



# NOVA

MENTOR 7 LIGHT

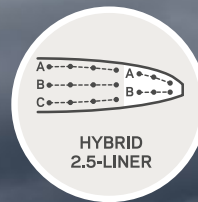
Product Presentation





## MENTOR 7 Light - Hybrid 2.5-liner

The MENTOR 7 Light is characterised by its completely new design as a “hybrid 2.5-liner” and carries the genes of the XENON. Thanks to the drastically increased performance, its cross-country potential sets new standards in the EN B class. With its intelligent lightweight design, we are meeting the great demand for light, durable XC gliders.







## The best possible combination

This performance optimised 2.5-liner flies more comfortably than many 3-liners. How come? Philipp Medicus, Head of R&D at NOVA explains: "The difference in design between the MENTOR 6 and 7 is greater than between the 2 and the 6. Absolutely everything is new. Only the pilot group and its potential as an XC machine are the same." This means the MENTOR 7 Light will appeal to all cross-country pilots who would like to achieve their distances within the B class and who want a state-of-the-art "teacher" at their side.

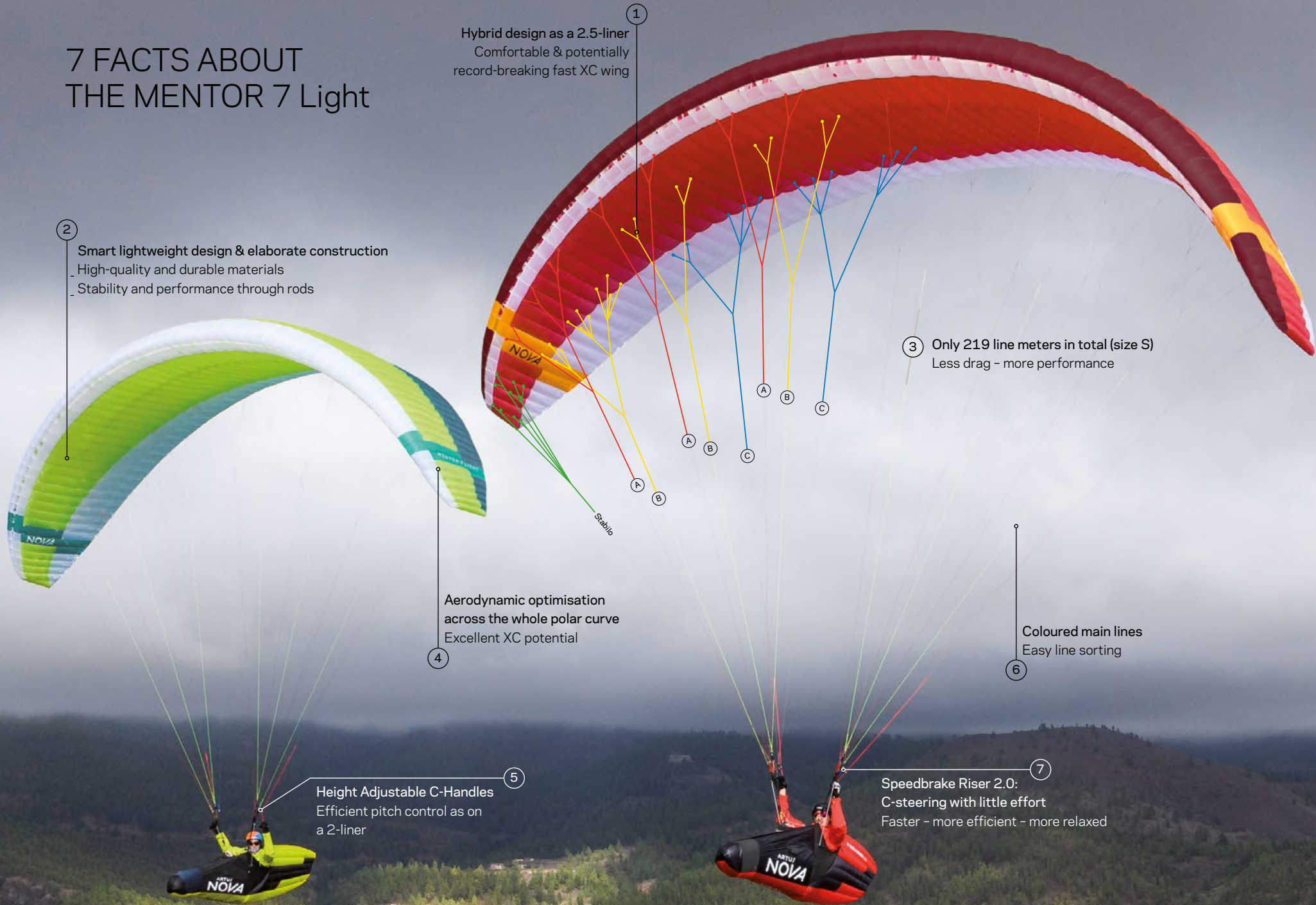


## Intelligent lightweight construction

Among other things, the MENTOR 7 Light owes its outstanding performance to the 66 cells and its complex inner construction. In order to live up to the name "Light", the wing features high-quality, durable lightweight materials. Ideal for ambitious cross-country flights and every conceivable hike & fly adventure.



# 7 FACTS ABOUT THE MENTOR 7 Light



1 Hybrid design as a 2.5-liner  
Comfortable & potentially record-breaking fast XC wing

2 Smart lightweight design & elaborate construction  
\_ High-quality and durable materials  
\_ Stability and performance through rods

3 Only 219 line meters in total (size S)  
Less drag - more performance

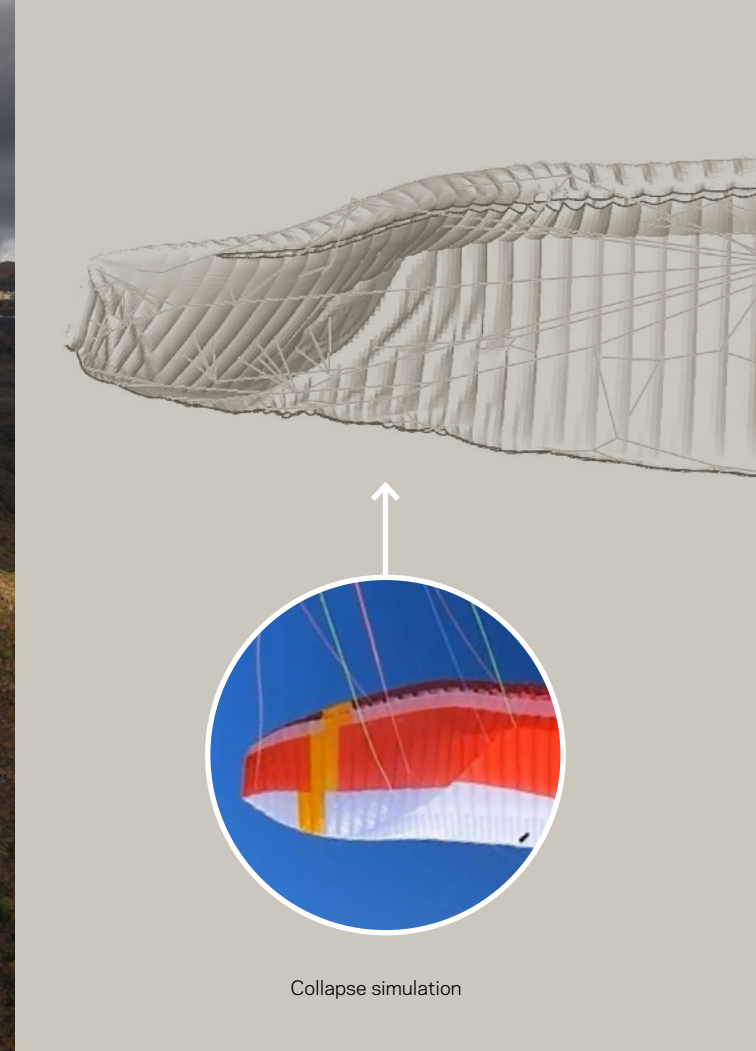
4 Aerodynamic optimisation across the whole polar curve  
Excellent XC potential

6 Coloured main lines  
Easy line sorting

5 Height Adjustable C-Handles  
Efficient pitch control as on a 2-liner

7 Speedbrake Riser 2.0:  
C-steering with little effort  
Faster - more efficient - more relaxed



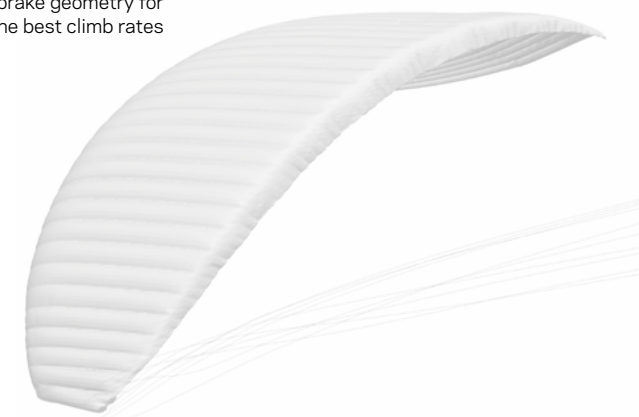


Collapse simulation

## Optimised XC potential

The strength of the MENTOR 7 Light lies in its “actually usable performance”. Fully accelerated, it cuts solidly through unstable air masses, and the C-steering can be used to efficiently mitigate turbulence. Performance, smooth flying and safety are the hallmarks of a genuine MENTOR. The MENTOR 7 Light also impresses with its manageable extreme flight behaviour. For example, accelerated collapses are even more gentle than on the previous model. All NOVA test pilots confirm that this wing, with its moderate aspect ratio of 5.5, is very pleasant to fly and additionally has even more top speed than the MENTOR 6. The ideal prerequisites for breaking personal records.

From simulation to reality:  
optimised brake geometry for  
the best climb rates







Height Adjustable C-Handles

## Perfect pitch (control)

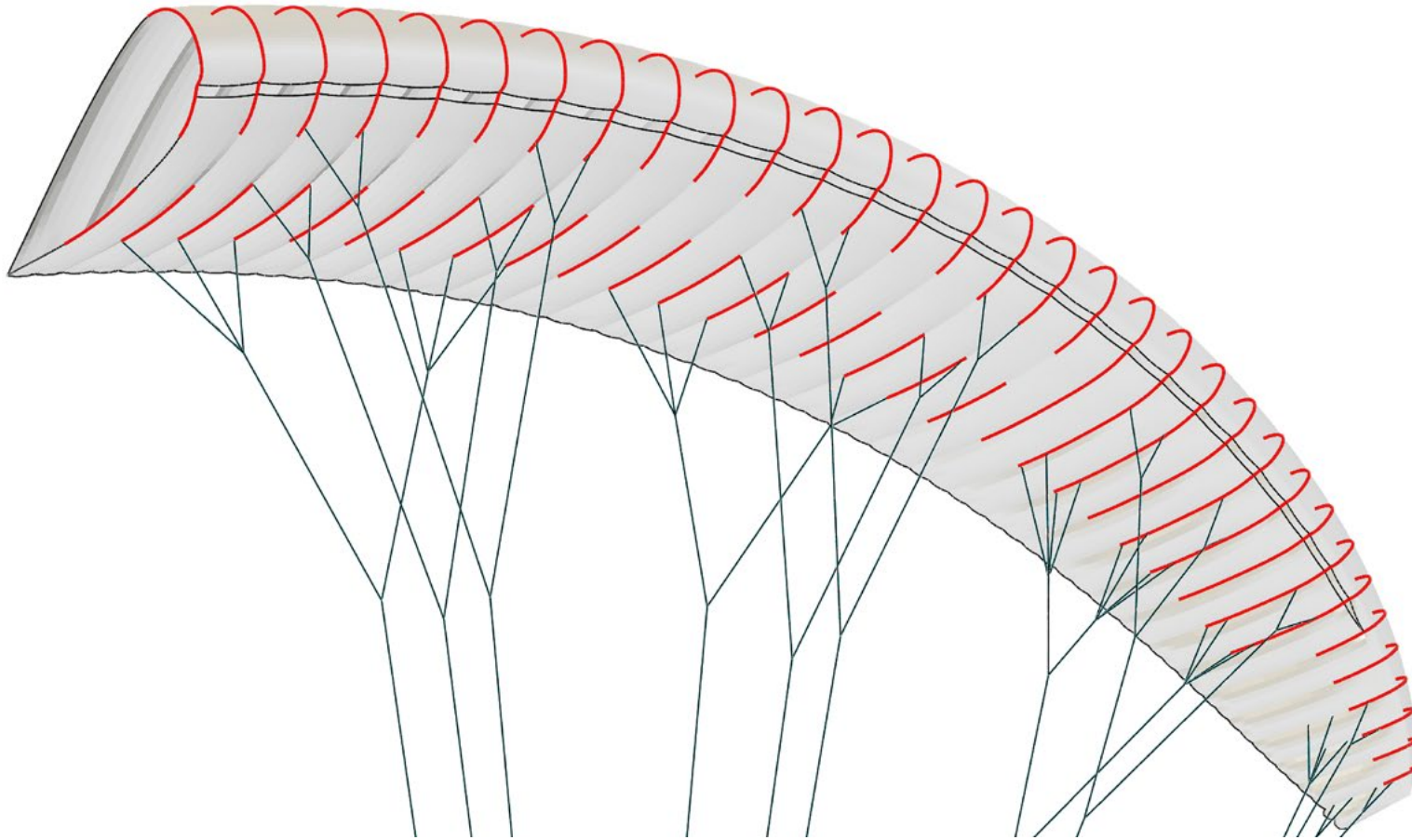
The MENTOR 7 Light has Height Adjustable C-Handles (known as HAC handles) on the risers, that allow pitch control in accelerated flight, which was previously limited to two-liners such as the XENON. This means it is easy to compensate for turbulence and flying XC is far more efficient. Those with no previous experience of C-steering can take a relaxed approach to learning this new flight technology with the MENTOR 7 Light and gain a real performance advantage for themselves. Please note: how this C-steering works is explained below.





MENTOR 7 LIGHT  
Hybrid 2.5-liner





## Elaborate design

Like our XENON, its “little brother”, the MENTOR 7 Light does not work without rods. Therefore, we say goodbye to our “Easy Packing” principle in favour of a clear performance advantage. This basically just means that we recommend you don't stuff the MENTOR 7 Light into the pack sack crumpled up, but rather folded up and packed with the help of the enclosed pack roll. A little effort is worth it, as this means the rods remain in shape, the lines are tidier and it saves time during the preparation before the next flight. Please note: when buying the MENTOR 7 Light, you can decide between the Concertina Bag Light or a rucksack.



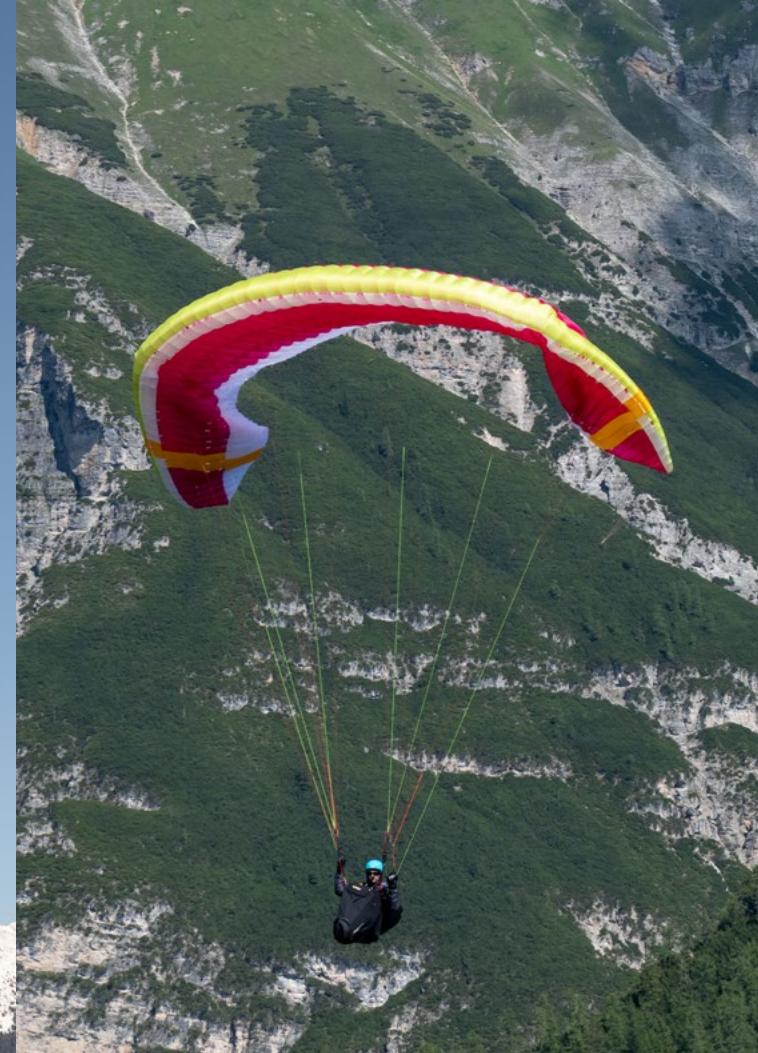


## Multi-talented risers

The most prominent feature on the MENTOR 7 Light's new Speedbrake Riser 2.0 are the HAC-Handles. Another striking feature is the "Baby-B" line, which acts as a moveable pulley on the B3 line. This means the riser is a little more complex, but it is still clearly laid out and easy to handle even when launching. Good to know when ground handling: you can kill the MENTOR 7 Light very effectively using the C-lines. As there is no C3 line, what does not work so well are asymmetric corrections via the C-lines. For lateral directional corrections we therefore recommend using the brake.







B3-Stall

## Pilot target group

The MENTOR 7 Light (EN/LTF B) is a state-of-the-art “teacher” in the tradition of the MENTOR series (performance, smooth in flight, safety), which does not tend to overshoot during inflation and impresses with an extreme flight behaviour that is manageable for its class. As a hybrid 2.5-liner, it is suitable for cross-country pilots who are experienced in handling EN B gliders, or who want to get the maximum out of a flight using the speed-bar and HAC handles. So if you want to familiarise yourself with pitch control similar to the flying feeling of a two-liner, this is the wing to fly. It is important to understand that the hybrid construction partly influences ground handling and means, for example, that the use of the B3 stall is more effective than classic big ears.



# MENTOR 7 LIGHT

## FAQ

### **How does the C-steering work?**

The so-called HAC handles (Height Adjustable C-Handles) are mounted on the C-risers. These permit a more efficient pitch control, usually only possible on two-liners. The effort required to apply them is so minimal, that even after a long flight they never cause fatigue. In accelerated flight, the HAC handles can be used to increase the angle of attack more quickly and sensitively than would be possible by releasing the speed bar. Additionally, asymmetrical corrections are possible, e.g. for a change of direction. In the end, the C-steering means it is possible to fly faster, more efficiently and in a more relaxed manner. At trim speed, if the HAC handles are pulled down about 20 cm, a stall occurs, but the pilot will know this in advance through pulsating feedback on the handles. Well before the stall, performance is noticeably reduced. It is therefore not advisable to permanently slow down the MENTOR 7 Light below trim speed.

### **Do I have to use the C-steering?**

No. You can even remove the HAC-Handles. The C-steering is an additional option to compensate for pitching movements of the glider – especially in accelerated flight. When used correctly, they ensure efficient flight in turbulent air.

### **How does the B3 stall work?**

Instead of pulling down the outermost A-lines (like you do when applying big ears), the B3 lines are pulled down quickly and symmetrically about 40-50 cm to induce the B3 stall. As a result the outer wing folds to the rear. The brake handle remains in the hand without a wrap. The maneuver is stable and there is no flapping of the collapsed wing sections. The pressure to hold the B3 stall is minimal. To return to normal flight, release the B3 lines symmetrically. The wing will open without delay. If applying big ears, we recommend accelerating the wing at least 25%.

By the way... as with big ears, the middle of the wing does not deform during the B3 stall. Therefore, the wing remains in forward flight.

### **Which descent techniques are recommended with the MENTOR 7 Light?**

With 2-liners we usually recommend the B3 stall as well as classic big ears and spiral dives. The classic B-line stall does not work with the MENTOR 7 Light hybrid 2.5-liner.

### **Why do we recommend using the B3 stall instead of big ears for the MENTOR 7 Light?**

The B3 stall offers more stability with a higher sink rate. Classic big ears also work, but are less comfortable due to the non-split A-risers.



# MENTOR 7 LIGHT

## FAQ

**Is the MENTOR 7 (Light) more difficult to fly than the MENTOR 6 (Light)?**

No, the MENTOR 7 Light remains true to the principle of all paragliders in the MENTOR series, which means they are positioned at the top of the EN B class. The MENTOR 7 Light incorporates a great deal of design knowledge gained from the construction of the XENON (EN/LTF D) - but with the clear objective that the demands on the pilot are no higher than those of the MENTOR 6. The hybrid 2.5-liner design alone does not increase the demand; the reaction to collapses is even somewhat milder than before. The MENTOR 7 Light's aspect ratio of 5.5, which is moderate in the high-end EN B classification, helps to ensure that the demands on the pilot are not too high. Please note: we recommend checking the manual to learn more about the typical characteristics of 2-liners (C-steering, ground handling, descent techniques).

**How can I take full advantage of the speed-bar travel of the MENTOR 7 Light?**

The MENTOR 7 Light has a large speed-range and therefore long speed-bar travel. Depending on the size of the glider, and especially on the harness, it may not be possible to use the full speed-bar travel, as the Brummel hooks are "blocked" by the pulley of the harness before the full speed-bar travel is reached. There are several possibilities for optimisation: one option is to convert the speed system using speed-bar beads. The conversion kit (Speed System Cords) is included in the scope of delivery and instructions can be found in the manual. Alternatively, the harness can be attached without a Brummel hook by means of a clove hitch/lark's foot or the harness and paraglider can be connected with a continuous cord. However, the latter will only work for pilots who do not disconnect their harness from their wing. If help is required during the conversion, our local NOVA dealer will be happy to assist.

You can see our world-wide network of partners here: [www.nova.eu/en/try-buy](http://www.nova.eu/en/try-buy)

**What is the best way to pack the MENTOR 7 Light?**

We recommend folding the MENTOR 7 Light cell to cell and then placing the NOVA Pack Roll in the crease near the leading edge. The idea behind the Pack Roll is that this crease will be less pronounced, which protects the rods. Our Concertina Bag Light is perfect for the job and facilitates a smaller packing volume.

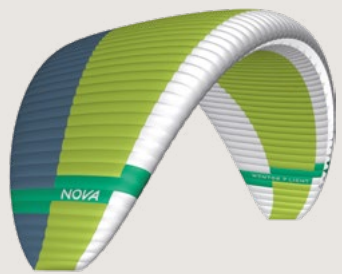




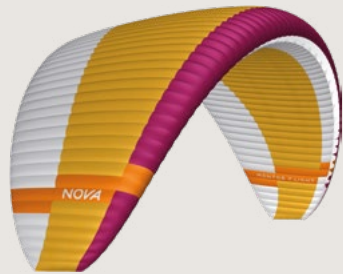
MENTOR 7 LIGHT  
Hybrid 2.5-liner



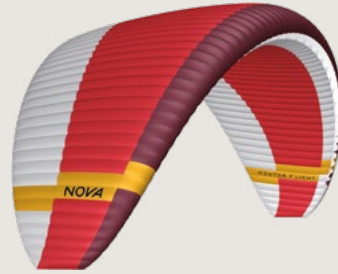




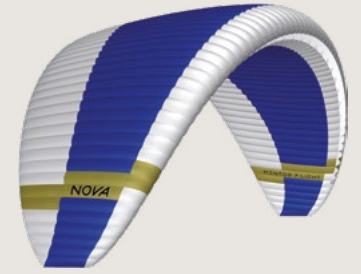
\_Lime



\_Gold



\_Red



\_Blue

## Colours

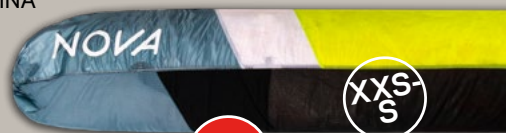


CONCERTINA BAG LIGHT



M-L

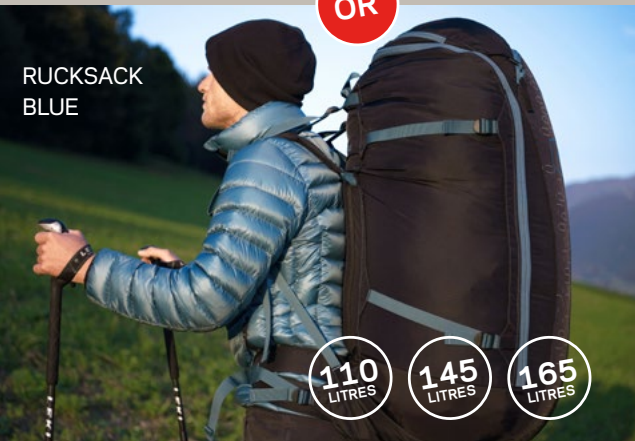
CONCERTINA BAG LIGHT



XXS-S

OR

RUCKSACK BLUE



110 LITRES

145 LITRES

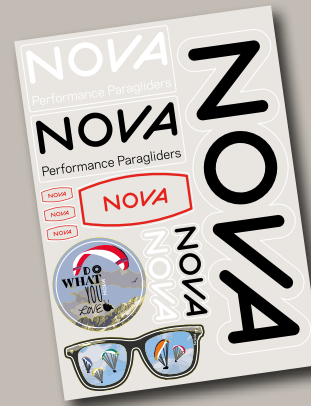
165 LITRES



PACK ROLL



MANUAL



STICKER

NOVA WINDSOCK



REPAIR STICKER



SPEED SYSTEM CORDS

## Scope of delivery





## Materials

Leading edge: Skytex 38 Universal, 38 g/m<sup>2</sup>  
Top surface: Skytex 27 C2, 29 g/m<sup>2</sup>  
Lower sail: Skytex 27 C2, 29 g/m<sup>2</sup>  
Profile ribs: Porcher Skytex 27 Hard, 27 g/m<sup>2</sup>  
(suspended)

Profile ribs: Porcher Skytex 27 Hard, 27 g/m<sup>2</sup>  
(unsuspended)  
Main lines: Liros PPSL 191 / U-8001-130  
Gallery lines: Edelrid U-8000 / DC40  
Brake lines: 7850-240 / U-8000 / DC40  
Risers: Kevlar 12 mm



## Technical Data

### MENTOR 7 LIGHT

		XXS	XS	S	M	L
Number of cells				66		
Projected span	m	8.65	9.10	9.54	9.96	10.37
Projected area	m <sup>2</sup>	17.90	19.80	21.77	23.72	25.70
Projected aspect ratio				4.18		
Flat span	m	10.78	11.34	11.89	12.41	12.92
Flat area	m <sup>2</sup>	21.12	23.36	25.69	27.99	30.33
Flat aspect ratio				5.50		
Line diameter	mm	0.4/0.5/0.7/0.8/0.9/0.95/1.2				
Line length	m	6.47	6.81	7.14	7.45	7.76
Max. chord	m	2.47	2.60	2.72	2.84	2.96
Weight	kg	3.65	3.90	4.15	4.40	4.65
Certified take off weight*	kg	55-85	70-95	80-105	90-115	100-130
Permissible take off weight Powered flight**	kg	55-105	70-115	80-125	90-135	100-150
Certification (EN & LTF)				B		

\*) Pilot incl. equipment and wing

\*\*) Pilot incl. equipment, motor and wing



# NOVA

Every NOVA paraglider comes with a big package of extra services and guarantees.  
When you buy the wing you get more than just the product.

