

## Criteria

In order of priority, we want a new two seater to be capable of:

1. Cross-country training – so we need good performance, good brakes and easy rigging.
2. Spin training – able to spin with heavy pilots.
3. Flying trial lessons – looks good, good weight limits, easy to man handle on the ground, reasonably benign handling.
4. General training – reasonably robust, forgiving, easy to handle on the ground.

Aircraft	Criteria - Marks out of ten				Cost	Pros	Cons
	Cross Country Training	Spin Training	Trial Lessons	General Training			
K13 Benchmark	5	6	6	9	£10,000	Robust Easy to fix Easy to fly Easy to handle on the ground	End of life? Weight limits. Looks dated
K21	6 OK, but slow	4 Doesn't	9	7	£22-25,000	Easy to fly Easy man handling	Too benign
Grob 103 II	7	7	8	7	£22-25,000	Bit better performance than K21	Prone to PIOs?
Grob 103 III	8	7	8	7	£34,000	Improved x-c performance. Easy rig.	As above. Low wing – risk of ground loops
DG 505	9	8	8	7	£45,000		Quite heavy rig (I think)
Duo Discus (MK1)	9.5	6.5 Is it rated?	7	6	£60-70,000	Great to fly	Poor airbrakes. Heavy ground handling
DG 1000	10	9	7.5 Very high step up to cockpit	8	£80,000?		Wouldn't be able to get one for this season.

