

# VERSATILE ADDITION TO FLEET?



Pilots from Yorkshire and Oxford gliding clubs give their feedback on the DG-1001 club neo as a club trainer, following its UK tour



Oxford's Oscar Eldridge tries the front seat for size (Paul Morrison)

**H**ERE at Sutton Bank we have been flying DG two-seaters since 1990, starting with the DG-500 18m trainer, which is still part of the fleet, and a DG-1000 S, which has been with us since 2003. This glider was bought for stall/spin and cross-country training and we selected the long retractable undercarriage version. This makes it less suitable for students, and so we were interested to see how the DG-1001 trainer compared with our two K-21s.

The general handling of the DG-1001 is noticeably better than the 1000 S and, according to Stefan Goldner at DG, this is largely down to the new winglets. In its basic form the aircraft is lighter as there is no water ballast gear and the demonstrator we flew had a fixed undercarriage. With the undercarriage positioned slightly further back, ground handling was better, with less weight on the tailwheel.

Bob Beck and myself flew with as many YGC members as possible, from instructors to early solo pilots and everyone was impressed with the handling in 20m configuration with launches by aerotow. Due to weather and

time issues we didn't get to compare it with the 1000 S when winch launching or flying it in 18m mode, but I would expect the 1001 to be at least as good as the 1000 S.

In my view, the DG-1001 trainer is suitable for basic training, and it can be used to teach all the stall/spin exercises in the BGA syllabus, then through solo, aerobatics, and onto cross-country training. A very capable glider indeed and a very strong contender for future fleet upgrades at the Yorkshire Gliding Club.

**John Carter,**  
DCFI, Yorkshire GC

FROM a student's point of view, I found that it was very nice to fly, I liked it as a trainer. The only problem I found was if you had big boots on in the front it was difficult to operate the rudder.

**Oscar Eldridge,**  
pilot under training, Oxford GC

I WAS very impressed by the DG-1001 club neo. I flew it in 18m and 20m mode, from front and back seats, and was

surprised by both the ease of handling and performance. In my opinion, an ideal training aircraft; the glider was easy to rig and came well equipped. Many members were interested in the anti-collision light in the nose, which brightened up an otherwise overcast flying day.

**Alex Rose, BI, Oxford GC**

I'VE FLOWN both the Perkoz and the DG-1001 and would be happy to instruct in either. Both are very easy to fly, don't seem to be slippery like other glass two-seaters, and both do the full syllabus, including spinning – but only when prompted, not unintentionally like some older types.

Both seem well built; the visibility from the back in the Perkoz was exceptional, but the DG was fine, too (smaller front headrest than the DG-505!). Both seem an easier step from instructing in K-13s than other glass two-seaters like the DG-505, which should make it less intimidating for students (and for instructors not used to glass).

The only real downside of the Perkoz were the mass-balance weights sticking out from the tips of the elevator, which leaves them at risk of being ripped off when landing in long grass.

All in all, of all glass training two-seaters currently available, the DG-1001 club neo would be my choice.

**Claudia Hill,  
Full Cat, Oxford GC**

I ONLY flew the DG-1001 in 20m mode. First impressions were that the build quality was outstanding, with lots of nice extras such as the warning buzzer when the rear canopy is not locked and you lock the front, the ballast weight system in the tail with warning lights on the panel, and the high vis warning on the nose, to name a few.

Flying-wise, I was particularly impressed with how light it was on the controls and it flew more like a single-seater than a big 20m



Paul Morrison (front), with McLean Aviation's safety pilot Russel Hardcastle, prepare for a flight in the DG-1001 club neo at Oxford Gliding Club (Liisi Laks)

trainer. Role rate was superb and stall and spin were gentle. It spun easily enough, even in 20m mode,

A worthy contender as a K-13 replacement without doubt, as it's much easier to land than the DG-505. With the T-tail it hasn't the risk the Perkoz has if landing in tall grass with its low tail and vulnerable mass-balance tabs sticking forward just asking to be snapped off.

**John Hanlon,  
Full Cat and ex-CFI, Oxford GC**

I WAS very impressed by the DG-1001 and found it easy and comfortable to fly on a typical, if less than ideal, UK winter day. It handled nicely, did not appear to have any nasty characteristics even when mis-handled and I would be happy to allow students to get more out of shape in this than a



To further enhance safety, a flashlight for the DG-1001 family was designed, which is integrated into the sailplane's nose. The red flashlight significantly adds to crash prevention (photo: DG)



Putting the DG-1001 club neo through its paces at Weston on the Green (Liisi Laks)

**DG HAS DONE AN AMAZING JOB OF RETAINING ALL THE GOOD BITS OF THE 505 WHILST CREATING A GLIDER THAT IS ALSO SUITABLE AS A TRAINER**



## TECHNICAL DATA

Wing Span: 18m  
Wing Area: 16.72m<sup>2</sup>  
Length: 8.57m  
Height: 1.8m  
Max Speed: 270 km/h  
Min Speed (at 550kg): 67km/h  
Glide ratio: >1:40  
Min Sink (single-seated): 0.62m/s  
Empty Mass (incl basic instruments): 410kg  
Water Ballast (optional): 160L  
MTOW: 750kg  
MTOW for aerobatics  
Category A: 630kg  
Basic price: €87,000

■ [www.dg-flugzeugbau.de](http://www.dg-flugzeugbau.de)  
■ [www.mcleanaviation.co.uk](http://www.mcleanaviation.co.uk)



(photo courtesy of DG)

The trim box positioned in the vertical tail is a unique feature of the DG-1001 family and enables you to optimise your crew's individual weight and balance. DG states that it is not only useful for spin training, but also enhances the glider's handling characteristics in level flight or while thermaling. The allowable centre-of-gravity range can also be utilised without employing the ballast box. A good feature during training: When on one day you have several students lined up for instruction you may not want to change the number of trim weights after every single winch-launch. The easiest way to ballast the glider is to mount your trim weights according to the lightest instructor-student combination and then leave them in the box for the rest of the day. For aerobatics the trim box should be stocked according to the chart, enclosed with the glider, though.



Oxford GC pilots found the DG-1001 club neo an excellent all-rounder (Paul Morrison)

✂️ DG-505. On approach and landing it does not have the mass and energy that can make an 'arrival' in the DG-505 so exciting, so it would make a suitable K-13 replacement in my opinion.

**Paul Morrison,**  
Ass Cat and ex-chairman, Oxford GC

🌀 IT WINCH-LAUNCHED nicely and was an easy, well balanced and comfortable glider to fly, with good visibility from front and rear. When testing poor control inputs, I felt it responded with sufficient warning for student pilots and didn't seem to bite at any point.

The minimum speed, full brake round out was much better than our DG-505 at the upper end of the weight placard and it had less momentum on the ground. It would be nice to have slightly more effective airbrakes, but they were still sufficient.

The canopy gas struts are a nice idea, but they could do with being much stronger. However, the 'canopy open' warning buzzer add-on was temperamental and best not there.

Overall, as expected it was very nice, well built and flew well. It would be a great versatile addition for training and much more if you can justify the price. Buy one, get one free?

**Jon Christensen,**  
Ass Cat and ex-vice chairman, OGC

🌀 I ONLY flew the neo briefly, but I was impressed that a glider seemingly so similar to the DG-505 was so much more user-friendly. We had been told all along that it was suitable for training and early-solos, but it wasn't until I flew it that I could understand this.

It's hard to pinpoint exactly what it is about the neo that makes it this way, but DG has done an amazing job of retaining all the good bits of the 505 whilst creating a glider that is also suitable as a trainer. It really is an excellent all-rounder.

**Martin Brown,**  
Ass Cat and chairman, Oxford GC



Time to reflect at OGC (Paul Morrison)