



DG Flugzeugbau

DG-1001T



..... *high performance double-seater with sustainer engine*

- The DEI-NT engine management is still the leading system for years now
 - Automatic extension and retraction process
 - All important parameters are monitored
 - Log-book function as standard
 - Stall warning as standard
- DEI-NT rear unit and second throttle by request
- The pilot in command can control the glider from either seats
- Minimal loss of altitude during engine start due to electric engine starter
- Push-Pull procedure certified. No problems with short runways and/or weak towplanes any more
- Electrically operated landing gear (manual version optional) guarantees incomparable-comfort. Large suspension springs insure high safety
- Certified for unlimited aerobatics in 18 m (max 630 kg take-off mass) and simple aerobatics in 20 m configurations.



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..... Technical Details

Span

• wing area	18 m 16,72 m ²	20 m 17,53 m ²
• aspect ratio	19,38 /	22,82 /
• fuselage length	8,57 m	
• fuselage height	1,0 m	
• fuselage width	0,73 m	
• elevator span	3,2 m	
• water ballast max.	160 kg (l)	160 kg (l)
• max. weight	750 kg	750 kg
• max. wing loading	44,9 kg/m ²	42,8 kg/m ²
• max weight for aerobatics (cat. A)	630 kg	–
• max. speed	270 km/h	270 km/h
• aerobatics	category A unlimited aerobatics	category U simple aerobatics
• best glide ratio (max. mass) approx. at	1:41 100 km/h	1:47 120 km/h
• engine	SOLO 2350C 2-cylinder, 2-stroke engine	
• power	22 KW / 30 HP	
• fuel capacity	22 Liter	
• climb performance (20 m span width, 670 kg)	1,27 m/s	