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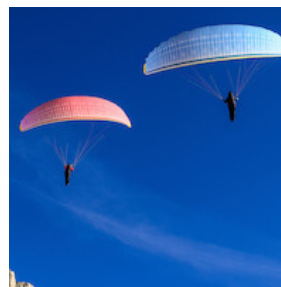
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DHV TESTREPORT EN926-2:2014

NOVA MENTOR 5 L

Type designation	NOVA Mentor 5 L
Type test reference no	DHV GS-01-2255-16
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)

Test pilots



Harald Buntz

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (130KG)



Sebastian Mackrodt

Inflation/take-off**Rising behaviour** Smooth, easy and constant risingen : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich
No**Special take off technique required** NoLanding**Special landing technique required** NoSpeeds 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/hControl movement**Symmetric control pressure** Increasing**Symmetric control travel** Greater than 60 cmPitch stability exiting accelerated flight**Dive forward angle on exit** Dive forward less than 30°**Collapse occurs** NoPitch stability operating controls during accelerated flight**Collapse occurs** NoRoll stability and damping**Oscillations** ReducingStability in gentle spirals**Tendency to return to straight flight** Spontaneous exiten : Verhalten beim Verlassen einer vollständigen Steilspirale

en : Erstes Ansprechen des Gleitschirms (die ersten 180°) Drehgeschwindigkeit

Tendency to return to straight flight en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)**Turn angle to recover normal flight** Less than 720°, spontaneous recoverySymmetric front collapse**Entry** Rocking back less than 45°**Recovery** Spontaneous in 3 s to 5 s**Dive forward angle on exit** 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
en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe 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
en : Symmetrischer Frontklapper im beschleunigten Flug 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
Exiting deep stall (parachutal stall) 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
High angle of attack recovery A		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		B
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 30° to 60°
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
en : Kleiner einseitiger Klapper 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°		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 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
en : Kleiner einseitiger Klapper im beschleunigten Flug 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
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
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<u>Directional control with a maintained asymmetric collapse</u>	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
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<u>Trim speed spin tendency</u>	A	A
Spin occurs	No	No
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<u>Low speed spin tendency</u>	A	A
Spin occurs	No	No
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<u>Recovery from a developed spin</u>	A	A
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	No	No
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<u>B-line stall</u>	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 30° to 60°	Dive forward 0° to 30°
Cascade occurs	No	No
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<u>Big ears</u>	A	B
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in less than 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°
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<u>Big ears in accelerated flight</u>	A	B
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in 3 s to 5 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
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<u>Alternative means of directional control</u>	A	A
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	No
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<u>Any other flight procedure and/or configuration described in the user's manual</u>		
No other flight procedure or configuration described in the user's manual		