

TECHNICAL DATA

DHV TESTREPORT LTF

DHV TESTREPORT EN

DATASHEET

PARTS LIST

OPERATING INSTRUCTION

PRINT



## DHV TESTREPORT EN926-2:2005

## NOVA PRION 3 M

**Type designation** NOVA Prion 3 M  
**Type test reference no** DHV GS-01-2130-15  
**Holder of certification** [NOVA Vertriebsgesellschaft m.b.H.](#)  
**Manufacturer** [NOVA Vertriebsgesellschaft m.b.H.](#)  
**Classification** A  
**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



Beni Stocker



Sebastian Mackrodt

Inflation/take-off

A

A

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

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

Landing

A

A

**Special landing technique required** No

No

Speeds in straight flight

A

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

**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

A

A

**Symmetric control pressure** Increasing  
**Symmetric control travel** Greater than 60 cm

**Symmetric control pressure** Increasing  
**Symmetric control travel** Greater than 65 cm

Pitch stability exiting accelerated flight

A

A

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

**Dive forward angle on exit** Dive forward less than 30°  
**Collapse occurs** 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

Behaviour in a steeply banked turn 

A

A

**Sink rate after two turns** Up to 12 m/s

12 m/s to 14 m/s

Symmetric front collapse

A

A

**Entry** Rocking back less than 45°  
**Recovery** Spontaneous in less than 3 s  
**Dive forward angle on exit** Dive forward 0° to 30°  
**Change of course** Entering a turn of less than 90°  
**Cascade occurs** No

**Entry** Rocking back less than 45°  
**Recovery** Spontaneous in less than 3 s  
**Dive forward angle on exit** Dive forward 0° to 30°  
**Change of course** Keeping course  
**Cascade occurs** No

Symmetric front collapse in accelerated flight

A

A

<b>Entry</b> Rocking back less than 45°	A	Rocking back less than 45°
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Entering a turn of less than 90°		Keeping course
<b>Cascade occurs</b> No		No
<b>Exiting deep stall (parachutal stall)</b>		
<b>Deep stall achieved</b> Yes	A	Yes
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Changing course less than 45°		Changing course less than 45°
<b>Cascade occurs</b> No		No
<b>High angle of attack recovery</b>		
<b>Recovery</b> Spontaneous in less than 3 s	A	Spontaneous in less than 3 s
<b>Cascade occurs</b> No		No
<b>Recovery from a developed full stall</b>		
<b>Dive forward angle on exit</b> Dive forward 0° to 30°	A	Dive forward 0° to 30°
<b>Collapse</b> No collapse		No collapse
<b>Cascade occurs (other than collapses)</b> No		No
<b>Rocking back</b> Less than 45°		Less than 45°
<b>Line tension</b> Most lines tight		Most lines tight
<b>Asymmetric collapse 45-50%</b>		
<b>Change of course until re-inflation</b> Less than 90°	A	Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 0° to 15°		Dive or roll angle 0° to 15°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 70-75%</b>		
<b>Change of course until re-inflation</b> Less than 90°	A	Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 45-50% in accelerated flight</b>		
<b>Change of course until re-inflation</b> Less than 90°	A	Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 0° to 15°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 70-75% in accelerated flight</b>		
<b>Change of course until re-inflation</b> Less than 90°	A	Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Directional control with a maintained asymmetric collapse</b>		
<b>Able to keep course</b> Yes	A	Yes
<b>180° turn away from the collapsed side possible in 10 s</b> Yes		Yes
<b>Amount of control range between turn and stall or spin</b> More than 50 % of the symmetric control travel		More than 50 % of the symmetric control travel

<b>Trim speed spin tendency</b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b> No		No
<b>Low speed spin tendency</b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b> No		No
<b>Recovery from a developed spin</b>	<b>A</b>	<b>A</b>
<b>Spin rotation angle after release</b> Stops spinning in less than 90°		Stops spinning in less than 90°
<b>Cascade occurs</b> No		No
<b>B-line stall</b>	<b>A</b>	<b>A</b>
<b>Change of course before release</b> Changing course less than 45°		Changing course less than 45°
<b>Behaviour before release</b> Remains stable with straight span		Remains stable with straight span
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Cascade occurs</b> No		No
<b>Big ears</b>	<b>A</b>	<b>A</b>
<b>Entry procedure</b> Dedicated controls		Dedicated controls
<b>Behaviour during big ears</b> Stable flight		Stable flight
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Big ears in accelerated flight</b>	<b>A</b>	<b>A</b>
<b>Entry procedure</b> Dedicated controls		Dedicated controls
<b>Behaviour during big ears</b> Stable flight		Stable flight
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Behaviour immediately after releasing the accelerator while maintaining big ears</b> Stable flight		Stable flight
<b>Behaviour exiting a steep spiral</b>	<b>A</b>	<b>A</b>
<b>Tendency to return to straight flight</b> Spontaneous exit		Spontaneous exit
<b>Turn angle to recover normal flight</b> Less than 720°, spontaneous recovery		Less than 720°, spontaneous recovery
<b>Sink rate when evaluating spiral stability [m/s]</b> 14		14
<b>Alternative means of directional control</b>	<b>A</b>	<b>A</b>
<b>180° turn achievable in 20 s</b> Yes		Yes
<b>Stall or spin occurs</b> 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		