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TECHNICAL DATA DHY TESTREPORT LTF DHY TESTREPORT EN DATASHEET PARTS LIST OPERATING INSTRUCTION PRINT



DHV TESTREPORT LTF 2009

NOVA MENTOR 4 XS

Type designation NOVA Mentor 4 XS

Type test reference no DHV GS-01-2115-14

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



BEHAVIOUR AT MIN WEIGHT IN BEHAVIOUR AT MAX WEIGHT IN FLIGHT (70KG)

Test pilots



FLIGHT (90KG)



Harald Buntz

Inflation/take-o		Beni Stocker
·		Smooth, easy and constant rising
<u>Landing</u>		A
:	Special landing technique required	No

T .	1
Speeds in straight flight	Α

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

Smooth, easy and constant rising

Α

No

Α

Reducina

Α

Yes Minimum speed Less than 25 km/h

Symmetric control pressure Increasing Symmetric control travel Greater than 55 cm

Less than 25 km/h Α

Increasing Greater than 60 cm

Dive forward less than 30°

Pitch stability exiting accelerated flight A

Pitch stability operating controls during

Control movement

Dive forward angle on exit Dive forward less than 30°

Collapse occurs No

accelerated flight Collapse occurs No

Roll stability and damping A Oscillations Reducing

Tendency to return to straight flight Spontaneous exit

Α Spontaneous exit

Behaviour in a steeply banked turn 🔥 B

Symmetric front collapse

Stability in gentle spirals

Sink rate after two turns More than 14 m/s

More than 14 m/s

Entry Rocking back less than 45° Recovery Spontaneous in 3 s to 5 s

Dive forward angle on exit Dive forward 30° to 60° Change of course Entering a turn of less than 90° Cascade occurs No

Dive forward 30° to 60° Entering a turn of less than 90°

Spontaneous in 3 s to 5 s

Symmetric front collapse in accelerated flight | B

Entry Rocking back less than 45° **Recovery** Spontaneous in 3 s to 5 s Dive forward angle on exit Dive forward 30° to 60° $\,$

Rocking back less than 45° Spontaneous in 3 s to 5 s Dive forward 30° to 60°

Change of course Cascade occurs	Entering a turn of loss than 000	
	_	Entering a turn of less than 90° No
		1-
Exiting deep stall (parachutal stall)	A	ļA
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°
Change of course Cascade occurs	Changing course less than 45°	Changing course less than 45° No
Cascade occurs	NO.	110
High angle of attack recovery	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No
	•	1
	B	¦B
Dive forward angle on exit		Dive forward 30° to 60°
	No collapse	No collapse
Cascade occurs (other than collapses)		No
Rocking back	Most lines tight	Less than 45° Most lines tight
Line tension	Most lines tight	nost mes tight
Asymmetric collapse 45-50%	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°
Re-inflation behaviour	3	Spontaneous re-inflation
Total change of course	•	Less than 360°
Collapse on the opposite side occurs		No
Twist occurs		No
Cascade occurs	No	No
Asymmetric collapse 70-75%	В	В
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°
Re-inflation behaviour		Spontaneous re-inflation
Total change of course	•	Less than 360°
Collapse on the opposite side occurs	No	No
Twist occurs	No	No
Cascade occurs	No	No
Asymmetric collapse 45-50% in accelerated		1
flight	Α	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°
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	No
Twist occurs		No
Cascade occurs	No	No
Asymmetric collapse 70-75% in accelerated		1.
flight	B	В
Change of course until re-inflation	90° to 180°	000 - 1000
5		90° to 180°
Maximum dive forward or roll angle	3	Dive or roll angle 15° to 45°
Maximum dive forward or roll angle Re-inflation behaviour	Spontaneous re-inflation	Dive or roll angle 15° to 45° Spontaneous re-inflation
Maximum dive forward or roll angle Re-inflation behaviour Total change of course	Spontaneous re-inflation Less than 360°	Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°
Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs	Spontaneous re-inflation Less than 360° No	Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No
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<u>Big ears</u>		В	В
	Entry procedure	Dedicated controls	Dedicated controls
	Behaviour during big ears	Stable flight	Stable flight
	Recovery	Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
ı	Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated t	flight	В	В
	Entry procedure	Dedicated controls	Dedicated controls
	Behaviour during big ears	Stable flight	Stable flight
		Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 s
	No	Divo forward 00 to 300	Dive forward 0° to 30°
L	Dive forward angle on exit	Dive for ward of to 50	Dive for ward of to 50
Behaviour imme	diately after releasing the while maintaining big ears	Stable flight	Stable flight
Behaviour imme accelerator v	diately after releasing the while maintaining big ears	Stable flight	
Behaviour imme accelerator v Behaviour exiting a stee	diately after releasing the while maintaining big ears	Stable flight	Stable flight
Behaviour imme accelerator v Behaviour exiting a stee Tendency (diately after releasing the while maintaining big ears epspiral to return to straight flight	Stable flight	Stable flight A Spontaneous exit
Behaviour imme accelerator v <u>Behaviour exiting a stee</u> Tendency t Turn angi	diately after releasing the while maintaining big ears epspiral to return to straight flight	Stable flight A Spontaneous exit Less than 720°, spontaneous recovery	Stable flight A Spontaneous exit
Behaviour imme accelerator v Behaviour exiting a stee Tendency v Turn angl Sink rate when evalua	diately after releasing the while maintaining big ears epspiral to return to straight flight le to recover normal flightating spiral stability [m/s]	Stable flight A Spontaneous exit Less than 720°, spontaneous recovery	Stable flight A Spontaneous exit Less than 720°, spontaneous recover
Behaviour imme accelerator v Behaviour exiting a stee Tendency v Turn ang Sink rate when evalua	diately after releasing the while maintaining big ears epspiral to return to straight flight le to recover normal flightating spiral stability [m/s]	Stable flight A Spontaneous exit Less than 720°, spontaneous recovery 14	A Spontaneous exit Less than 720°, spontaneous recover 14

No other flight procedure or configuration described in the user's manual $% \left(1\right) =\left(1\right) \left(1\right)$

by jursaconsulting