



DHV TESTREPORT EN926-2:2014

NOVA SECTOR L

Type designation NOVA Sector L
Type test reference no DHV GS-01-2332-17
Holder of certification [NOVA Vertriebsgesellschaft m.b.H.](#)
Manufacturer [NOVA Vertriebsgesellschaft m.b.H.](#)
Classification C
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	B	B
Rising behaviour	en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich	en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich
Special take off technique required	No	No
Landing	A	A
Special landing technique required	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 km/h	Yes	Yes
Minimum speed	Less than 25 km/h	Less than 25 km/h
Control movement	C	A
Symmetric control pressure	Increasing	Increasing
Symmetric control travel	45 cm to 60 cm	Greater than 65 cm
Pitch stability exiting accelerated flight	A	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
Oscillations	Reducing	Reducing
Stability in gentle spirals	A	A
Tendency to return to straight flight	Spontaneous exit	Spontaneous exit
en : Verhalten beim Verlassen einer vollständigen Steilspirale	A	A
en : Erstes Ansprechen des Gleitschirms (die ersten 180°)	en : unmittelbare Verringerung der Drehgeschwindigkeit	en : unmittelbare Verringerung der Drehgeschwindigkeit
Tendency to return to straight flight	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
Symmetric front collapse	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% Flügeliefe</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 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
<u>en : Symmetrischer Frontklapper im beschleunigten Flug</u>	C	C
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 90° to 180°		Entering a turn of 90° to 180°
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>	B	B
Dive forward angle on exit Dive forward 30° to 60°		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
<u>en : Kleiner einseitiger Klapper</u>	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
<u>en : Großer einseitiger Klapper</u>	C	C
Change of course until re-inflation 90° to 180°		90° to 180°
Maximum dive forward or roll angle Dive or roll angle 45° to 60°		Dive or roll angle 45° to 60°
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 Yes, no turn reversal		Yes, no turn reversal
Twist occurs No		No
Cascade occurs No		No
en : Faltleinen wurden benutzt no		no
<u>en : Kleiner einseitiger Klapper im beschleunigten Flug</u>	C	C
Change of course until re-inflation 90° to 180°		90° to 180°
Maximum dive forward or roll angle Dive or roll angle 45° to 60°		Dive or roll angle 45° to 60°
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 im beschleunigten Flug</u>	C	C
Change of course until re-inflation 90° to 180°		90° to 180°
Maximum dive forward or roll angle Dive or roll angle 45° to 60°		Dive or roll angle 45° to 60°
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 Yes, no turn reversal		Yes, no turn reversal
Twist occurs No		No
Cascade occurs No		No
en : Faltleinen 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
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Trim speed spin tendency	A	A
Spin occurs	No	No
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Low speed spin tendency	A	A
Spin occurs	No	No
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Recovery from a developed spin	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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B-line stall	C	C
Change of course before release	Changing course more than 45°	Changing course less than 45°
Behaviour before release	Remains stable without straight span	Remains stable without straight span
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°
Cascade occurs	No	No
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Big ears	B	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°
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Big ears in accelerated flight	B	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
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Alternative means of directional control	A	A
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	No
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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		