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DHV TESTREPORT EN926-2:2014

NOVA DOUBLESKIN 17

Type designation	NOVA DoubleSkin 17
Type test reference no	DHV GS-01-2476-19
Holder of certification	NOVA Vertriebsgesellschaft m.b.H.
Manufacturer	NOVA Vertriebsgesellschaft m.b.H.
Classification	A
Winch towing	No
Number of seats min / max	1 / 1
Accelerator	No
Trimmers	No



	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (55KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (75KG)
Test pilots	 Sophia Putzer	 Beni Stocker
	Expert Reiner Brunn	

	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 55 cm	Greater than 55 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 Steilschleife</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)	en : selbstständiges Ausleiten (G-Kraft)

	abnehmend, Drehgeschwindigkeit abnehmend)	abnehmend, Drehgeschwindigkeit abnehmend)
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
Symmetric front collapse	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	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe	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	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe	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	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
Exiting deep stall (parachutal stall)	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
High angle of attack recovery	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No
Recovery from a developed full stall	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
en : Kleiner einseitiger Klapper	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	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 : Kleiner einseitiger Klapper im beschleunigten Flug	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	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
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
Low speed spin tendency	A	A
Spin occurs	No	No
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	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	A	A
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°
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		



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DHV TESTREPORT EN926-2:2014

NOVA DOUBLESKIN 17+

Type designation	NOVA DoubleSkin 17+	
Type test reference no	DHV GS-01-2488-19	
Holder of certification	NOVA Vertriebsgesellschaft m.b.H.	
Manufacturer	NOVA Vertriebsgesellschaft m.b.H.	
Classification	B	
Winch towing	No	
Number of seats min / max	1 / 1	
Accelerator	No	
Trimmers	No	
		
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (75KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (90KG)
Test pilots		
	Beni Stocker	Harald Buntz
	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 55 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 Steilschleife</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

Symmetric front collapse	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		Keeping course
Cascade occurs No		No
en : Faltleinen wurden benutzt no		no
en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe	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 Entering a turn of less than 90°		Entering a turn of less than 90°
Cascade occurs No		No
en : Faltleinen wurden benutzt no		no
en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe	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 Entering a turn of less than 90°		Entering a turn of less than 90°
Cascade occurs No		No
en : Faltleinen wurden benutzt no		no
Exiting deep stall (parachutal stall)	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
High angle of attack recovery	A	A
Recovery Spontaneous in less than 3 s		Spontaneous in less than 3 s
Cascade occurs No		No
Recovery from a developed full stall	A	B
Dive forward angle on exit Dive forward 0° to 30°		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
en : Kleiner einseitiger Klapper	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	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
en : Kleiner einseitiger Klapper im beschleunigten Flug	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)

	eingeklappten Zellen mit selbstständiger Wiederöffnung)	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	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
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
Low speed spin tendency	A	A
Spin occurs	No	No
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	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	A	A
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in less than 3 s	Spontaneous in 3 s to 5 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		