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DHV TESTREPORT EN926-2:2014

NOVA ION 5S LIGHT		
Type designation	NOVA Ion 5S light	
Type test reference no	DHV GS-01-2370-18	
Holder of certification	<a href="#">NOVA Vertriebsgesellschaft m.b.H.</a>	
Manufacturer	<a href="#">NOVA Vertriebsgesellschaft m.b.H.</a>	
Classification	B	
Winch towing	Yes	
Number of seats min / max	1 / 1	
Accelerator	Yes	
Trimmers	No	
	<b>BEHAVIOUR AT MIN WEIGHT IN FLIGHT (80KG)</b>	<b>BEHAVIOUR AT MAX WEIGHT IN FLIGHT (100KG)</b>
Test pilots	 <b>Beni Stocker</b>	 <b>Sebastian Mackrodt</b>
<u>Inflation/take-off</u>	A	A
Rising behaviour	Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique required	No	No
<u>Landing</u>	A	A
Special landing technique required	No	No
<u>Speeds in straight flight</u>	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
<u>Control movement</u>	A	A
Symmetric control pressure	Increasing	Increasing
Symmetric control travel	Greater than 60 cm	Greater than 60 cm
<u>Pitch stability exiting accelerated flight</u>	A	A
Dive forward angle on exit	Dive forward less than 30°	Dive forward less than 30°
Collapse occurs	No	No
<u>Pitch stability operating controls during accelerated flight</u>	A	A
Collapse occurs	No	No
<u>Roll stability and damping</u>	A	A
Oscillations	Reducing	Reducing
<u>Stability in gentle spirals</u>	A	A
Tendency to return to straight flight	Spontaneous exit	Spontaneous exit
<u>en : Verhalten beim Verlassen einer vollständigen Steilspirale</u>	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

<b>Symmetric front collapse</b>	<b>A</b>	<b>A</b>
Entry	Rocking back less than 45°	Rocking back less than 45°
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	Entering a turn of less than 90°	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
<b>en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe</b>	<b>A</b>	<b>A</b>
Entry	Rocking back less than 45°	Rocking back less than 45°
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	Entering a turn of less than 90°	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
<b>en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe</b>	<b>B</b>	<b>A</b>
Entry	Rocking back less than 45°	Rocking back less than 45°
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°
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
<b>Exiting deep stall (parachutal stall)</b>	<b>A</b>	<b>A</b>
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
<b>High angle of attack recovery</b>	<b>A</b>	<b>A</b>
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No
<b>Recovery from a developed full stall</b>	<b>A</b>	<b>A</b>
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
<b>en : Kleiner einseitiger Klapper</b>	<b>A</b>	<b>A</b>
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 0° to 15°
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
<b>en : Großer einseitiger Klapper</b>	<b>A</b>	<b>A</b>
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
<b>en : Kleiner einseitiger Klapper im beschleunigten Flug</b>	<b>A</b>	<b>A</b>
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
<b>en : Großer einseitiger Klapper im beschleunigten Flug</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
<b>Directional control with a maintained asymmetric collapse</b>		
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
<b>Trim speed spin tendency</b>		
Spin occurs	No	No
<b>Low speed spin tendency</b>		
Spin occurs	No	No
<b>Recovery from a developed spin</b>		
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	No	No
<b>B-line stall</b>		
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
<b>Big ears</b>		
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Big ears in accelerated flight</b>		
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in less than 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
<b>Alternative means of directional control</b>		
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	No
<b>Any other flight procedure and/or configuration described in the user's manual</b>		
No other flight procedure or configuration described in the user's manual		