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DHV TESTREPORT EN926-2:2014

| NOVA MENTOR 6 XS  |   |   |
|---|---|---|
| Type designation  | NOVA Mentor 6 XS  |   |
| Type test reference no  | DHV GS-01-2409-18   |   |
| Holder of certification   | <a href="#">NOVA Vertriebsgesellschaft m.b.H.</a>   |   |
| Manufacturer  | <a href="#">NOVA Vertriebsgesellschaft m.b.H.</a>   |   |
| Classification  | B   |   |
| Winch towing  | No  |   |
| Number of seats min / max   | 1 / 1   |   |
| Accelerator   | Yes   |   |
| Trimmers  | No  |   |
|   |                        |   |
|   | BEHAVIOUR AT MIN WEIGHT IN FLIGHT (70KG)  | BEHAVIOUR AT MAX WEIGHT IN FLIGHT (90KG)  |
| Test pilots   | <br><b>Beni Stocker</b> | <br><b>Harald Buntz</b> |
|   | No release  | No release  |
| <b>Inflation/take-off</b>   | A   | A   |
| Rising behaviour  | Smooth, easy and constant rising  |   |
| Special take off technique required                                   | No  |   |
| <b>Landing</b>  | A   | A   |
| Special landing technique required                                    | No  |   |
| <b>Speeds in straight flight</b>                                      | A   | A   |
| 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   |   |
| <b>Control movement</b>   | A   | A   |
| Symmetric control pressure  | Increasing  |   |
| Symmetric control travel  | Greater than 55 cm  |   |
| <b>Pitch stability exiting accelerated flight</b>                     | A   | A   |
| Dive forward angle on exit  | Dive forward less than 30°  |   |
| Collapse occurs   | No  |   |
| <b>Pitch stability operating controls during accelerated flight</b>   | A   | A   |
| Collapse occurs   | No  |   |
| <b>Roll stability and damping</b>                                     | A   | A   |
| Oscillations  | Reducing  |   |
| <b>Stability in gentle spirals</b>                                    | A   | A   |
| Tendency to return to straight flight                                 | Spontaneous exit  |   |
| <b>en : Verhalten beim Verlassen einer vollständigen Steilspirale</b> | A   | A   |
| en : Erstes Ansprechen des Gleitschirms (die ersten 180°)             | en : unmittelbare Verringerung der Drehgeschwindigkeit  |   |
| Tendency to return to straight flight                                 | en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)                         |   |
|   | en : unmittelbare Verringerung der Drehgeschwindigkeit  |   |
|   | 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 0° to 30°           |
| Change of course                | Entering a turn of less than 90° | Entering a turn of less than 90° |
| 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 30° to 60°          | 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                               |
| 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 30° to 60°          | Dive forward 0° to 30°     |
| Change of course   | Entering a turn of less than 90° | 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> | A  | B  |
|---|--|--|
| Change of course until re-inflation     | Less than 90°  | 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 : 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> | A  | B  |
|--|--|--|
| Change of course until re-inflation                            | Less than 90°  | 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   |
| <b>en : Großer einseitiger Klapper im beschleunigten Flug</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   |
| <b>Directional control with a maintained asymmetric collapse</b>                      |  |  |
| 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   |
| <b>Trim speed spin tendency</b>   |  |  |
| Spin occurs   | No   | No   |
| <b>Low speed spin tendency</b>  |  |  |
| Spin occurs   | No   | No   |
| <b>Recovery from a developed spin</b>   |  |  |
| Spin rotation angle after release   | Stops spinning in less than 90°  | Stops spinning in less than 90°  |
| Cascade occurs  | No   | No   |
| <b>B-line stall</b>   |  |  |
| 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 30° to 60°  | Dive forward 0° to 30°   |
| Cascade occurs  | No   | No   |
| <b>Big ears</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°   |
| <b>Big ears in accelerated flight</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  |
| <b>Alternative means of directional control</b>                                       |  |  |
| 180° turn achievable in 20 s  | Yes  | Yes  |
| Stall or spin occurs  | No   | No   |
| <b>Any other flight procedure and/or configuration described in the user's manual</b> |  |  |
| No other flight procedure or configuration described in the user's manual             |  |  |