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DHV TESTREPORT EN926-2:2014

PHI TENOR 25

Type designation PHI Tenor 25
Type test reference no DHV GS-01-2366-18
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 (105KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (130KG)

Test pilots



Harald Buntz



Sebastian Mackrodt

	A	A
<u>Inflation/take-off</u>		
Rising behaviour	Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique required	No	No
<u>Landing</u>		
Special landing technique required	No	No
<u>Speeds in straight flight</u>		
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
<u>Control movement</u>		
Symmetric control pressure	Increasing	Increasing
Symmetric control travel	Greater than 65 cm	Greater than 65 cm
<u>Pitch stability exiting accelerated flight</u>		
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>		
Collapse occurs	No	No
<u>Roll stability and damping</u>		
Oscillations	Reducing	Reducing
<u>Stability in gentle spirals</u>		
Tendency to return to straight flight	Spontaneous exit	Spontaneous exit
<u>en : Verhalten beim Verlassen einer vollständigen Steilspirale</u>		
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
<u>Symmetric front collapse</u>		
Entry	Rocking back less than 45°	Rocking back less than 45°

Recovery Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
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 no		no	
en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe			
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 no		no	
en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe			
Entry Rocking back less than 45°	B	Rocking back less than 45°	B
Recovery Spontaneous in 3 s to 5 s		Spontaneous in 3 s to 5 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 no		no	
Exiting deep stall (parachutal stall)			
Deep stall achieved Yes	A	Yes	A
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			
Recovery Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs No		No	
Recovery from a developed full stall			
Dive forward angle on exit Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
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			
Change of course until re-inflation Less than 90°	A	Less than 90°	A
Maximum dive forward or roll angle Dive or roll angle 0° to 15°		Dive or roll angle 0° to 15°	
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			
Change of course until re-inflation Less than 90°	A	Less than 90°	A
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			
Change of course until re-inflation Less than 90°	A	Less than 90°	A
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			
Change of course until re-inflation 90° to 180°	B	90° to 180°	B
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

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

Spin occurs No

No

Low speed spin tendency

A

A

Spin occurs No

No

Recovery from a developed spin

B

B

Spin rotation angle after release Stops spinning in 90° to 180°

Stops spinning in 90° to 180°

Cascade occurs No

No

B-line stall

A

A

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 0° to 30°

Dive forward 0° to 30°

Cascade occurs No

No

Big ears

B

B

Entry procedure Dedicated controls

Dedicated controls

Behaviour during big ears Stable flight

Stable flight

Recovery Spontaneous in 3 s to 5 s

Spontaneous in 3 s to 5 s

Dive forward angle on exit Dive forward 0° to 30°

Dive forward 0° to 30°

Big ears in accelerated flight

A

A

Entry procedure Dedicated controls

Dedicated controls

Behaviour during big ears Stable flight

Stable flight

Recovery Spontaneous in 3 s to 5 s

Spontaneous in 3 s to 5 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