



DHV-tested Equipment | Flying Equipment Database | Manufacturers / Dealers | Flying Schools | Clubs

DHV Databases

TECHNICAL DATA | DHV TESTREPORT LTF | DATASHEET | PARTS LIST | OPERATING INSTRUCTION | PRINT



DHV TESTREPORT EN926-2:2014

PHI MAESTRO 22

**Type designation** PHI Maestro 22  
**Type test reference no** DHV GS-01-2430-19  
**Holder of certification** [Papesh GmbH](#)  
**Manufacturer** [Papesh GmbH](#)  
**Classification** B  
**Winch towing** Yes  
**Number of seats min / max** 1 / 1  
**Accelerator** Yes  
**Trimmers** No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (83KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (108KG)

Test pilots



**Beni Stocker**

No release



**Sebastian Mackrodt**

No release

Inflation/take-off

<b>Rising behaviour</b>	Smooth, easy and constant rising	Smooth, easy and constant rising
<b>Special take off technique required</b>	No	No

Landing

<b>Special landing technique required</b>	No	No
---	----	----

Speeds in straight flight

<b>Trim speed more than 30 km/h</b>	Yes	Yes
<b>Speed range using the controls larger than 10 km/h</b>	Yes	Yes
<b>Minimum speed</b>	Less than 25 km/h	Less than 25 km/h

Control movement

<b>Symmetric control pressure</b>	Increasing	Increasing
<b>Symmetric control travel</b>	Greater than 60 cm	Greater than 65 cm

Pitch stability exiting accelerated flight

<b>Dive forward angle on exit</b>	Dive forward less than 30°	Dive forward less than 30°
<b>Collapse occurs</b>	No	No

Pitch stability operating controls during accelerated flight

<b>Collapse occurs</b>	No	No
------------------------	----	----

Roll stability and damping

<b>Oscillations</b>	Reducing	Reducing
---------------------	----------	----------

Stability in gentle spirals

<b>Tendency to return to straight flight</b>	Spontaneous exit	Spontaneous exit
--	------------------	------------------

en : Verhalten beim Verlassen einer vollständigen Steilspirale

<b>en : Erstes Ansprechen des Gleitschirms (die ersten 180°)</b>	en : unmittelbare Verringerung der Drehgeschwindigkeit	en : unmittelbare Verringerung der Drehgeschwindigkeit
<b>Tendency to return to straight flight</b>	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)
<b>Turn angle to recover normal flight</b>	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery

<u>Symmetric front collapse</u>	<b>B</b>	<b>A</b>
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in 3 s to 5 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Entering a turn of less than 90°		Keeping course
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe</u>	<b>B</b>	<b>B</b>
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in 3 s to 5 s		Spontaneous in 3 s to 5 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Entering a turn of less than 90°		Keeping course
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe</u>	<b>B</b>	<b>B</b>
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in 3 s to 5 s		Spontaneous in 3 s to 5 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Entering a turn of less than 90°		Keeping course
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>Exiting deep stall (parachutal stall)</u>	<b>A</b>	<b>A</b>
<b>Deep stall achieved</b> Yes		Yes
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Changing course less than 45°		Changing course less than 45°
<b>Cascade occurs</b> No		No
<u>High angle of attack recovery</u>	<b>A</b>	<b>A</b>
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Cascade occurs</b> No		No
<u>Recovery from a developed full stall</u>	<b>A</b>	<b>A</b>
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Collapse</b> No collapse		No collapse
<b>Cascade occurs (other than collapses)</b> No		No
<b>Rocking back</b> Less than 45°		Less than 45°
<b>Line tension</b> Most lines tight		Most lines tight
<u>en : Kleiner einseitiger Klapper</u>	<b>A</b>	<b>A</b>
<b>Change of course until re-inflation</b> Less than 90°		Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 0° to 15°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> 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)
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Großer einseitiger Klapper</u>	<b>B</b>	<b>B</b>
<b>Change of course until re-inflation</b> 90° to 180°		90° to 180°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> 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)
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Kleiner einseitiger Klapper im beschleunigten Flug</u>	<b>A</b>	<b>A</b>
<b>Change of course until re-inflation</b> Less than 90°		Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> 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)
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Großer einseitiger Klapper im beschleunigten Flug</u>	<b>B</b>	<b>B</b>
<b>Change of course until re-inflation</b> 90° to 180°		90° to 180°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°

<b>Re-inflation behaviour</b>	Spontaneous re-inflation	Spontaneous re-inflation
<b>Total change of course</b>	Less than 360°	Less than 360°
<b>Collapse on the opposite side occurs</b>	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)
<b>Twist occurs</b>	No	No
<b>Cascade occurs</b>	No	No
<b>en : Faltleinen wurden benutzt</b>	no	no
<b><u>Directional control with a maintained asymmetric collapse</u></b>	<b>A</b>	<b>A</b>
<b>Able to keep course</b>	Yes	Yes
<b>180° turn away from the collapsed side possible in 10 s</b>	Yes	Yes
<b>Amount of control range between turn and stall or spin</b>	More than 50 % of the symmetric control travel	More than 50 % of the symmetric control travel
<b><u>Trim speed spin tendency</u></b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b>	No	No
<b><u>Low speed spin tendency</u></b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b>	No	No
<b><u>Recovery from a developed spin</u></b>	<b>A</b>	<b>A</b>
<b>Spin rotation angle after release</b>	Stops spinning in less than 90°	Stops spinning in less than 90°
<b>Cascade occurs</b>	No	No
<b><u>B-line stall</u></b>	<b>A</b>	<b>A</b>
<b>Change of course before release</b>	Changing course less than 45°	Changing course less than 45°
<b>Behaviour before release</b>	Remains stable with straight span	Remains stable with straight span
<b>Recovery</b>	Spontaneous in less than 3 s	Spontaneous in less than 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Cascade occurs</b>	No	No
<b><u>Big ears</u></b>	<b>B</b>	<b>B</b>
<b>Entry procedure</b>	Dedicated controls	Dedicated controls
<b>Behaviour during big ears</b>	Stable flight	Stable flight
<b>Recovery</b>	Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b><u>Big ears in accelerated flight</u></b>	<b>A</b>	<b>A</b>
<b>Entry procedure</b>	Dedicated controls	Dedicated controls
<b>Behaviour during big ears</b>	Stable flight	Stable flight
<b>Recovery</b>	Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Behaviour immediately after releasing the accelerator while maintaining big ears</b>	Stable flight	Stable flight
<b><u>Alternative means of directional control</u></b>	<b>A</b>	<b>A</b>
<b>180° turn achievable in 20 s</b>	Yes	Yes
<b>Stall or spin occurs</b>	No	No
<b><u>Any other flight procedure and/or configuration described in the user's manual</u></b>		
No other flight procedure or configuration described in the user's manual		