight flight	Spontaneous exit	
en : Verhalten beim Verlassen einer vollständigen Steilspirale	A	A
en : Erstes Ansprechen des Gleitschirms (die ersten 180°)	en : unmittelbare Verringerung der Drehgeschwindigkeit	en : unmittelbare Verringerung der Drehgeschwindigkeit
Tendency to return to straight flight	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)

Turn angle to recover normal flight Less than 720°, spontaneous recovery Less than 720°, spontaneous recovery

<u>Symmetric front collapse</u>	B	B
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 30° to 60°
Change of course	Entering a turn of less than 90°	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no

<u>en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe</u>	B	B
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 30° to 60°
Change of course	Entering a turn of less than 90°	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no

<u>en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe</u>	B	B
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 30° to 60°
Change of course	Keeping course	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no

<u>Exiting deep stall (parachutal stall)</u>	A	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

<u>High angle of attack recovery</u>	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No

<u>Recovery from a developed full stall</u>	A	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

<u>en : Kleiner einseitiger Klapper</u>	B	A
Change of course until re-inflation	90° to 180°	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	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no

<u>en : Großer einseitiger Klapper</u>	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	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no

<u>en : Kleiner einseitiger Klapper im beschleunigten Flug</u>	B	A
Change of course until re-inflation	90° to 180°	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	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)

Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
en : Großer einseitiger Klapper im beschleunigten Flug	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	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	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	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	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	Spontaneous in 3 s to 5 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	B	A
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	Spontaneous in 3 s to 5 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		