

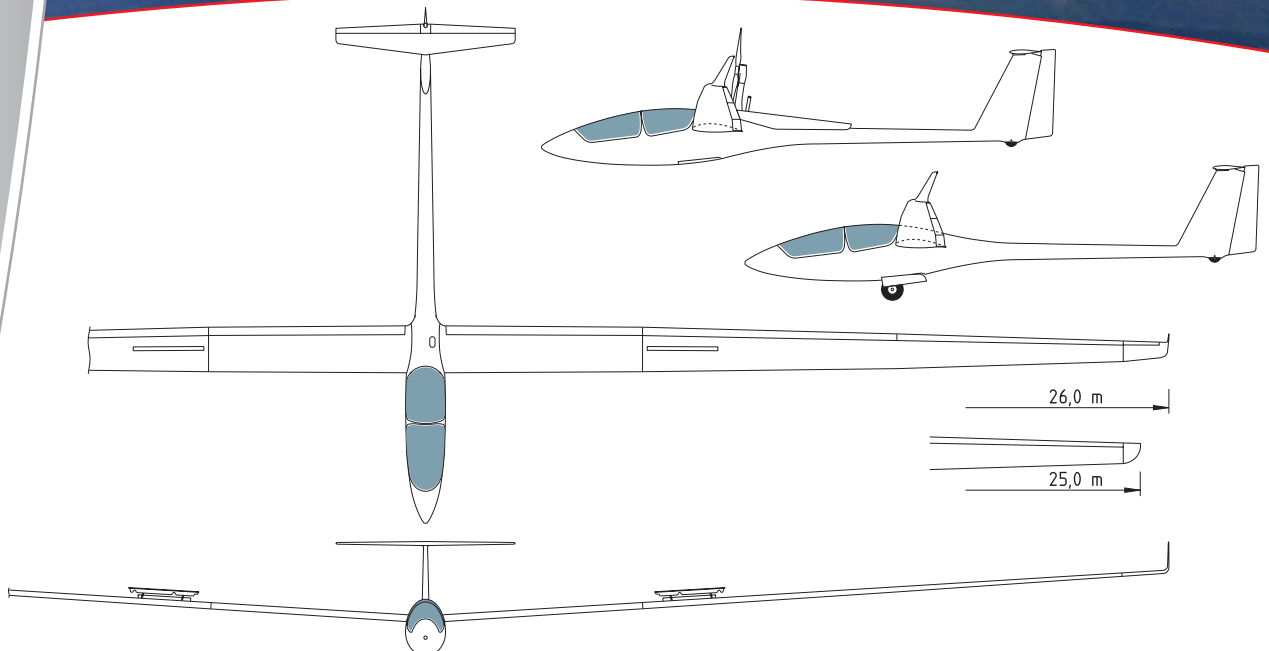


# ASH 25 ASH 25 Mi

...double fun  
in the Open Class too !



...competence right from the beginning



# ASH 25

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## Technical Data

		ASH 25		with Winglets	ASH 25 Mi		with Winglets
Span	m (ft)	<b>25</b> (82.02)	<b>26</b> (85.30)	<b>25</b> (82.02)	<b>26</b> (85.30)	<b>25</b> (82.02)	<b>26</b> (85.30)
Wing area	m <sup>2</sup> (sqft)	16.31 (175.56)	16.62 (178.89)	16.31 (175.56)	16.62 (178.89)	16.31 (175.56)	16.62 (178.89)
Wing aspect ratio		38.32	40.67	38.32	40.67	38.32	40.67
Fuselage length	m (ft)	9.0 (29.52)		9.0 (29.52)		9.0 (29.52)	
Wing airfoils		HQ 17 und DU 84-132/V3 at the wingtip					
Empty mass (min. equipment)	kg (lb)	ca. 470 (1036)	ca. 484 (1067)	ca. 580 (1278)	594 (1309)	ca. 580 (1278)	594 (1309)
max. take-off mass	kg (lb)	750 (1653)		790 (1741)		790 (1741)	
Water ballast	l (US gal)	max. 120 (31.7)		max. 120 (31.7)		max. 120 (31.7)	
max. wing loading (2-seated)	kg/m <sup>2</sup> (lb/sqft)	46 (9.42)	45.1 (9.23)	48.4 (9.91)	47.5 (9.72)	48.4 (9.91)	47.5 (9.72)
min. wing loading (1-seated)	kg/m <sup>2</sup> (lb/sqft)	34 (6.96)	34 (6.96)	~40 (8.19)	~40 (8.19)	~40 (8.19)	~40 (8.19)
max. speed	km/h (kts)	280 (151)		285 (153,7)		285 (153,7)	
min. speed		ca. 75 km/h at 555 kg (40.4 kts at 1224 lbs)		ca. 81 km/h at 790 kg (43.7 kts at 1741 lbs)		ca. 81 km/h at 790 kg (43.7 kts at 1741 lbs)	
min. sink	m/s (ft/min)	ca. 0.42 at 34 kg/m <sup>2</sup> (82.67 at 6.96 lb/sqft)		ca. 0.49 at 48.4 kg/m <sup>2</sup> (96.5 at 9.91 lb/sqft)		ca. 0.49 at 48.4 kg/m <sup>2</sup> (96.5 at 9.91 lb/sqft)	
best glide ratio		> 57 (95 km/h)	~60	> 57 (95 km/h)	~60	> 57 (95 km/h)	~60
<b>Engine Unit:</b>							
Performance	kW			41 (56 HP) at 7750 RPM		41 (56 HP) at 7750 RPM	
Cubic capacity	cm <sup>3</sup>			294		294	

## Cockpit

The ASH 25 is an Open Class two-seater with a variable span of 25m, or with winglets fitted of 25.6m and 26m respectively.

The Mi-version as self-launching powered sailplane is fitted with a power-plant.

The ASH 25 Mi uses a CRP / SRP (Kevlar) monocoque fuselage with roomy safety cockpit. The full-vision plexiglass canopies are hinged fore and aft and offer a comfortable entry for the pilots.

The rubber-shock-mounted, retractable landing gear with a big 380 x 150 tire and hydraulic disc brake, the upwards hinging instrument panel in the front seat, and the infinitely variable speed trim are only some of the many available conveniences.

## Wing

The 4-part wing with laminar airfoil and boundary layer control on the underside is built as a carbonfiber sandwich. The sophisticated control linkage system gives very good maneuverability and harmless flight characteristics.

All control surface hinges use needle bearings or low-maintenance plastic bearings. The actuating levers and bellcranks are fitted with ball bearings or precise uniball-joints. This provides comfortable actuating forces for the pilot and guarantees non-fatiguing flying.

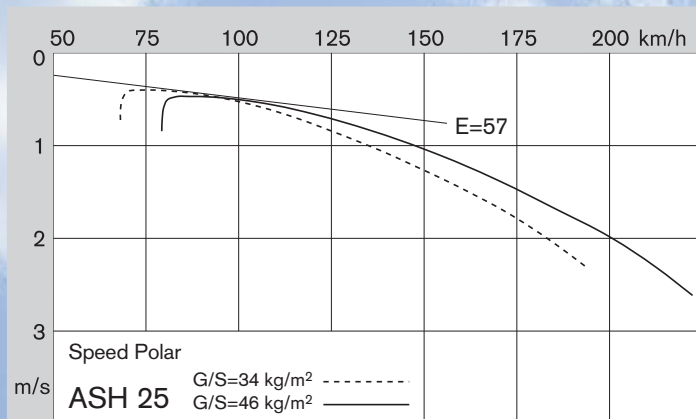
With winglets fitted the span is increased to 25.6m and 26m respectively.

## Power-plant

The reliable and compact power-plant conception by SCHLEICHER, using a rotary engine (made by Diamond Aircraft), has been equipped with a fuel injection system for the ASH 25 Mi.

This together with the new developed propeller (also a Schleicher design) helped to upgrade yet further the so far outstanding performance data. It is not just a self-launcher, the optimized thrust power on ground as well as the good climb values in powered flight must also be pointed out. The advantages of the rotary engine regarding smooth running and low vibration are very effective not only with full throttle but also in the low performance range.

This engine unit stands out for simple operation, very low noise emission also in the cockpit, quick assembly and re-assembly, as well as low fuel consumption.



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