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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

en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe	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
en : Symmetrischer Frontklapper im beschleunigten Flug	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
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	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
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	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
en : Kleiner einseitiger Klapper im beschleunigten Flug	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
en : Großer einseitiger Klapper im beschleunigten Flug	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
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	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
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°
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
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		