



NOVA MENTOR 6 LIGHT XXS

Type designation	NOVA Mentor 6 light XXS
Type test reference no	DHV GS-01-2450-19
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 (60KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (80KG)

Test pilots



Sophia Putzer



Harald Buntz

Expert

Beni Stocker

No release

No release

[Inflation/take-off](#)

A

A

Rising behaviour

Smooth, easy and constant rising

Smooth, easy and constant rising

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

A

A

Symmetric control pressure

Increasing

Increasing

Symmetric control travel

Greater than 55 cm

Greater than 60 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 less than 3 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit	Dive forward 30° to 60°	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 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	B	B
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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 0° to 30°
Change of course	Entering a turn of less than 90°	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no

Exiting deep stall (parachutal stall)	A	A
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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
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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
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Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
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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	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 : Großer einseitiger Klapper	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

en : Kleiner einseitiger Klapper im beschleunigten Flug	A	B
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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 : Großer einseitiger Klapper im beschleunigten Flug	B	B
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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
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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
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Spin occurs	No	No
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Low speed spin tendency	A	A
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Spin occurs	No	No
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Recovery from a developed spin	A	A
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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
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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 30° to 60°	Dive forward 0° to 30°
Cascade occurs	No	No
Big ears	A	B
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in less than 3 s	Recovery through pilot action in less than further 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°

Big ears in accelerated flight	A	B
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in less than 3 s	Recovery through pilot action in less than 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		

