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DHV TESTREPORT EN926-2:2014

NOVA MENTOR 5 S

Type designation NOVA Mentor 5 S
Type test reference no DHV GS-01-2254-16
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 (80KG)

Test pilots



Beni Stocker

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (100KG)



Harald Buntz

Inflation/take-off

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

A

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

Landing

Landing A
Special landing technique required No

A

Landing A
Special landing technique required No

Speeds 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/h

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

Control movement

Symmetric control pressure Increasing
Symmetric control travel Greater than 60 cm

A

Symmetric control pressure Increasing
Symmetric control travel Greater than 60 cm

Pitch stability exiting accelerated flight

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

A

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

Pitch stability operating controls during accelerated flight

Collapse occurs No

A

Collapse occurs No

Roll stability and damping

Oscillations Reducing

A

Oscillations Reducing

Stability in gentle spirals

Tendency to return to straight flight Spontaneous exit

A

Tendency to return to straight flight Spontaneous exit

en : 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 recovery

A

en : unmittelbare Verringerung der Drehgeschwindigkeit
en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)
Less than 720°, spontaneous recovery

Symmetric front collapse

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

B

Rocking back less than 45°
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 |
| 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 30° to 60° |
| 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 30° to 60° |
| 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 | 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 |
| 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 | 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 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) |

| | | |
|----------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------------|
| | Wiederöffnung) | selbstständiger Wiederöffnung) |
| Twist occurs | No | No |
| Cascade occurs | No | No |
| en : Fatleinen wurden benutzt | no | no |
| <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 |
| <u>Trim speed spin tendency</u> | A | A |
| Spin occurs | No | No |
| <u>Low speed spin tendency</u> | A | A |
| Spin occurs | No | No |
| <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 |
| <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 30° to 60° |
| Cascade occurs | No | No |
| <u>Big ears</u> | 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 less than 3 s |
| Dive forward angle on exit | Dive forward 0° to 30° | Dive forward 0° to 30° |
| <u>Big ears in accelerated flight</u> | 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 |
| <u>Alternative means of directional control</u> | A | A |
| 180° turn achievable in 20 s | Yes | Yes |
| Stall or spin occurs | No | No |
| <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 | | |