

Press Release:

March 16th DG Flugzeugbau GmbH delivered their 100th DG-1000



On February 22nd was the maiden flight of the DG-1000 Club

Having produced and delivered almost 100 DG-1000S and T versions, DG has now also test flown delivered the first DG-1000 Club-version.

The DG-1000 Club is the best two seat sailplane on the market for basic training, high performance cross country flying, and aerobatics – these were the words of the first customer for this sailplane, from Wellington, New Zealand. Before making a final decision the pros and cons investigated and all possible types of gliders were evaluated. In the end the following advantages were the convincing factors:

- Simple handling on the ground and in the air
- Automatic control hook-ups
- State of the art wing sections: creating excellent performance (max. L/D approx. 41 and min. sink rate two occupants approx. 0,65 m/S), and low bug and rain sensitivity.
- Ballast box in the fin: It is very easy to adjust the C.G. position for solo or dual flying by simply adding or removing ballast weights in the ballast boxes. This is a major advantage for pilot training as a student pilot can perform his/her solo flights with the same C.G. position as when flying with the instructor. This is much safer than flying solo with a C.G. position that is much further aft, resulting in different handling

characteristics. With ballast in the vertical fin, spin training with an 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 was developed with pilot training as the market objective.

“Today’s students are our future customers“ – says senior DG sales manager Volker Halbe. “Our experience in selling the DG-1000S has shown that a modern fleet generates new members and growth in the clubs, not yet common knowledge. We see a large market potential here and are therefore offering a favorable entry price for clubs with the DG-1000 Club sailplane“.

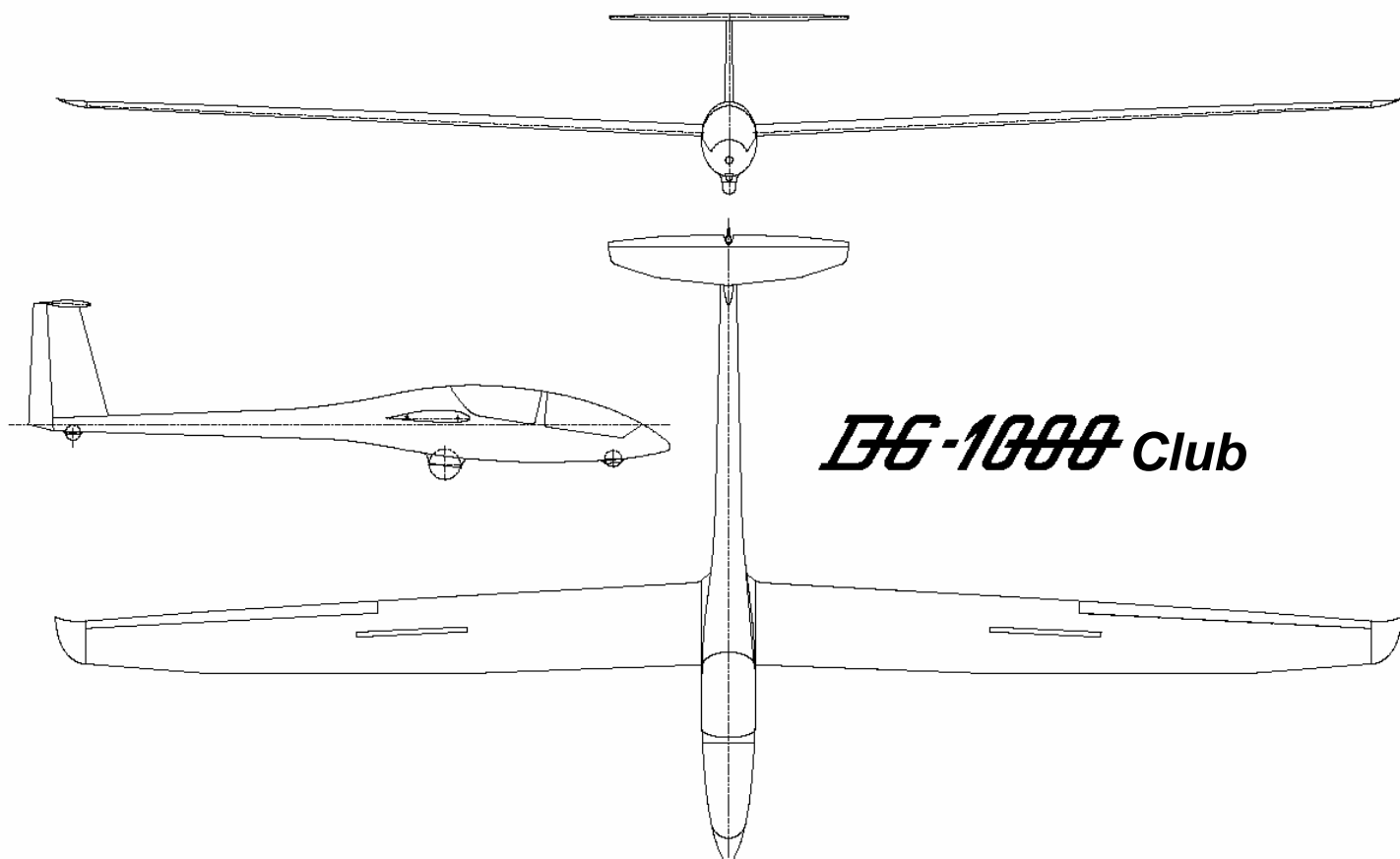
DG Flugzeugbau recommends ordering the DG-1000 Club with the optional wing parting devices – this feature enables you to update your glider to a DG-1000S, an important feature for high resale value.

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



Technical data DG-1000 Club

Wing span	18 m	59 ft
Wing surface Area	16.72 m ²	180 ft ²
Aspect ratio	19.38	-
Length	8.57 m	28.1 ft
Fuselage height	1.0 m	3.2 ft
Fuselage width	0.73 m	2.4 ft
Horizontal tail-plane span	3.2 m	10.5 ft
Certificated for	Utility Category (simple aerobatics), Aerobatic Category	
Max. Gross Wt, Utility Category (with optional water ballast)	750 kg	1653 lb
Max. wing loading	44,9 kg/m ²	9.2 lb/ft ²
Max. Gross Wt, Aerobatic Category	630 kg	1389 lb
Empty Weight with basic instruments	approx. 411 kg	906 lb
Wing loading (with 80 kg payload)	approx. 29,4 kg/m ²	6.0 lb/ft ²
Minimum sink rate (single pilot)	0,62 m/s	122 ft/min
at	84 km/h	45 kts
Stall speed (550 kg GW)	67 km/h	36 kts
Best glide ratio (750 kg GW)	approx. 41	-
at	100 km/h	54 kts
Maximum Speed (Vne)	270 km/h	146 kts



Authorized DG/LS Sales Agents

Pacific AeroSport, LLC: 360-474-9394 ▪ www.PacificAeroSport.com

Solaire Canada: 519-461-1464 ▪ www.solairecanda.com

Seminole-Lake Gliderport: 352-394-5450 ▪ www.soarfl.com

