



Tomorrow from tradition

AS 33

The most modern 15/18 m sailplane

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By combining the many years of experience in sailplane construction and the fully developed features of its predecessor, with the **AS 33** a completely new standard in the 15/18m class has been created.

The totally new wing of only 10 sq. meters (18m) permits a very high wing loading thereby achieving maximum performance in the high speed spectrum.

New wing profiles based on the latest aerodynamic findings were developed and tested in the wind tunnel. This ensures that the profiles have all the characteristics of modern laminar profiles: very low drag combined with even higher lift while circling and pleasant handling.

Together with the proven Schleicher-typical harmonized aileron and flap interaction, excellent climb performance is assured even in turbulent thermals.

TECHNICAL DATA

18 m

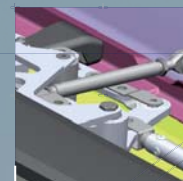
| | |
|------------------------|-------------------------------------|
| Wing area | 10 m ² / 107.6 sqft |
| Aspect ratio | 32.4 |
| Empty mass (sailplane) | 285 kg / 628 lbs |
| Empty mass (with eng.) | 330 kg / 728 lbs |
| Max. mass | 600 kg / 1322 lbs |
| Min. wing load. | 36 kg/m ² / 7.4 lb/sqft |
| Max. wing load. | 60 kg/m ² / 12.3 lb/sqft |
| Best glide ratio | 1:56 |

15 m

| | |
|------------------------|---------------------------------------|
| Wing area | 8.8 m ² / 94.7 sqft |
| Aspect ratio | 25.6 |
| Empty mass (sailplane) | 275 kg / 606 lbs |
| Empty mass (with eng.) | 320 kg / 705 lbs |
| Max. mass | 550 kg / 1213 lbs |
| Min. wing load. | 40 kg/m ² / 8.2 lb/sqft |
| Max. wing load. | 62.5 kg/m ² / 12.8 lb/sqft |
| Best glide ratio | 1:50 |



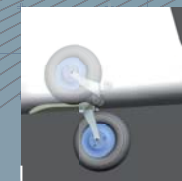
CFD optimized winglets for best handling qualities.



Outstanding control at low speeds as well as cruise speeds because of the ingenious AS control mechanism.



Reliable SOLO 2350 engine with "Es" system enables simplest and fastest engine starts.



Retractable Tail wheel with inside-opening door.

CFD-optimized wing-fuselage junction for minimum drag at high speed.

ACL integrated in the nose of the vertical tail.

Reworked cockpit interior.

CFD-optimized fuselage-tail junction.

Optimized rigging angle of the horizontal tail-section for the whole operating range.

Most modern profile for minimum drag at high speed and higher lift coefficients at low speed - validated by CFD and wind-tunnel tests.

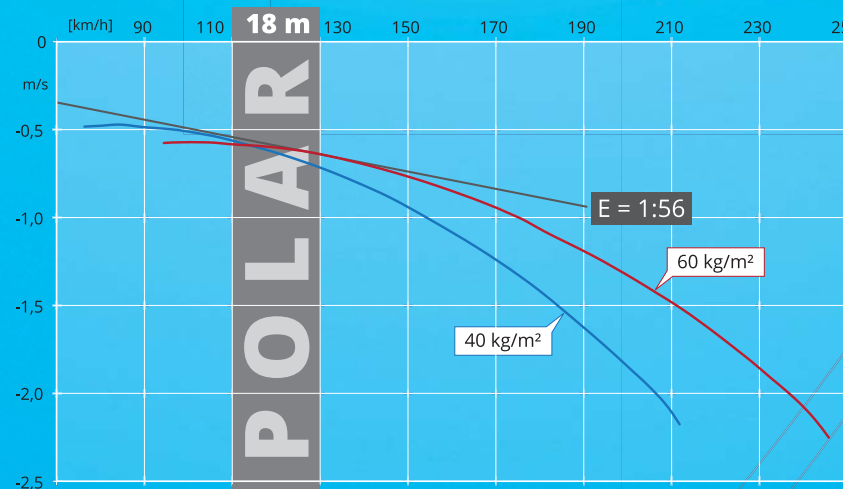
New, ergonomic rudder controls enable larger footwell.

Cockpit air-extractor and canopy sealing for less drag.

Separately controllable electrical water ballast valves for inner and outer wing.

Optimal wing layout for 15m and 18m by wing separation at 5.1m half span.

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Design and construction subject to change without prior notice.

We would be happy to provide you with additional information about equipment options by providing a quotation.

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