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DHV TESTREPORT EN926-2:2014

PHI CONCERTO 36

Type designation	PHI CONCERTO 36
Type test reference no	DHV GS-01-2394-18
Holder of certification	Papesh GmbH
Manufacturer	Papesh GmbH
Classification	A
Winch towing	Yes
Number of seats min / max	1 / 2
Accelerator	No
Trimmers	Yes



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (120KG)

Test pilots



Reiner Brunn

No release

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (240KG)



Harald Buntz

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 65 cm

Greater than 65 cm

Pitch stability exiting accelerated flight

Not carried out because the glider is not equipped with an accelerator

Pitch stability operating controls during accelerated flight

Not carried out because the glider is not equipped with an accelerator

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°) 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

A

A

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 mindestens 50% Flügeltiefe

A

A

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

Not carried out because the glider is not equipped with an accelerator

Exiting deep stall (parachutal stall)

A

A

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

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

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

A

Change of course until re-inflation	Less than 90°	Less than 90°
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

A

A

Change of course until re-inflation	Less than 90°	Less than 90°
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 : Kleiner einseitiger Klapper im beschleunigten Flug

Not carried out because the glider is not equipped with an accelerator

en : Großer einseitiger Klapper im beschleunigten Flug

Not carried out because the glider is not equipped with an accelerator

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
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Low speed spin tendency

A

A

Spin occurs	No	No
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Recovery from a developed spin

A

A

Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	No	No

B-line stall

Not carried out because the manoeuvre is excluded in the user's manual

Big ears

	A	A
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
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°

Big ears in accelerated flight

Not carried out because the glider is not equipped with an accelerator

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

Supplementary remarks

B line stall not possible (force).