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DHV Databases

TECHNICAL DATA DHV TESTREPORT LTF DATASHEET PARTS LIST OPERATING INSTRUCTION PRINT



DHV TESTREPORT EN926-2:2014

NOVA ION 6M		
Type designation	NOVA Ion 6M	
Type test reference no	DHV GS-01-2520-20	
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	
Trimmers	No	
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (90KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (110KG)
Test pilots	 Harald Buntz	 Sebastian Mackrodt
	No release	No release
<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 65 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



<u>Symmetric front collapse</u>	A	A
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 Keeping course		Entering a turn of less than 90°
Cascade occurs No		No
en : Faltleinen wurden benutzt no		no

<u>en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe</u>	A	A
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 Keeping course		Entering a turn of less than 90°
Cascade occurs No		No
en : Faltleinen wurden benutzt no		no

<u>en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe</u>	A	A
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 Keeping course		Entering a turn of less than 90°
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>	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

<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>	A	B
Change of course until re-inflation Less than 90°		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

<u>en : Kleiner einseitiger Klapper im beschleunigten Flug</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

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)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no

Directional control with a maintained asymmetric collapse **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

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

B-line stall **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 0° to 30°	Dive forward 0° to 30°
Cascade occurs	No	No

Big ears **A** **A**

Entry procedure	Standard technique	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 **A** **A**

Entry procedure	Standard technique	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°
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Stable flight

Alternative means of directional control **A** **A**

180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	No

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