TECHNICAL DATA DHV TESTREPORT LTF DHV TESTREPORT EN DATASHEET







DHV TESTREPORT EN926-2:2005

NOVA IBEX 3 XXS

Type designation NOVA IBEX 3 XXS Type test reference no DHV GS-01-2143-15

Holder of certification NOVA Vertriebsgesellschaft m.b.H.

Manufacturer NOVA Vertriebsgesellschaft m.b.H.

Classification C

Winch towing Yes

Number of seats min / max 1/1

Accelerator Yes

Trimmers No



FLIGHT (98KG)

BEHAVIOUR AT MIN WEIGHT IN FLIGHT (50KG)





Verena Schurian **Expert Beni Stocker**



Harald Buntz

| Inflation/take-off | A | A |
|--|--|----------------------------------|
| Rising bel | naviour Smooth, easy and constant rising | Smooth, easy and constant rising |
| Special take off technique re | equired No | No |
| Landing | A | A |
| Special landing technique re | equired No | No |
| Speeds in straight flight | A | A |
| Trim speed more than 30 |) km/h Yes | Yes |
| Speed range using the controls larger than 10 | D km/h Yes | Yes |
| Minimun | speed Less than 25 km/h | Less than 25 km/h |
| Control movement | A | A |
| Symmetric control p | ressure Increasing | Increasing |
| Symmetric control travel Greater than 55 cm | | Greater than 60 cm |
| Pitch stability exiting accelerated flight | А | A |
| Dive forward angle | on exit Dive forward less than 30° | Dive forward less than 30° |
| Collapse | occurs No | No |
| Pitch stability operating controls during accelerated flight | A | A |
| Collapse | occurs No | No |
| Roll stability and damping | A | A |
| Oscil | lations Reducing | Reducing |
| Stability in gentle spirals | A | A |
| Tendency to return to straigh | t flight Spontaneous exit | Spontaneous exit |
| Behaviour in a steeply banked turn | В | В |
| | o turns More than 14 m/s | More than 14 m/s |

| Symmetric front collapse | | |
|--|---|---|
| | A | A |
| _ · | v Dooking hook less than 450 | Decking healtheas the state |
| | y Rocking back less than 45° | Rocking back less than 45° |
| Recover | y Spontaneous in less than 3 s | Spontaneous in less than 3 s |
| Dive forward angle on exi | t Dive forward 0° to 30° | Dive forward 0° to 30° |
| _ | e Entering a turn of less than 90° | Entering a turn of less than 90° |
| _ | _ | |
| Cascade occur | s No | No |
| | 1 | 1 |
| Symmetric front collapse in accelerated flight | ¦ A | ¦A |
| Entr | y Rocking back less than 45° | Rocking back less than 45° |
| | | |
| | y Spontaneous in less than 3 s | Spontaneous in less than 3 s |
| Dive forward angle on exi | t Dive forward 0° to 30° | Dive forward 0° to 30° |
| Change of course | e Entering a turn of less than 90° | Entering a turn of less than 90° |
| Cascade occur | _ | No |
| Cuscude occur | 3 110 | 140 |
| Exiting deep stall (parachutal stall) | A | A |
| | | |
| Deep stall achieve | | Yes |
| Recover | y Spontaneous in less than 3 s | Spontaneous in less than 3 s |
| Dive forward angle on exi | | Dive forward 0° to 30° |
| | | |
| _ | e Changing course less than 45° | Changing course less than 45° |
| Cascade occur | s No | No |
| little cools of an I | ia | i. |
| High angle of attack recovery | ¦A | A |
| Recover | y Spontaneous in less than 3 s | Spontaneous in less than 3 s |
| Cascade occur | | No |
| Cascade Occur | 5.10 | |
| Recovery from a developed full stall | В | В |
| | | ·- - |
| Dive forward angle on exi | t Dive forward 30° to 60° | Dive forward 30° to 60° |
| Collapse | e No collapse | No collapse |
| Cascade occurs (other than collapses |) No | No |
| | | |
| _ | k Less than 45° | Less than 45° |
| Line tension | n Most lines tight | Most lines tight |
| | | |
| Asymmetric collapse 45-50% | ¦ A | ¦ A |
| Change of course until re-inflation | 1 Less than 90° | Less than 90° |
| Maximum dive forward or roll angle | | |
| _ | _ | Dive or roll angle 15° to 45° |
| Re-inflation behaviou | r Spontaneous re-inflation | Spontaneous re-inflation |
| Total change of course | a Loss than 2600 | Less than 360° |
| Total change of cours | e Less than 300° | Less than 500 |
| _ | | |
| Collapse on the opposite side occur | s No | No |
| Collapse on the opposite side occur Twist occur | s No s No | No No |
| Collapse on the opposite side occur | s No s No | No |
| Collapse on the opposite side occur Twist occur Cascade occur | s No s No | No No No |
| Collapse on the opposite side occur Twist occur | s No s No | No No |
| Collapse on the opposite side occur Twist occur Cascade occur | s No s No s No B | No No No |
| Collapse on the opposite side occur Twist occur Cascade occur Asymmetric collapse 70-75% Change of course until re-inflation | s No s No s No B 1 90° to 180° | No No No B 90° to 180° |
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Cascade occurs No No Directional control with a maintained Α asymmetric collapse Able to keep course Yes 180° turn away from the collapsed side possible in Yes Yes 10 s Amount of control range between turn and stall or More than 50 % of the symmetric control More than 50 % of the symmetric Trim speed spin tendency Spin occurs No Α Low speed spin tendency Spin occurs No Recovery from a developed spin Spin rotation angle after release Stops spinning in less than 90° Stops spinning in less than 90° Cascade occurs No No **B-line stall** Α 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 **Big ears Entry procedure** Dedicated controls Dedicated controls Behaviour during big ears Stable flight Stable flight 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° Big ears in accelerated flight Entry procedure Dedicated controls Dedicated controls Behaviour during big ears Stable flight Stable flight **Recovery** Spontaneous in less than 3 s Spontaneous in less than 3 s Dive forward 0° to 30° Dive forward angle on exit Dive forward 0° to 30° Behaviour immediately after releasing the Stable flight Stable flight accelerator while maintaining big ears Behaviour exiting a steep spiral A Tendency to return to straight flight Spontaneous exit Spontaneous exit Turn angle to recover normal flight Less than 720°, spontaneous recovery Less than 720°, spontaneous recovery Sink rate when evaluating spiral stability [m/s] 14 Α Alternative means of directional control 180° turn achievable in 20 s Yes Yes Stall or spin occurs No Nο

by jursaconsulting

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