

ASH 30 Mi



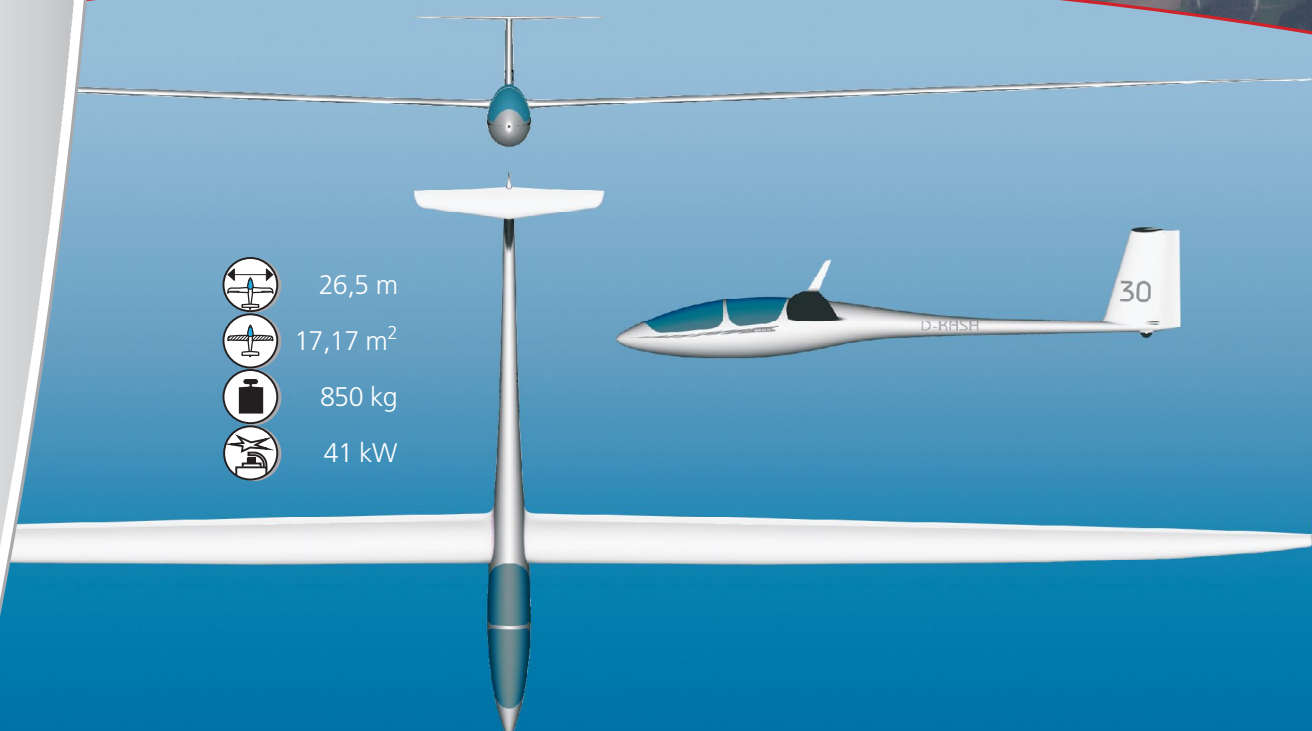
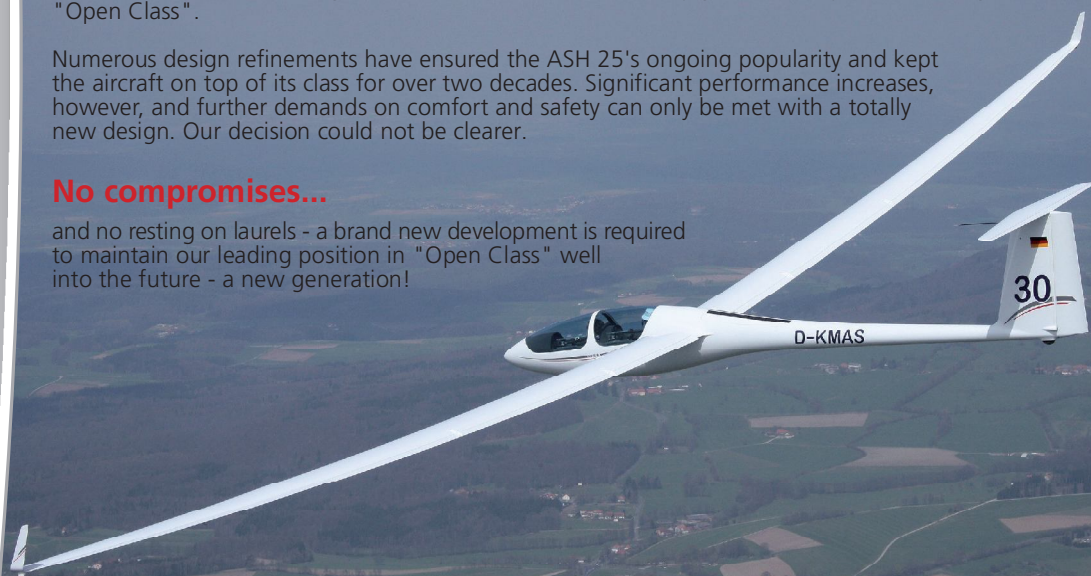
The new Open class generation!

More than 260 of the various ASH 25 models have already given many pilots countless hours of sheer gliding pleasure. ASH 25 pilots have re-written the record books and the aircraft has become the most successful open class glider ever built. It has undoubtedly given a totally new meaning to "Open Class".

Numerous design refinements have ensured the ASH 25's ongoing popularity and kept the aircraft on top of its class for over two decades. Significant performance increases, however, and further demands on comfort and safety can only be met with a totally new design. Our decision could not be clearer.

No compromises...

and no resting on laurels - a brand new development is required to maintain our leading position in "Open Class" well into the future - a new generation!



ASH 30 Mi

After our ASG 29 proved itself impressively on the competition scene we decided to incorporate its outer wing geometry and outer wing profile in the ASH 30 Mi. In terms of performance an elliptical lift distribution (and a modern wing section of only 13 % thickness) are by far more important than a significant increase in wing span.

For top performance - especially in the mid to high speed range - a wingspan of 26.5 meter and a wing area of 17.1 m² is offering the optimum solution. It permits the widest possible range of wing loadings and allows pilots to adapt the ASH 30 Mi to vastly different weather conditions - an advantage not only for competition pilots.

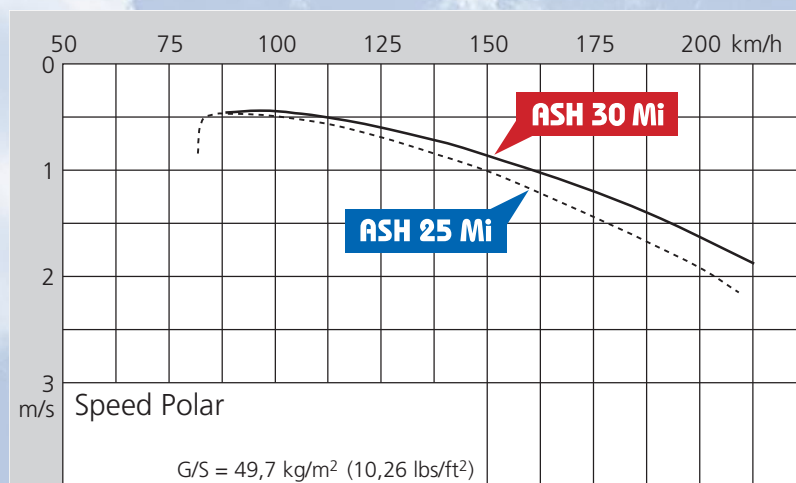
The four part wing comes with detachable winglets as a standard feature. Laminar airflow is maintained over an unprecedented 95 % of the lower surface and blowhole turbulator technology minimizes drag even further. All control surface gaps are carefully sealed by Mylar tape which allows the blowholes to be located much further back. In fact they are no longer positioned in the wing but in ailerons and flaps. The result is a significantly flatter polar curve. For example, at a wing loading of 49.5 kg/m² (10 lbs/ft²) and at speeds of around 200 km/h (110 kts) ASH 30 Mi pilots can fly almost 20 km/h (11 kts) faster than their ASH 25 counterparts for the same sink rate. The speed polar comparison below tells the full story.

The fuselage is also an entirely new development. Recent aerodynamic research was incorporated but occupant safety and pilot comfort played an equally important role. For the first time in the history of open class 2-seaters front and back seat pilots can enjoy generous amounts of space. In fact the ASH 30 Mi front seat was closely modeled on the ASH 26 - a glider renown for its roomy cockpit. The front canopy was also lengthened for much improved forward visibility.

Thanks to a significantly enlarged back seat even 2 meter tall pilots can enjoy comfortable flying for long periods of time. Leg room is comparable with our ASK 21 trainer and lower fuselage side walls have not only improved visibility but also made access to both cockpits much easier. Incorporating the latest research on harness attachment has further enhanced occupant safety and comfort. Other safety relevant details such as a hinged instrument panel (attached to the front hinged canopy) remain standard on the ASH 30 Mi. The same applies to the dual canopies. They not only make entering and exiting the glider more comfortable but they also ensure a much better canopy seal and allow an easier emergency escape.

Automatic control connections are factory standard and so is the sprung, robust and large diameter main wheel. When extended it reaches far enough forward to make a small nose wheel obsolete. Pilots will appreciate this design feature. It not only avoids unnecessary drag but has also other significant advantages, especially when self launching on softer runways.

The only item not new is the drive unit. We have selected the rotary engine system which is already powering over 400 Schleicher self launching gliders worldwide. Its reputation for reliability, vibration free running, quietness, low maintenance requirements and its 41 kW of smooth rotary power makes this modern power plant ideal for aircraft of this size. Engine management is easy thanks to its fuel injection system and our new propeller (optimized for good take off performance) gives the ASH 30 Mi a short ground run and an impressive climb rate.



Änderungen in Konstruktion und Ausführung vorbehalten

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Standard equipment...

- high-grade acrylic paint
- waterballast system in the outer wings
- rubber-shock-mounted landing gear with a big 380 x 150 tire
- hydraulic disc brake
- automatic control connections
- additional vent on the right cockpit wall in both cockpits
- safety belts with central lock
- battery support in the fin
- multi probe in the fin

Optional equipment...

- tinted canopies
- solar cell set integrated into engine bay doors
- steerable tail wheel
- bug wiper garage
- water tank in the fin
- additional fuel tank in the wing
- engine control in the rear cockpit

