

Press release: Maiden flight of the DG-1000 Club on 02/22/2007

Having produced And delivered almost 100 DG-1000S and T, now the first DG-1000 Club-version has been completed and testflown.

The DG-1000 Club is the best two-seater sailplane for basic training, high performance and cross country flights, as well as aerobatic flights“ – these are the words of the first buyer of this sailplane from Wellington in New Zealand. Before taking the final decision all possible types of gliders were evaluated and the pros and cons investigated. In the end the following criteria convinced:

- Simple handling on the ground and in the air
- Automatic control hook-ups
- State of the art wing sections:
creating excellent gliding performance (max. L/D approx. 41 and min. sink rate two seated approx. 0,65 m/S),
low bug and rain sensitivity
- Ballast box in the fin:
It is very easy to adjust the glider to the same C.G. position for solo and dual flying by simply adding ballast weights into the ballast box. This is a major advantage for pilot training as the student pilot can perform his solo flights with the same C.G. position as used when flying with his instructor. This is much safer than flying solo with a much further aft C.G. position and the resulting different handling characteristics.
With ballast in the fin, spin training with instructor is possible without the need of external ballast provisions.
- Height adjustable rear seat shell for outstanding visibility from the rear cockpit, even for small pilots
- State of the art cockpit design, ergonomically arranged seating positions, effective and quiet ventilation system
- Rigid, high spring mounted landing gear, retractable as option (the fixed landing gear can be switched to a retractable version with little effort if desired)
- Certified for aerobatics

In the minds of glider pilots the DG 1000S is thought of as a cross country soaring machine. The new Club version has been developed with pilot training as the main aim.

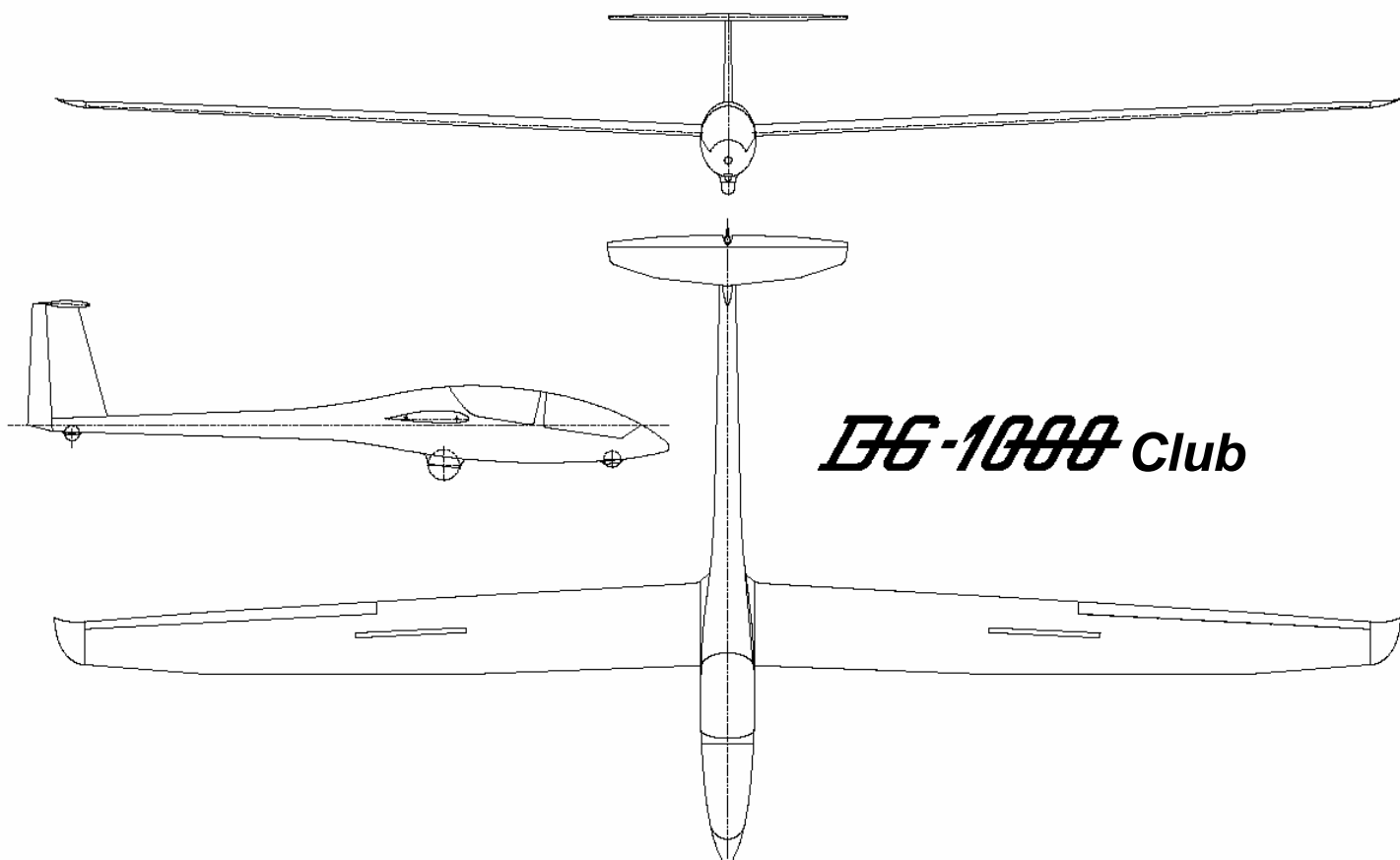
„Today’s students are our future customers“ – says senior sales manager Volker Halbe. „Our experience in selling the DG-1000S shows that a modern fleet generates new members and growth in the clubs. This is not yet common knowledge when choosing the training fleets. Here we see a large market potential and offer a favorable entry with the DG-1000 Club to the clubs.“

DG Flugzeugbau recommends to order the DG-1000 Club with the optional wing parting devices – this feature enables you to update your glider to a DG-1000S, an important argument for high resale value.

9th of March, 2007 the airplane started its long journey in a container – to arrive 6 weeks later at the other side of the world (New Zealand) and make a lot of pilots and students happy.

Technical data DG-1000 Club

Wing span	m	18
Wing surface	m ²	16,72
Aspect ratio	/	19,38
Length	m	8,57
Fuselage height	m	1,0
Fuselage width	m	0,73
Horizontal tailplane span	m	3,2
Certificated for		Category U, simple aerobatics Category A, aerobatics
Max. mass Category U (with optional waterballast)	kg	750
Max. wing loading	kg/m ²	44,9
Max. mass Category A	kg	630
Empty mass with basic instruments	approx. kg	411
Wing loading (with 80 kg payload)	approx. kg/m ²	29,4
Lowest rate of sink (single seated)	m/s	0,62
at	km/h	84
Stall speed (mass 550 kg)	km/h	67
Best glide ratio (mass 750 kg)	approx. /	41
at	km/h	100
Max. speed	km/h	270



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