

MANUAL
NOVA
PHOR2



NOVA

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NOVA

WELCOME TO THE FAMILY OF NOVA PILOTS!

WE CONGRATULATE YOU ON BUYING
YOUR NEW NOVA PHOR2
AND WISH YOU MANY ENJOYABLE FLYING HOURS!

IF YOU HAVE ANY QUESTIONS,
SUGGESTIONS OR CRITICISM
REGARDING ANY NOVA PRODUCT PLEASE
DO NOT HESITATE TO CONTACT US.
WE ARE HAPPY TO GIVE HELP AND ADVICE.

The logo for NOVA, where the letter 'O' is replaced by a stylized circle containing a small dot, resembling a wing or a propeller tip.

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WE ARE LOOKING FORWARD TO HEAR FROM YOU!

The logo for NOVA, where the letter 'O' is replaced by a stylized circle containing a small dot, resembling a wing or a propeller tip.

PLEASE READ THIS MANUAL CAREFULLY AND
NOTE THE FOLLOWING DETAILS:

THIS PARAGLIDER MEETS AT THE TIME OF DELIVERY THE
REQUIREMENTS OF THE DHV GUETESIEGEL (GERMAN
HANG / PARAGLIDING ASSOCIATION'S CERTIFICATE OF AIR-
WORTHINESS) OR OF
THE AFNOR (SHV AND ACPUL).

ANY ALTERATIONS TO THE PARAGLIDER WILL RENDER ITS
CERTIFICATION INVALID!

THE USE OF THIS PARAGLIDER IS SOLELY AT THE USER'S
OWN RISK!

MANUFACTURER AND DISTRIBUTOR DO NOT ACCEPT ANY
LIABILITY.

PILOTS ARE RESPONSIBLE FOR THEIR OWN SAFETY AND
THEIR PARAGLIDER'S AIRWORTHINESS.

THE PARAGLIDER CARRIES NO WARRANTY!

THE AUTHOR ASSUMES, THAT THE PILOT IS
IN POSSESSION OF A VALID PARAGLIDING
LICENCE!

FLYING WITH A PASSENGER NEEDS A SPECIAL BIPLACE
LICENCE IN MOST COUNTRIES.

THE RULES AND LIMITATIONS FOR BIPLACE FLYING ARE
DIFFERENT IN EVERY COUNTRY: PLEASE CONTACT THE
LOCAL FLYING ASSOCIATIONS FOR MORE DETAILS!

Technical Data:

Type		38
Zoom factor		1.2
No. of cells		39
Projected wingspan	m	11.96
- surface area	m ²	38.63
- aspect ratio		3.7
Flat wingspan	m	15
- surface area	m ²	44.43
- aspect ratio		5.04
Line diameter	mm	1.7 / 2.15 / 2.5 / 3.15
Line length	m	8.76
Line consumption	m	543
max. profile depth	m	3.72
min. profile depth	m	0.54
Weight	kg	10
Legal takeoff weight*	kg	130-220

* Pilot + approx. 17 kg of equipment

Further details concerning measurements and design may be taken from the DHV certificate forming part of the operators manual.

Line specifications are detailed in the DHV certificate or in the line plans. They are measured under a 5 kg load.

The DHV measures lines from the quick link to the undersurface.

The line lengths as specified in the line plans include the end loops.

The paragliders' details are printed onto the right wing tip.

DATE OF, AND PILOT'S NAME COMPLETING
TEST FLIGHT SHOULD BE WRITTEN IN SPACE PROVIDED!

NOVA

NOVA PHOR2 Technical Description:

The NOVA PHOR2 offers professional tandem pilots an optimum of easy handling, safety, confidence and durability.

The basic form of the NOVA PHOR2 is a slim, elliptical, slightly rearward swept wing.

Buildup of canopy:

- 33 suspended cells
- 3 additional cells on each side form a clean wing tip

This buildup ensures a very good safety behaviour, a good profile form stability and a stiff and rigid canopy.

The new wing tips ensure stable, straight flight and coordinated turns. It is offering excellent safety after collapses. The new designed shape improves form stability and load distribution.

The airfoil of the NOVA PHOR2 is computer calculated and selected from many variations. The best profile was selected. It excels with very high safety and very low brake pressure.

The NOVA PHOR2 presents a closed leading edge to the airflow. Extra strong internal Dacron reinforcements maintain its precise form and provides stability. The cell openings on the undersurface of the profile's nose provide airflow into the glider. Stretch resistant Dacron flares ensure an even distribution of load throughout the canopy.

Large cross port vents allow effective airflow inside the canopy, providing good reinflation without reducing the profile accuracy.

Rigging system of the NOVA PHOR2:

The lines of the NOVA PHOR2 are made of strong and stretch resistant Polyester/ Polyethylene (Dyneema) and Polyester/Aramid (Technora) lines.

The entire rigging system comprises individual suspension lines looped and stitched at each end.

The suspension lines are comprised of "cascaded top lines" (attached to the undersurface), "cascaded middle lines" (cascade 2 to 4 top lines together), and "main lines".

The main lines are 3.15mm strong, the middle cascades are 2.15mm, the top cascades, the stabilizer lines and the middle elements of the brakes are 1.7mm, the top cascades of the brakes 1.1mm strong.

These cascade 2 to 4 middle elements and lead to the "quick link" (a mallion rapide that connects lines and risers).

The "stabilizer lines" connect the upper stabilizer lines on the outer suspension points with the quick link.

The "brake lines" are not load carrying suspension lines. They lead from the trailing edge of the canopy to the "main brake lines" running through the "pulleys" on the D-risers to the "brake handles".

A mark on the main brake line indicates the position of the brake handle.

This adjustment, on the one hand, allows sufficient brake to be applied during extreme flying situations and when landing, while on the other hand, it ensures that the canopy is not permanently braked (especially when fully accelerated). This trimming should not be altered.

For differentiation purposes A- lines, A- risers, stabilizer lines and the upper brake lines are coloured red, the main brake lines are blue and all remaining lines are yellow.

The line connections are made to triangular mallion rapides (quick links) fitted with a rubber "o- ring" (normally used as a seal) in the form of a "figure eight" which prevents any slipping of the lines on the quick link.

The NOVA PHOR2 is equipped with 4 risers per side.

The A-lines are attached to the A-riser, the B-lines and the stabilizer lines are attached to the B- riser. The C-lines to the C-riser. The D-main and the brake lines attach to the D-riser.

See line plan for details.

Trim system:

The NOVA PHOR2 is equipped with a trim system on the D-riser. In slow (closed) position, all risers have the same length. In the fast (opened) position, the C riser got longer by 3cm, the D by 6cm. This enables easy adjusting of the angle of attach.

Flying with open trimmer doesn't influence the certification class of the PHOR2.

The logo for NOVA, featuring the word "NOVA" in a stylized, outlined font. The letter 'O' is a circle with a small dot inside, resembling a stylized eye or a specific design element.

Easy Big Ear system:

The NOVA PHOR2 is equipped with an „Easy Big Ear System“ which enables easy collapsing of the wing tips (= ears).

Function:

An additional line leads to the outer A line. On this line runs a pulley connected with a red handle. Pulling the handle shortens the A-lines by the double amount and the wing tips are collapsing.

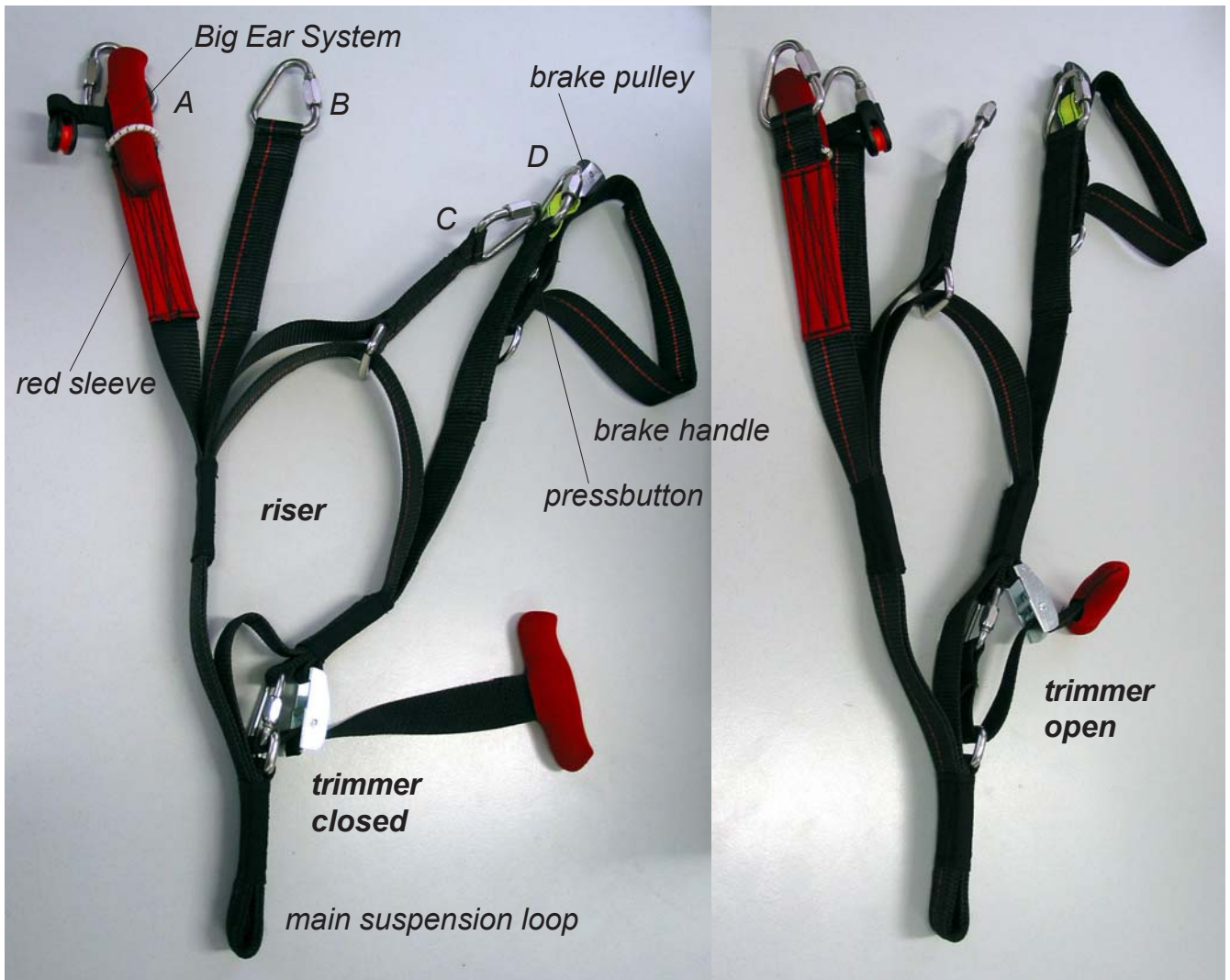
Usage:

To collapse the wing tips, take both handles out of the rubber loops fixing them on the A-risers. Pull them symmetrically, keeping the brake handles in your hand. To improve the effect, you can open the trimmers first.

The glider remains controllable by pulling the brakes slightly or by shifting the weight in the harness.

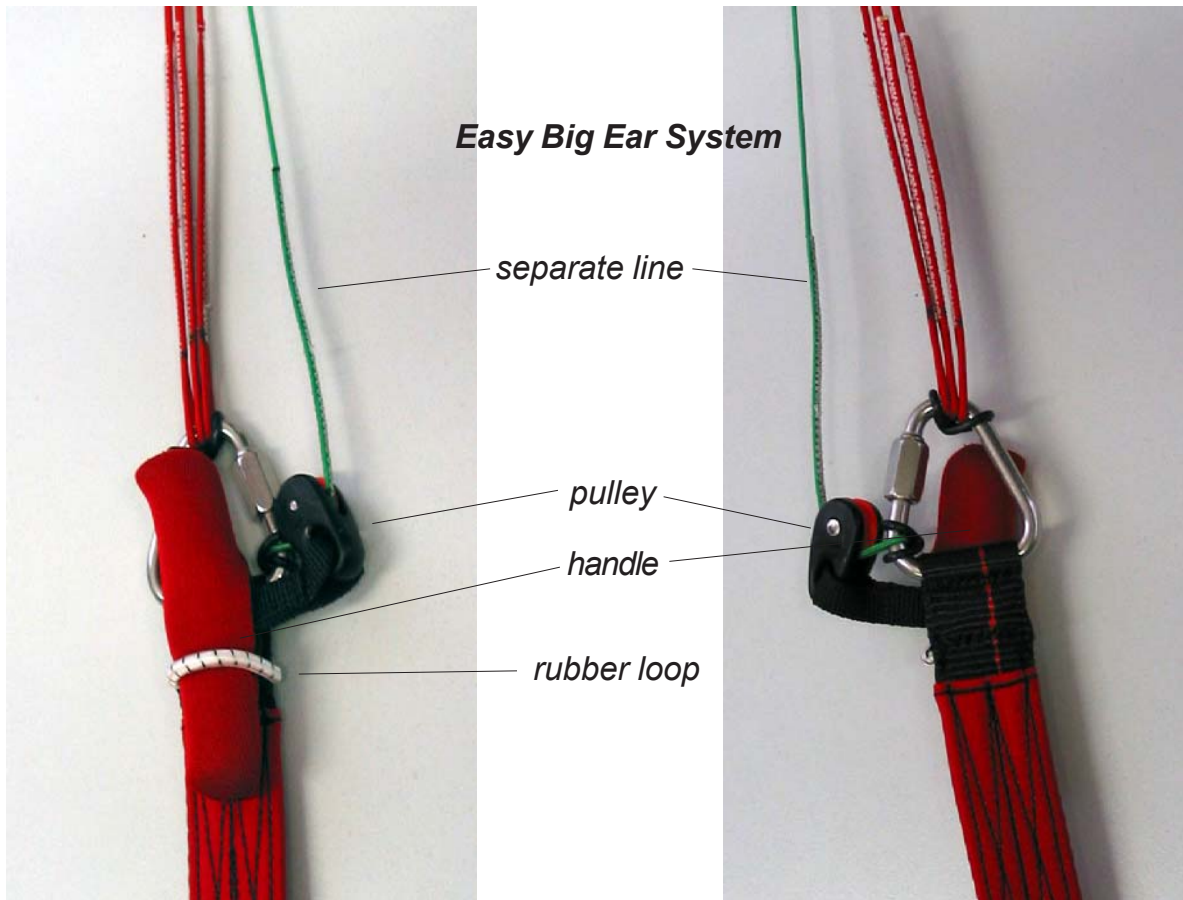
To reinflate the wing tips and get back to normal flight, just let go the red handles of the „big ear system“. The wing tips reinflate on their own. Eventually you can give a short symmetric brake impulse to speed up the reinflation (specially when you're on the bottom limit of the weight range).

More details see „rapid descents“.



front loops: hook in the passenger here

backward loops: hook in the pilot here



By pulling the handle, the additional line gets under tension, pulling down the outer A line. The wingtips are collapsing.

The Harness:

Any DHV certified harness with a hang point at about chest height may be used with a NOVA PHOR2.

Please note: the hang point position changes the position of the brakes relative to the pilots body.

Choose the harnesses carefully: the pilot's harness should offer enough space for the passenger between the pilot's legs. There should be no long sitting plate towards the back of the passenger.

It should be easy for the passenger to slip into a convenient flying position.

Protectors underneath the sitting plate of the passenger and on the back of the pilot are recommended.

Try out the balance of the biplace bar and the position of the harnesses before flying (for example on a sealing suspension).

The Biplace Bar:

The NOVA PHOR2 can be flown with all certified biplace bars. Same as with harnesses, please note, that the position of the brakes changes with the height of the biplace bar.

A certified NOVA biplace bar is delivered with the PHOR2.

It offers different length of hook in loops, to level different weight of pilot and passenger.

For example in the case the pilot is much heavier than the passenger: hook the pilot in the short loop, the passenger in the long one.

The Flight:

Preflight check and launch preparations:

With a tandem flight, not only do you have responsibility for yourself, but also for your passenger. For this reason, your glider should be even more thoroughly prepared and preflighted.

Similarly, the launch area should be very carefully and wisely selected. The takeoff length needed is much longer than a single place glider, and it is not possible to change course to avoid obstacles or uneven ground whilst running.

After the glider is unpacked and laid out in a horseshoe form, the following checks should be made:

Before every launch, the lines, risers and the canopy must be checked for any damage. Check the quick links and the carabiners. Even with any slight damage the glider should not be flown.

The paraglider should be laid out in such a way that the A-lines in the centre section of the canopy will tension before the ones at the wing tips. This ensures an easy and balanced launch.

When laying out, the wind direction should be observed. The canopy should be deployed into the wind so both halves of it are loaded symmetrically. All lines and risers should be separated, untwisted, and untangled, from canopy attachment to riser attachment. They should be arranged in a way that they do not catch on obstacles during launch. Special attention should be paid to the A-lines, which should run free and untangled from the A-risers (pink sleeve) to the canopy.

It is equally important to untangle the brake lines so that they are clear and cannot catch on any thing during launch.

The brake lines should run freely through the pulleys to the trailing edge of the canopy. Make sure the risers are not twisted. When not, the brakes will be able to run freely through their pulleys.

It is important that no lines are looped around the canopy. A so called „line-over“ may have disastrous consequences during take off.

In order to give an inexperienced passenger, an idea of what awaits him during launch and in the air, it's obligatory to give him a trial sit in the harness. Also, a trial launch run without glider, with pilot and passenger attached with the spreader bars should be carried out.

The pilot should also discuss the possibility of an aborted launch.

Before attaching the risers, it's also obligatory to check the passengers harness.

Launch:

The NOVA PHOR2 is easy to launch.

The pilot and passenger are both connected through the spreader bars, the risers connected, and all carabiners locked.

The passenger has his arms behind the hang points and below the spreader bars, and waits for the pilot's command to start.

When the pilot is ready to take off he / she holds the A-risers and the brake handles.

To facilitate differentiation between A - lines and brake lines the A-lines including the sleeves on the A - risers are coloured pink, the brake lines and the brake handles are coloured blue.

Hold the A risers the same height and slightly in front of your shoulders.

Before continuing, a last glance and check of the canopy is obligatory.

The pilot gives the command to start.

A good progressive run ensures your NOVA PHOR2 will quickly inflate and rise up evenly.

The pilot runs with legs somewhat spread to avoid the heels of the passenger.

Should the canopy surge forward, control with correct amount of brake.

After the initial effort of inflation, keep applying forward pressure on the A risers (pushing them forward not pulling down) until the pressure on the A risers eases. The canopy should now be directly over the pilot's head. The paraglider should be braked gently to stabilise the glider and possibly correct for drift in order to keep it above the pilot's head.

The pilot gives instruction for correction of any directional drift, and moves the passenger in the right direction.

The pilot looks up and checks that the canopy is fully inflated with no line tangles.

Only then is the final decision to continue the launch taken!

It's possible to the reverse launch and perform a strong wind launch, with the NOVA PHOR2.

The passenger remains facing launch direction, the pilot stands with crossed spreader bars and risers facing the canopy.

When inflating it is important to note that a tandem glider, through it's bigger size, produces much more pull back effect and lift than a single place glider !

As this launch technique can be difficult and can result in the pilot taking off with twisted risers, it is recommended to practice the reverse launch on a training hill in moderate winds first.

Because the PHOR2 allows excellent forward inflation in strong winds, it is recommended reverse inflations are only made on special occasions, as this launch increases the risk for passengers.

Turns:

The NOVA PHOR2 is responsive and reacts directly and instantly to any steering input. Weight shift input quickens turns and ensures minimal height loss.

A combined technique of weight shift and pulling on the inside brake line is the most efficient turning method, whereby the radius of the turn is determined by the amount of inside brake pulled and weight shift

A stalling wing tip announces itself by a gentle surge backwards of the wing tip. In this situation you have to loosen brakes immediately.

In case it is impossible to control the NOVA PHOR2 with the brake lines the D-risers may be used to steer and land the canopy.

CAUTION: PULLING A BRAKE TOO FAST OR TOO HARD CAN RESULT IN
THE CANOPY ENTERING A NEGATIVE SPIN.
(SEE "SPIN" FOR REMEDY)

Spiral dive:

To enter a spiral dive with a NOVA PHOR2 the pilot must use weight shift while slowly applying more and more brake on one side.

During a spiral dive the angle of bank can be controlled by increasing or reducing the amount of inside brake.

When spiralling the NOVA PHOR2 it is recommended to apply some outside brake. This helps stabilize the wing and enables an easier and safer exit from the spiral.

To exit, ease off the inside brake slowly. The NOVA PHOR2 did not show a tendency to remain in a stable spiral during testing. However, should a glider in abnormal conditions (e.g. asymmetrical cross strap settings) continue to spiral, it should be actively exited. This is done by weight shifting to the outside wing and more gentle braking of the outside wing.

NEVER DO BIG EARS IN SPIRALS, AS THIS MAY DRASTICALLY REDUCE THE NUMBER OF LINES TAKING THE ALREADY HIGH LOADS, CAUSING STRUCTURAL FAILURE.

”Thermalling and soaring”:

In turbulent conditions the glider should be flown actively. The canopy should be flown with a small amount of brake applied. This improves stability by increasing the angle of attack of the canopy. The canopy should not rock back or surge forward much but should remain above the pilot. Thus, the pilot should increase speed by carefully reducing applied brake when entering a strong thermal. The pilot should brake the canopy on exiting. This is part of basic active flying.

Flying with open trimmers:

When flying with open trimmers, the angle of attack is lower and the canopy can collapse more easily than in normal trim. The faster the canopy is flown the more dynamic the collapses and stalls will be and the more skill will be required for quick recoveries.

In strong turbulences, it is recommended to close the trimmers.

Landing:

Already in the base leg of the landing, the passenger should be instructed to hang in the landing position, and prepare for the landing.

The NOVA PHOR2 is easy to land. The final leg of the landing approach must be into wind. During this final glide the paraglider should be decelerated slowly and at approximately 1 meter above the ground the pilot should „flare“ the canopy, according to conditions. The glider may climb again, gaining height, if too much brake is used.

The final glide during the landing approach should be straight and not marked by steep or alternating turns as these can result in a dangerous pendulum effect near the ground.

In very light winds it may be better to gain full trim speed (raise brakes completely), just before the braking for landing. This flares the glider, enabling a slower and smoother landing. Take care with the timing, it's critical.

The pilot should land with slightly spread feet, or side by side, to avoid interfering with the passengers running.

Strong wind landings require less brake. Use D-risers to deflate the canopy quickly after landing. Using the brakes will result in pilot and passenger being lifted and dragged backwards.

Towing:

The NOVA PHOR2 has no special towing characteristics, although a relatively low angle of attack and thus low tow tension should be maintained during launch and the initial part of the tow.

Motored Flight / Aerobatics:

Contact the manufacturer or importer for the current legality of motorized flight. The NOVA PHOR2 is not designed to be used for aerobatics.

Extreme Flying Manoeuvres:

Collapse:

A negative angle of attack will cause the NOVA PHOR2 to collapse (e.g. in turbulent air).

If one wing tucks, straight flight should be maintained by "correcting for direction" - braking gently on the inflated side.

In case of a big collapse, this braking should be applied very carefully to avoid stalling the remaining inflated wing. The pilot's "correction for direction" can be aided by a "pumping out of the deflation", a slow, long pumping action on the brake of the deflated side of the wing helps the canopy to re-inflate.

If the pilot does not correct, the NOVA PHOR2 usually self-recovers. However, if it does not self recover and the pilot does not correct the canopy can enter a stable spiral dive.

Line over:

The pilot stabilizes the glider by gently applying the brakes. Without the pilot's action the line over will result in a stable spiral dive.

Here are various possibilities to untangle a line over:
- pumping the collapsed side.

- pulling the stabilizer line or lines causing problem.
- should both measures fail, it is possible to untangle the line over by inducing a full stall. This manoeuvre, however, should only be carried out by advanced pilots with experience in extreme flight situations and with sufficient altitude available.

IF THESE MANOEUVRES FAIL OR IF IN ANY DOUBT, THE PILOT SHOULD INSTANTLY USE THE RESCUE SYSTEM!

Front stall:

A front stall can be induced by strongly pulling the A-risers or by sudden, heavy turbulence. The entire leading edge impulsively collapses.

Gentle braking on both sides will reduce the lateral pendulum motions and simultaneously accelerate reinflation. The NOVA PHOR2 generally self recovers from an initiated front stall.

Parachutal Stall (deep stall):

The paraglider has no forward momentum combined with a high descent rate. A parachutal stall is caused, among other reasons, by a too slowly exited B- stall or severe turbulence.

Porous canopies or canopies out of trim (stretched or shrunken lines) are much more susceptible to a parachutal stall and therefore should not be flown. These are some of the reasons regular checks should be carried out on your glider.

The NOVA PHOR2 generally is self recovering from parachutal stall. If the canopy remains in a parachutal stall, it is sufficient to gently push both A risers forward or to push the accelerator.

WARNING: IF BRAKES ARE APPLIED WHILE IN A PARACHUTAL STALL, THE GLIDER MAY SUDDENLY ENTER A FULL STALL.

In close proximity to the ground, due to the forward surging pendulum effect, a recovery may be more dangerous than a hard landing in parachutal. If landing in a parachutal stall, the pilot should prepare for a hard landing and make a parachute roll landing.

Full stall:

To induce a full stall, apply full brake on both sides.

The glider slows down steadily until it stalls completely. The canopy suddenly surges backwards a long way. In spite of this uncomfortable reaction of the canopy, both brake lines must be consequently held down with all your strength until the canopy is stabilized (directly overhead).

The NOVA PHOR2 generally flies backwards during a full stall but doesn't always form a front rosette.

A frontal rosette can be formed by entering the full stall slowly. When entering (braking) fast, the canopy will not always form the desired front rosette.

ALWAYS APPLY BOTH BRAKES EVENLY!

To recover from a full stall, both brakes must be let up symmetrically at a fast to moderate speed (within 1 second).

The NOVA PHOR2 surges forward a moderate amount after recovering from a full stall, whereby a resulting front collapse is possible. Gentle symmetrical braking If the pilot does not brake the canopy, the NOVA PHOR2 surges forward to 90° angle. In the worst case a big collapse will follow.

An "asymmetric" recovery (one control released faster than the other) from a full stall can cause a big dynamic collapse.

IF A FULL STALL IS RELEASED TOO EARLY, TOO SLOW OR TOO FAST, OR OTHERWISE INCORRECTLY, THE CANOPY CAN SURGE EXTREMELY FAR FORWARD.

The danger of overcorrecting and overreacting exists during all extreme flight manoeuvre;

thus, any corrective action must be gentle and steady and done with feel!

Spin (or negative spin):

During a spin the canopy turns relatively fast around the centre section of the canopy while the inner wing flies backwards (hence the term negative).

There are two usual reasons for an unintentional spin:

- one brake line is being pulled down too far and too fast (e.g. when inducing a spiral dive)
- when flying at low speed one side is being braked too hard (e.g. when thermalling).

To recover from an unintentional spin, the pulled down brake line should be immediately released as soon as a spin is suspected. The canopy will accelerate and return to its normal straight and stable flying position, without losing too much height.

In case the spin is allowed to develop for some time, the NOVA PHOR2 surges far forward on one side and a dynamic asymmetric collapse or a line over can occur. If so, brake gently to stop canopy surging and correct any collapse: See "collapses".

Too tight cross bracing increases the probability of a spin with most paragliders!

NEVER DO AN INTENTIONAL SPIN OVER LAND OR IF YOU DON'T HAVE SUFFICIENT EXPERIENCE!

Wingover:

To induce a wingover the pilot flies consecutive alternating turns to gradually steepen the angle of bank.

During wingovers with high bank angle, the outside wing begins to unload. Further increase of the angle of bank must be avoided, for a possible resulting collapse may be quite dynamic!

WARNING: A TURN WITH MORE THAN A 90 DEGREE ANGLE OF BANK IS ILLEGAL AEROBATICS!

FULLSTALL, SPIN AND WINGOVER (OVER 90°) ARE ILLEGAL. AEROBATIC MANOEUVRES AND MAY NOT BE PERFORMED DURING NORMAL FLYING. INCORRECT RECOVERY PROCEDURES OR OVERREACTING OF THE PILOT MAY HAVE DANGEROUS CONSEQUENCES WITH ANY TYPE OF PARAGLIDER!

Rapid Descents:

Spiral dive:

The spiral dive is the fastest way to lose altitude. As explained previously (see under main section "Flight") they have a rapid descent rate, however, the very high G-forces make it difficult to sustain a spiral dive for long and it can place high loads on the pilot and glider. As soon as any, even slight, light headedness or impaired vision is noticed the spiral should be exited immediately. If done in strong winds the pilot may drift off course.

NEVER DO BIG EARS IN A SPIRAL!

Big ears:

When doing big ears, the horizontal speed is higher than the sink rate, unlike a spiral dive or a B-line stall. This rapid descent technique is used to quickly and horizontally exit a dangerous area into desired direction.

In order to collapse the outside wing, use the „big ears system“.

The NOVA PHOR2 easily tucks the outside wings and enters a stable descent mode .

The pilot keeps the brake handles along with the outside A-lines in his hands. By braking on one side and shifting weight the canopy remains steer able.

In order to increase the sink rate as well as the horizontal speed, this manoeuvre can be done together with use of the speed system. Apply speed system after big ears are induced.

Big ears substantially reduces the risk of canopy stability problems in turbulent air.

To exit the Big ears release the A-lines. The canopy does not always self-recover. If not, or to quicken the recovery, the pilot gently brakes the glider.

B-line stall:

To induce a B-line stall symmetrically pull down both B-risers by about 20 cm. The airflow over the top surface is almost fully detached and the canopy enters a vertical descent flight mode without forward movement.

Further pulling of the B-risers reduces the surface area more and increases the sink rate (up to 10 m/s).

Be careful, pulling too far may cause a frontal horseshoe to form.

To exit from this flight mode release the B-risers quickly (1 sec).

The canopy surges forward reattaching airflow over the top surface again and resumes normal flight.

When the B-risers are released, the brakes should not be activated. This will give the canopy the possibility to gain speed and resume normal flight.

If canopy does not recover apply both brakes gently to recover.

ALL RAPID DESCENT TECHNIQUES SHOULD FIRST BE PRACTISED IN CALM AIR AND WITH SUFFICIENT HEIGHT SO THE PILOT CAN USE THEM IN EMERGENCY SITUATIONS!

FULL STALLS AND SPINS ARE TO BE AVOIDED AS WRONG RECOVERY PROCEDURES, IRRESPECTIVE OF THE TYPE OF PARAGLIDER, MAY HAVE DANGEROUS CONSEQUENCES!

BY FAR THE BEST TECHNIQUE IS TO FLY CORRECTLY AND SAFELY, SO YOU NEVER HAVE TO DESCEND RAPIDLY!

FOR ALL EXTREME MANOEUVRES AND RAPID DESCENTS PLEASE

NOTE:

- FIRST PRACTICE MANOEUVRES WITH AN INSTRUCTOR DURING SAFETY TRAINING
- BEFORE INDUCING THE MANOEUVRE THE PILOT MUST MAKE SURE THAT THERE ARE NO OTHER AIR SPACE USERS BELOW HIM!
- DURING THE MANOEUVRE THE PILOT MUST HAVE THE CANOPY WITHIN HIS VIEW!

Looking after your Paraglider:

Looking after your canopy correctly will prolong the life of your NOVA PHOR2.

Storage:

Store the paraglider in a dry space away from chemicals and UV light. Never pack up or store the glider wet. This shortens the life of the cloth. Always dry glider thoroughly before any packing or storage.

Cleaning:

Clean the paraglider with water and a soft sponge. Do not use any chemicals or spirits for cleaning, as these can permanently damage the cloth.

Repair:

Repairs should only be carried out by the manufacturer, distributor or authorized workshops.

Deterioration: a few tips!

The NOVA PHOR2 is mainly made of NYLON, cloth which, like any synthetic material, deteriorates through excessive exposure to UV. Hence, it is recommended to reduce UV exposure to a minimum by keeping the paraglider packed away when not in use. Even when packed in the bag do not leave in the sun.

The lines of the NOVA PHOR2 are made of an inner core of Aramid (Technora) and an outer sheath of Polyester. Any over stretching of lines apart from the strain imposed during normal flight, should be avoided as over stretching is irreversible. Ensure that the lines are not folded tightly. It's extremely important to avoid any kinking of the lines, especially the main lines.

Prevent lines from catching on anything as they may be over stretched.

Do not step onto the lines.

Keep the canopy and lines clean as dirt may penetrate into the fibre and shorten the lines or damage the cloth.

Be careful, not to allow snow, sand or stones to enter inside the canopy's cells: the weight can brake, or even stall the glider, as well as the sharp edges can destroy the cloth!

Uncontrolled strong wind takeoffs or landings can result in the leading edge of the canopy hitting the ground at high speed which may cause rips in the profile and damage the rib material.

The brake line can chafe badly if tangled with another line.

Check line length after tree or water landings. They can stretch or shrink lines.

Clean the paraglider with fresh water after contact with salt water. Salt water crystal can weaken line strength, even after rinsing in fresh water. Replace lines immediately after contact with salt water. Also check canopy material after water landings, as waves can place uneven forces and cause cloth to distort in specific areas.

Always remove gliders from the water by holding only the trailing edge.

Never drag the wing over rough ground! This will damage the cloth on the wear points. When preparing the wing on a takeoff with rough ground, don't pull the wing over it (for example by pulling the brakes). Please try to pack the wing on soft ground.

A line plan is enclosed in this operators manual or may be requested from the manufacturer or importer.

Do not always fold the canopy symmetrically to the centre cell as this can cause constant stress on the centre cell (centre cell always to the outside).

You should arrange an annual inspection of the NOVA PHOR2 to be carried out by the manufacturer or distributor.

The DHV requires a two yearly maintenance check. A DHV-stamp is required to confirm the check, otherwise the Guetesiegel certification is rendered invalid.

In Conclusion:

The NOVA PHOR2 is at the forefront of modern paraglider design.

You will enjoy many safe years of flying with your NOVA PHOR2 if you look after it correctly and adopt a mature and responsible approach to the demands and dangers flying can pose.

It must be clearly understood that all air sports are potentially dangerous and that your safety is ultimately dependent upon you.

We strongly urge you to fly safely. This includes your choice of flying conditions as well as safety margins during flying manoeuvres.

We recommend once more that you only fly with a Guetesiegel approved harness, reserve chute, and helmet.

Also the certification placard must be present on the glider.

Every pilot should have a valid license and 3rd party insurance.

FLYING YOUR CANOPY IS AT YOUR OWN RISK!

SEE YOU IN THE SKY!

NOVA

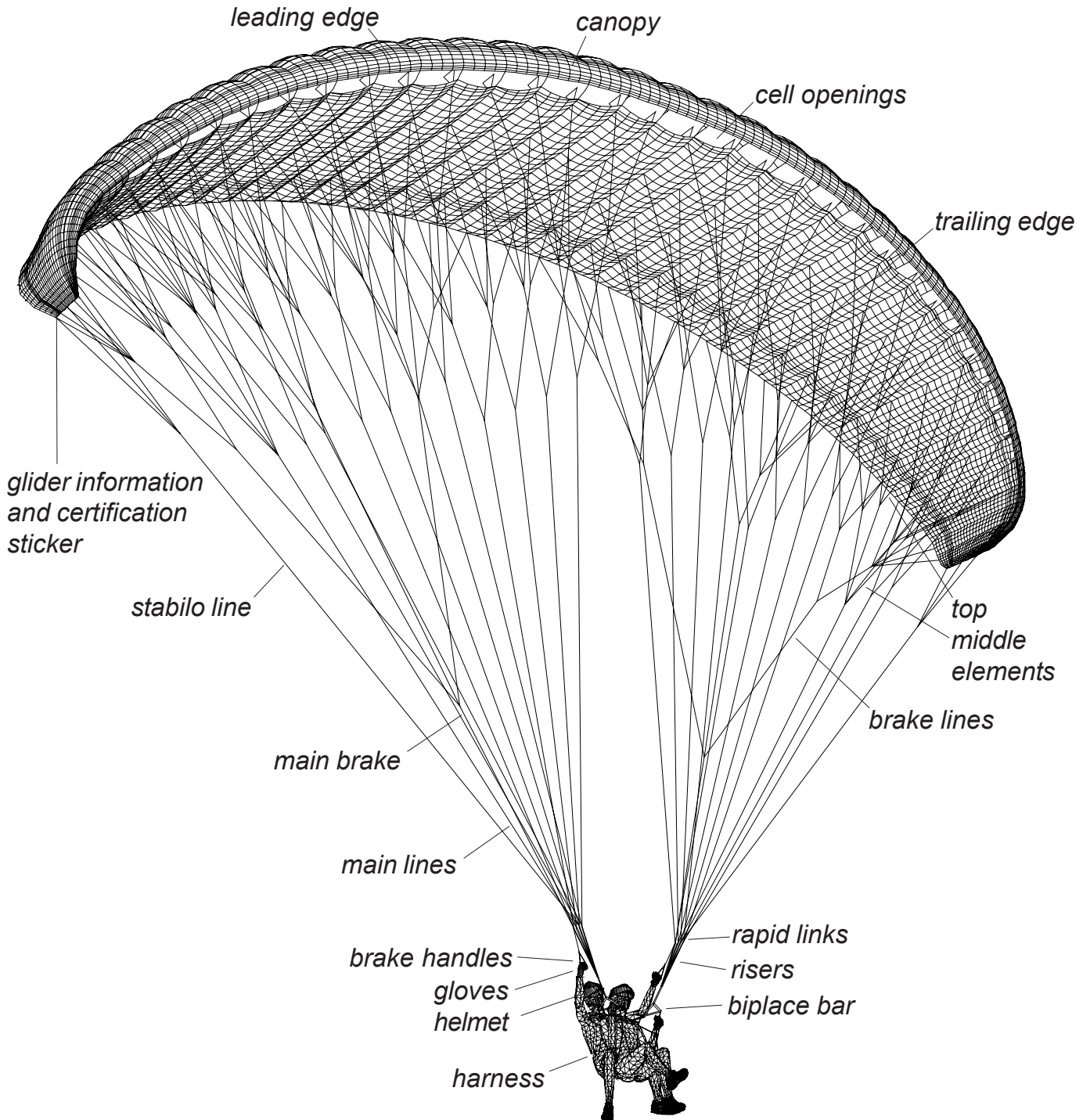
Henus Popesh

Gromit Adams

(w) Banded

NOVA

Overall Plan:



NOVA PHOR2

NOVA

Lineplans:

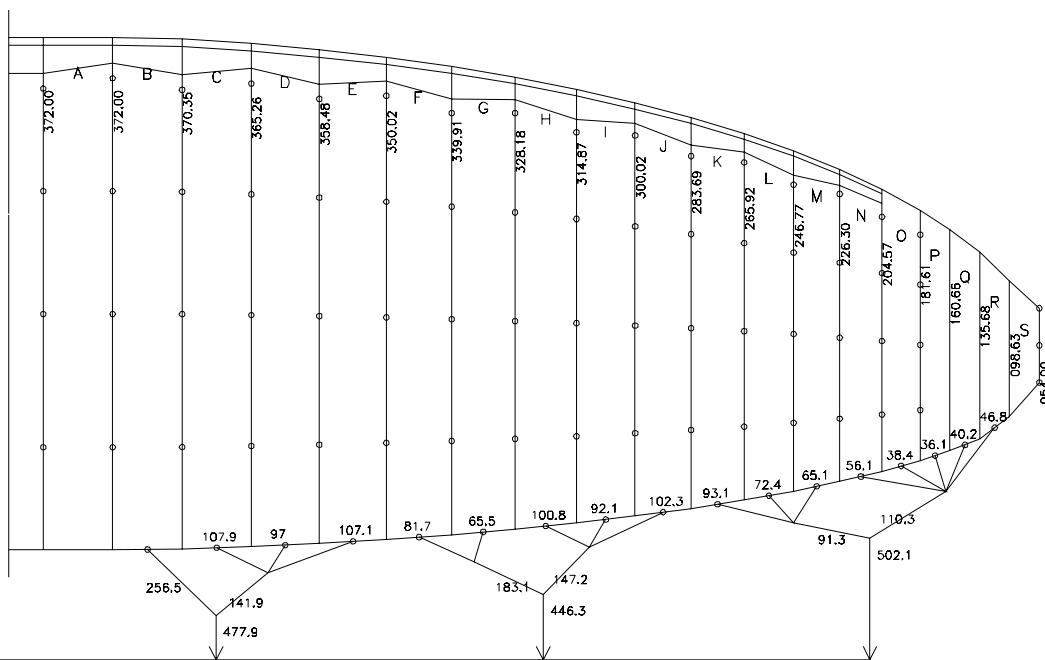
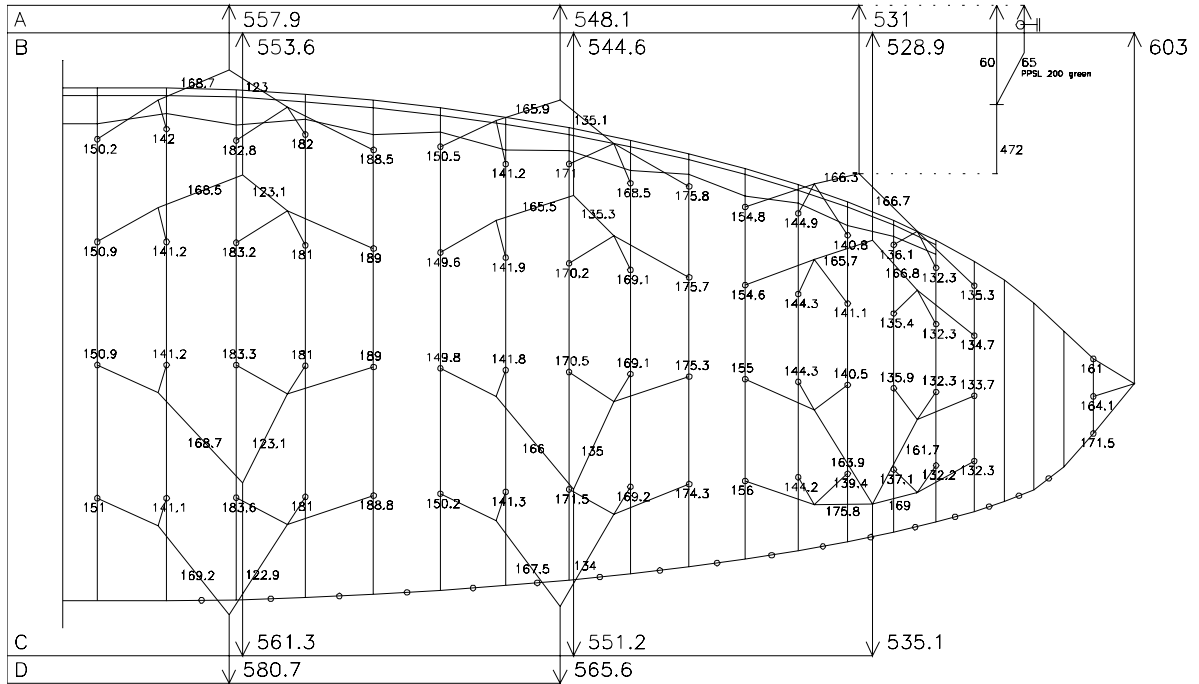
The here printed line plan shows the line configuration. Plans for the other sizes are available from your dealer, or importer.

You can also download all lineplans from the NOVA homepage:

<http://www.nova-wings.com>

NOVA Phor2

17.10.2002



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