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DHV TESTREPORT EN926-2:2014

| NOVA XENON 17 | | |
|---|---|---|
| Type designation | NOVA XENON 17 | |
| Type test reference no | DHV GS-01-2627-21 | |
| Holder of certification | NOVA Vertriebsgesellschaft m.b.H. | |
| Manufacturer | NOVA Vertriebsgesellschaft m.b.H. | |
| Classification | D | |
| Winch towing | Yes | |
| Number of seats min / max | 1 / 1 | |
| Accelerator | Yes | |
| Trimmers | No | |
| |  | |
| | BEHAVIOUR AT MIN WEIGHT IN FLIGHT (65KG) | BEHAVIOUR AT MAX WEIGHT IN FLIGHT (85KG) |
| Test pilots |  Josef Bauer |  Harald Buntz |
| | No release | No release |
| <u>Inflation/take-off</u> | 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 |
| <u>Landing</u> | A | A |
| Special landing technique required | No | No |
| <u>Speeds in straight flight</u> | B | B |
| Trim speed more than 30 km/h | Yes | Yes |
| Speed range using the controls larger than 10 km/h | Yes | Yes |
| Minimum speed | 25 km/h to 30 km/h | 25 km/h to 30 km/h |
| <u>Control movement</u> | C | C |
| Symmetric control pressure | Increasing | Increasing |
| Symmetric control travel | 40 cm to 55 cm | 45 cm to 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> | B | B |
| en : Erstes Ansprechen des Gleitschirms (die ersten 180°) | en : keine unmittelbare Reaktion | en : keine unmittelbare Reaktion |
| Tendency to return to straight flight | en : selbstständiges Ausleiten (G-Kraft) | en : selbstständiges Ausleiten (G-Kraft) |

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| | 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 | D | D |
| 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 | yes | yes |
| en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe | D | D |
| 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 | yes | yes |
| en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe | D | D |
| 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 | yes | yes |
| Exiting deep stall (parachutal stall) | B | 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 30° to 60° | Dive forward 30° to 60° |
| 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 | D | D |
| 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 | yes | yes |
| en : Großer einseitiger Klapper | D | D |
| 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) |

| | | |
|---|--|--|
| | eingeklappten Zellen mit selbstständiger Wiederöffnung) | von eingeklappten Zellen mit selbstständiger Wiederöffnung) |
| Twist occurs | No | No |
| Cascade occurs | No | No |
| en : Faltleinen wurden benutzt | yes | yes |
| en : Kleiner einseitiger Klapper im beschleunigten Flug | | |
| 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 | yes | yes |
| en : Großer einseitiger Klapper im beschleunigten Flug | | |
| 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 | yes | yes |
| Directional control with a maintained asymmetric collapse | | |
| 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 | | |
| Spin occurs | No | No |
| Low speed spin tendency | | |
| Spin occurs | No | No |
| Recovery from a developed spin | | |
| Spin rotation angle after release | Stops spinning in less than 90° | Stops spinning in less than 90° |
| Cascade occurs | No | No |
| B-line stall | | |
| Not carried out because the manoeuvre is excluded in the user's manual | | |
| Big ears | | |
| Entry procedure | Standard technique | Standard technique |
| 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 | | |
| Entry procedure | Standard technique | Standard technique |
| 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 | | |
| 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 | | |
| Description of manoeuvre / configuration | B3 Stall | B3 Stall |

| | | |
|---|-----|-----|
| Procedure works as described | Yes | Yes |
| Procedure suitable for novice pilots | No | No |
| Cascade occurs | No | No |