

DG-1000 M

The selflaunching two-seater sailplane

Highest performance in the 20m two-seater class combined with a powerful engine for trouble-free launching

- The DG-1000M will be equipped with a new engine developed by the Solo company. This engine will have several innovative features distinguishing it from the engines used at present for similar applications:
 - Electronic fuel injection for higher power output at high altitudes and lower fuel consumption and smooth operation at reduced power settings (cruise).
 - Low engine vibrations due to several damping measures, for instance a torsional vibration damper.
 - more power for safe selflaunching, approx. 50 kW / 68 hp
- Powerplant controls and indications are similar to DG-selflaunchers for easiest handling. Controls and indications are standard equipment in both Cockpits.
- DEI-NT including stall warning and many additional features, as known from the DG-808C.
- Steerable tailwheel and wing wheels for easy taxiing. The wing wheels are mounted only approx 8.5 m outboard of the fuselage centre to allow taxiing on narrow taxiways.

Technical data

Wingspan	m	20
Wing surface	m ²	17,53
Aspect ratio	/	22,82
Length	m	8,57
Fuselage height	m	1,0
Fuselage width	m	0,73
Horizontal tailplane span	m	3,2
Waterballast (optional)	max. kg (l)	160
Empty mass with basic instruments	approx. kg	510
Wing loading (with 80kg payload)	approx. kg/m ²	33,7
Max. mass	kg	780
Max. wing loading	kg/m ²	44,5
Max. speed	km/h	270
Stall speed (mass 600kg)	km/h	71
Certified for aerobatics		Category U simple aerobatics

Performance

Best glide ratio (max. mass) approx.	/	1:46,5
at	km/h	124
Lowest rate of sink (single seated)	m/s	0,55
at	km/h	88

Powerplant

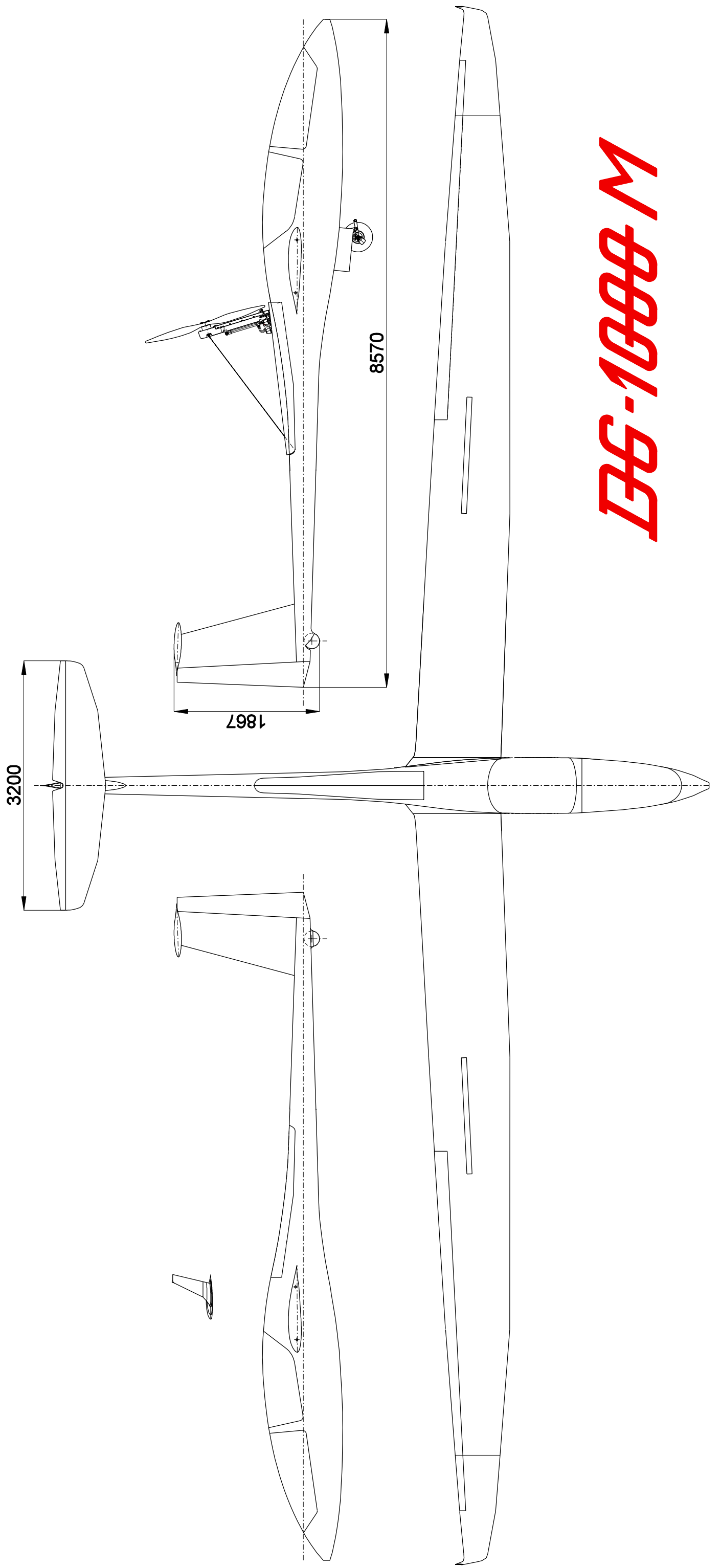
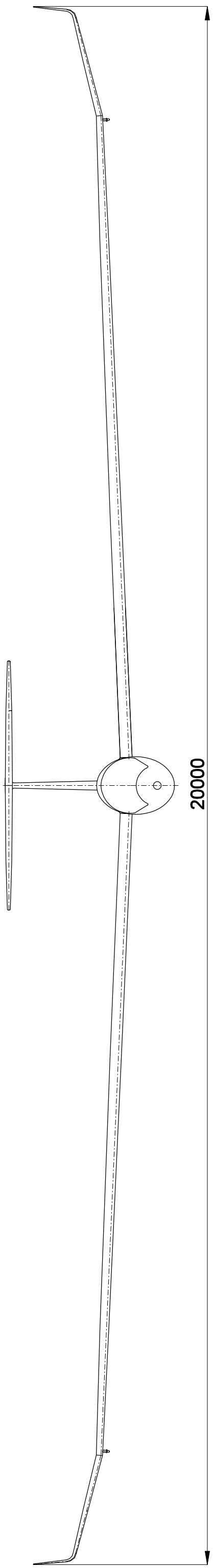
engine	Solo 2625 03 two-cylinder-two-stroke- engine with electronic fuel injection
power	50 KW / 68 hp
Reduction gear	approx. 1:3
Fuel tank capacity	38 Liter
Propeller	Composite

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