

WINGS of the WORLD ENGLISH EDITION

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138

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A matter of class

Since the DFS Olympia Meise in 1938 there have been attempts to give competing pilots an equal chance by defining classes. The Standard Class was devised in the 1950s for simpler gliders. However the classes did not remain that simple. Since then, 15 Meter and the 18 Meter Classes have been added, mainly because people bought them. The World Class was then added in an attempt to get back to cheaper types, but, with many cheaper and better second-hand gliders available, its success has been slight. Fortunately the creation of the Club Class has shown that a diversity of gliders can compete on roughly equal terms through handicapping, provided they are not modified beyond their certified designs. The authorities therefore can rationalise the classes by just one handicapped class for the smaller gliders, leaving the 18 Meter and Open Classes as they are. However as I watch other pilots overtake me, I have realised that the most important factor is the class of the pilot.

John McCullagh



John McCullagh is a member of Lasham Gliding Society, Hampshire UK. He has been gliding for 31 years. He is an instructor and author.



Companies marked with the 'e' logo are actively involved in developing electric propulsion.

Ultralight sailplanes, motorized ultralight sailplanes as well as certified gliders and motorgliders are published in the relevant category sections only.

NAME OF THE CONSTRUCTOR

NAME OF THE MODEL

FULL NAME OF THE CONSTRUCTOR Address E-mail • Homepage														Picture of the model			

« EW »
Empty weight
kilograms
(1kg = 2.20lb)

« WA »
Wing area
square
metres
(1m² = 10.28ft²)

« TC »
Tank capacity
Litres
(1l = 0.264gal(US)
0.220gal(imp))

« HP »
Horsepower
(hp)

Never exceed
speed kilo-
metres per hour
(1km/h = 0.622mph)

« GR »
GR@km/h
(1km/h = 0.622mph)

« Vz max »
Climb rate
metre per
second
(1m/s = 197ft/min)

« Cert »
Certification

« Kit »
Prix kit hors taxe
Excluding local and
national taxes

« MTOW »
Maximum all-
up weight
kilograms
(1kg = 2.20lb)

« WS »
Wing span
metres
(1m = 3.28ft)

« Eng »
Engine

« St »
Number of
seats

« Vs0 »
Stalling speed
kilometres per hour
(1km/h = 0.622mph)

« Vz min »
Minimum sink rate
metres per second
(1m/s = 197ft/min)

« FC »
Fuel consumption
Litres per hour
(1l = 0.264gal(US)
0.220gal(imp))

« Assembled »
Assembled price
Excluding local and
national taxes

« Plan »
Plan price
Excluding local and
national taxes

CERTIFIED GLIDERS & MOTORGLIDERS

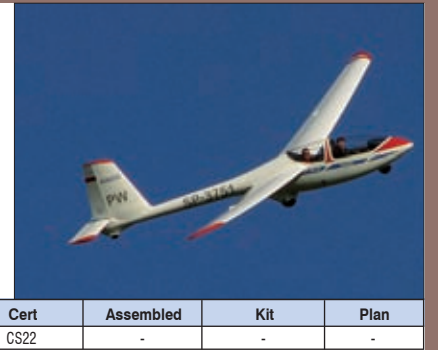
JEZOW

Politechnika Warszawska's PW-6U is a two-seater with similar characteristics to the PW-5. It first flew in 1998, 26 being made before production transferred to Jezow where a further 10 have been built since 2007. It has a fixed undercarriage, plus a nosewheel and a tailwheel. Although its span is only 16m, it has a best glide angle of 34:1. Derivatives for use with a motor and for aerobatics have been considered but not yet built.

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szd_bielsko@szdjezow.com.pl • www.szdjezow.com.pl/index_eng.html

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
360	546	15.25	16	-	-	-	2	260	68	34	0.75	-	-	CS22	-	-	-

PW-6U



JONKER

The JS-1 first flew in 2006. Over 48 production aircraft have now been delivered. The fuselage uses carbonfiber, Kevlar and fiberglass. The two-piece wing has six different aerofoil sections along its length and full-span flaperons to achieve a rapid response. In 2012, nine JS-1B flew and one won a day at the Worlds. One finished fourth overall. All new aircraft will be designated JS1C and will have the option of a 21m span. A JS1C finished third in the Open Class Worlds and won on three days. A self-sustainer version with a 400N jet engine is being certified.

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uys@jonkersailplanes.co.za • www.jonkersailplanes.co.za

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
313	600	11.25	18	41	M&D TJ42 jet	-	1	290	-	53	0.45	-	-	CS22	-	-	-

JS-1 REVELATION



LAK

The LAK-17 is a 15m/18m sailplane. The B has wings similar to the Diana 2, and has new winglets and a larger fin. The design uses the latest composite materials and so is competitive with the Ventus 2 and the ASG29. Test by LAK versus an ASG29 showed no difference in glide angle at a range of speeds. The optional turbo engine adds 46kg to the mass in our data, while an electric sustainer adds only 35kg. With the electric motor it can gain over 1000m or fly in level flight for 90km. A total of 102 17As and Bs have been built. A LAK17 finished tenth the 2012 Worlds.

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info@lak.lt • www.lak.lt/

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
260	600	10.32	18	14	Solo 2350	26	1	270	13	-	-	-	-	-	€ 59 500	-	-

LAK-17B



LAK

The LAK-19 is similar to the LAK-17 in having both 15m and 18m tips, but it has no flaps. Data is for unpowered 18m version. It is made of Kevlar, carbonfiber, and glassfiber. It is capable of carrying 180 liters of water ballast. Production began in 2001. As with all modern sailplanes, the controls connect automatically. It is available with a turbo engine. About 33 have been built. It is competitive with the best unflapped 15/18 m gliders.

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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
226	453	9.8	18	-	Solo 2350B	23	1	275	72	50	0.48	-	-	CS22	€ 44 300	-	-

LAK-19



LAK

The LAK-20 is a high-performance two-seater and first flew in 2007, with production starting shortly after. It is available as the 20T with a turbo engine (a Solo 2350C) or as the 20M self-launcher (with Solo 2635-02). Over 10 have been ordered to date. Each wing is in four sections and is slightly swept forward. It can have tips to give a 23m or a 26m span. Data given is for the glider with 26m tips. The first self-launcher flew in January 2009. The mainwheel swings forward when it is lowered, so that a small nosewheel is not necessary.

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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
485	850	16.4	26	-	Solo 2635-02	62	2	275	-	60	-	-	-	CS22	-	-	-

LAK-20



LANGE

ANTARES 18

The Antares 18 is available as a pure glider (18S) or with an engine (18T) which first flew in November 2012. The data here is for the T. The gasoline-powered turbo gives a much greater range than an electric sustaining motor could without the weight penalty. It shares 97% of its parts with the 20E, for instance the wing is a same as the 20E but reduced by 1m at each root. Full-span flaperons are fitted for maximum maneuverability. Like the 20E, the wing uses nine different airfoil sections along its length. The aircraft first flew in 2006 and soon broke the Swiss 500km record at 140km/h.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
280	600	10.97	18	-	Solo 2350	18	1	-	65	53/100	0.49	-	-	CS22	-	-	-

LANGE

ANTARES 20E



The 20E is an electric self-launching sailplane that can be recharged by simply plugging it in. Its 72 lithium-ion batteries can deliver 13 minutes at maximum power and maximum climb speed. One charge can give a 3600m climb. It is only 40kg heavier than the gasoline-driven self-launching ASH31. The batteries are expected to last for over 3000 recharges and 20 years. The undercarriage is hydraulically operated. The glider has a modem connection for remote diagnostics. Over 50 have been delivered. In 2009 a 20E broke the 1500km Out & Return record at 180km/h. 18m tips are now available.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
460	660	12.6	20	-	EM 42 DC Brushless	57	1	-	73	56	0.49	2.75	-	CS22	-	-	-

LANGE

ANTARES 23E



The Antares 23E shares an inner wing with the new Schempp-Hirth Quintus but it has a different fuselage. Both gliders made their first flights on the same day in Dec 2011. Like the 20E it is an electric self-launching sailplane. Antares 23E achieves a max glide ratio of 60:1 at 78 knots when at maximum loading. Two Antares 23 flew in the Worlds in 2012 and one finished fifth, winning on 3 days. The 20E is also the basis of an experimental aircraft powered by fuel cells.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
-	-	-	23	-	EM42 electric	56	1	-	-	60	0.45	-	-	-	-	-	-

LET

L 13AC BLANIK

The L 13 Blanik first flew in 1956 and 2654 have since been built. It is a metal glider, though the elevator and rudder are fabric-covered. It is type-certificated in the Czech Republic and the USA. The aircraft was grounded by EASA in 2010 but an approved modification is imminent. The L 13AC Blanik is primarily intended for aerobatic training with a wider flight envelope enabling dual training up to intermediate level. It combines the wings and cockpit of the Super Blanik with the single-piece canopy and the conventional tail of the L 13.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
315	510	19.15	16.2	-	-	-	2	230	60	28	-	-	-	-	-	-	-

LET

L 23 SUPER BLANIK

The L 23 Super Blanik is a development of the original Blanik and is designed for basic training and simple aerobatics. It first flew in 1977 but it was not certified for export until 1988. The flaps of the L 13 were not carried over, they had little effect in any case, and a T-tail was added. Like the L 13 it has a semi-retractable mainwheel. Its canopy is in two-parts. Wing-tip extensions are available. Over 324 L 23s have been built, over 150 of which are in use in the USA, including those with the USAF Academy. It is type certified in the North America and many European countries.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
310	530	20	18.2	-	-	-	2	230	60	32	0.82	-	-	CS22	-	-	-

CERTIFIED GLIDERS & MOTORGLIDERS

LET

L 33 SOLO

The Solo is a metal glider with flush rivets, except for a fabric-covered rudder. Intended for early solo pilots, it is designed to be a natural step from the L 23 and has therefore been designed for comfort and durability. Its metal construction gives it a longer life than fiberglass gliders in sunny places. It has a fixed undercarriage, no flaps and conventional Schempp-Hirth airbrakes. The Solo first flew in 1992 and is type-certified in North America and several European countries. A total of 94 L 33s have been built to date.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
210	340	11	14.12	-	-	-	1	248	65	33	0.66	-	-	CS22	-	-	-

M&D FLUGZEUGBAU

SAMBURO

The Samburo is a side-by-side two-seat motorglider which first flew in the 1970s. Many changes have since been including a more powerful engine for aerotowing, two mainwheels and a steerable tailwheel. The fuselage skin and floor are now made of carbonfiber. It has individual wheel brakes for steering. The latest version, the AVo68 R115, first flew in 2008. Engine options are Rotax 912S (data and price given) or 914. With the bigger engine it can tow gliders up to 800kg. A total of 39 Samburos have been built. It can carry a maximum load of passengers and fuel of 245kg.



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sales@samburo.com • www.samburo.com

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
575	825	20.7	16.7	79.5	Rotax 912 S	100	2	215	55	25	1.17	5.9	10.0	CS-22	€ 119 500	-	-

PEREGRINE SAILPLANES

KR-03

This two-seat trainer is stressed to +5.3 to -2.65 and so is capable of basic aerobatics. Made of metal alloy, it was originally developed in Poland in 1985 as the Krosno Puchatek, but the type certificate has been transferred to the USA. Modifications such as a hand-operated rudder are available for disabled pilots. The manufacturer emphasises its durable construction. Corrosion protection includes anodic treatment and layers of anti-corrosion epoxy primers and high-grade polyurethane. 16 have been registered in the USA. Enough orders are needed before another batch is made.



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info@barryaviation.com • www.barryaviation.com

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
340	540	19.44	16.4	-	-	-	2	200	66	27/90	0.78	-	-	-	-	-	-

SCHEIBE

SF 25C

The SF 25 Motor Falke is a two-seat side-by-side touring motorglider with a steel-tube/fabric fuselage, and wood/fabric wings and tail. It first flew in 1963. Over 1500 of various types have been built since then, including some under licence. It has a fixed two-wheel or three-wheel undercarriage. Three Rotax engines are available: 80hp, 100hp and 115hp; our data and price refer to a 100hp model with a fixed prop and two wheel undercarriage. The 115hp turbo version was certified in June 2010 and can tow gliders up to 820kg; it can tow a 690kg Duo Discus at 2.5m/s.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
455	690	18.2	15.3	55	Rotax 912 S	100	2	190	65	24	1.1	5.5	13	CS22	€ 118 250	-	-

SCHEIBE

SF 34 DELPHIN

The SF 34 is a two-seat trainer comparable with the K21. It first flew in 1978 and was initially produced by Scheibe, then under licence in Hungary and in France by Centrair as the SNC-34 Alliance. In 2010 Scheibe announced plans to start production again. Semi-aerobatic, it uses composite construction with a conventional tailplane, a nosewheel, a sprung non-retractable mainwheel and a tailwheel. Its canopy is in one piece. Over 40 have been produced and if there is demand more will be built.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
340	650	14.8	15.8	-	-	-	2	250	-	35	0.7	-	-	CS22	-	-	-

SCHEMP-P-HIRTH

ARCUS



The Arcus first flew in July 2009. It is a flapped glider that shares the fuselage of the Duo XL and the Nimbus 4DL. However it has a completely new wing with full-span flaperons. Data is given for the turbo version. Like the turbo version, a self-launching version with the Solo 2625-2 engine has an automatic engine control system. Its cambered flaps are important for creating extra lift in the self-launch version. An electric self-launching version, Arcus E, first flew September 2010. An Arcus flew 1335km in 2012. 80 have been sold, including 38 Arcus M, 29 Ts and 4 Es.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
470	800	15.60	20	-	Solo 2350	-	2	275	-	50	-	-	-		-	-	-

SCHEMP-P-HIRTH

DISCUS 2

Since 1998 the Discus 2 has won five Worlds including the first four places in 2013, despite competing against the LS8 and ASW28. Its large ailerons give a remarkably fast roll rate. Two fuselage widths are available and wings can be 15m or 18m. Our data refers to the wider body with 18m span (called 2c), plus turbo engine (2cT). Of the 393 produced to date, 147 have turbos. The engine is started by the windmilling effect of the five-bladed propeller. To permit entry in Standard Class contests, many 2cs are bought with 15m tips as well as 18m. An emergency rescue system is optional.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
325	565	11.36	18	13	Solo 2350	20.5	1	250	-	-	-	-	-	CS22	-	-	-

SCHEMP-P-HIRTH

DISCUS CS

The Discus first flew in 1984 and was based on the Ventus fuselage with an unflapped wing. Between 1984-1995, 579 Discuses were produced in Germany and 331 have since been produced in the Czech Republic with suffix CS. The Discus dominated the Standard Class throughout the 1980s, winning six Worlds. It has powerful double-panelled airbrakes, good handling and a low landing speed, and so the CS is still a popular choice with clubs. Its once distinctive multi-stage swept-back wings has appeared in other designs since. Many Discuses now have winglets to improve handling while thermalling.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
230	525	10.58	15	-	-	-	1	250	66	43	0.59	-	-	CS22	-	-	-

SCHEMP-P-HIRTH

DUO DISCUS XL

The original Duo flew in 1993. Since then it has become the XL version by lengthening the rear cockpit, adding winglets, a softer undercarriage and improving the air-brakes by using trailing edge flaps. It is now certified for simple aerobatics. Its high performance makes it attractive for many cross-country pilots as well as being widely used for advanced training. 727 have been built. The engine is started by the windmilling effect of the five-blade propeller. A Duo flew 2,181km in 2012 from Minden. Its main competitor is the DG-1001.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
465	750	16.4	20	16	22 kW Solo 2350	29.5	2	263	-	45	0.58	-	-	CS22	-	-	-

SCHEMP-P-HIRTH

NIMBUS 4

Designed by Klaus Holighaus, the first Nimbus 4 flew in 1990. Since then nine unpowered single-seat Nimbus 4s have been built, plus 16 turbos and 21 self-launchers. Data given is for the 4T, the turbo version. The wing's 26.5m (87ft) span consists of three sections per side. Spoilerons at the wing-tips assist the ailerons and rudder by adding drag. The self-launcher uses the Solo 2650 55hp engine and first flew in 2000; its fuel tank gives it a range of 470km. Although the Nimbus is still theoretically available, the Quintus has been preferred by buyers since it was announced last year.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
470	800	17.86	26.4	-	Solo 2350	-	1	285	66	>60/110	0.38	-	-	CS22	-	-	-

CERTIFIED GLIDERS & MOTORGLIDERS

SCHEMPH-HIRTH

The 4D was developed as the two-seat version of the Nimbus 4. It first flew in 1994 and is now called the 4DL, the L suffix indicating a longer fuselage, to increase room in rear cockpit, like the Duo Discus. Like the 4, the forward fuselage is built with Kevlar, carbon and glassfiber laminate. A total of 15 pure Nimbus 4Ds have been built, plus 10 4DLT turbos (detailed) and 50 4DLM self-launchers. The self-launcher uses the Rotax 535C 59hp engine and in December 2010 an example broke three world records including a 1600km triangle at 122km/h. In 2013 flew 2182km in Argentina at 177.67km/h.

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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
565	800	17.96	26.5	28	Solo 2350	29.5	2	285	-	>60/110	0.38	-	-	CS22	-	-	-

NIMBUS 4DL



SCHEMPH-HIRTH

The rules of the Open-Class impose a weight limit which means than gliders with a 26m span cannot be loaded with the optimal water ballast. Consequently the latest Open-Class glider from Schempps is a flapped 23m glider, but this does not mean lower performance. The smaller span also improves handling on the ground and in the air. The inner wings were jointly developed with Lange Aviation. It first flew in December 2011. One of the seven Quintuses at the 2012 World Gliding Championships won. There is only the M self-launching version, though a market should exist for a lighter turbo variant.

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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
500	850	14.7	23	40	Solo 2625-021	70	1	-	-	-	-	-	-	-	-	-	-

QUINTUS



SCHEMPH-HIRTH

The Ventus 2 first flew in 1994. There have been major changes since including the use of the same fuselages as the Discus 2. There are two widths of fuselage (a & b) and two versions of the wings: the 15m-only set (ax & bx versions) and the 15/18m 'c' set. It is also available as the 2cxa and the wider fuselage 2cx, both of which can be flown with 15m or 18m tips. In addition, a turbo engine, a 52hp self-launcher. The jet is no longer available. Data is for the 2cxT. The Ventus 2 has won eight Worlds in the 15m and 18m classes; 808 have been built including 230 turbos and 256 self-launchers.

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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
325	600	11.03	18	13	Solo 2350	20.5	1	285	-	-	0.52	-	-	CS22	-	-	-

VENTUS 2



SCHLEICHER

The ASG 29 was developed from the ASW 27 and for certification purposes it is designated the ASW-27-18. Its first flight was in 2005. To date 221 have been built of which 148 are with turbos. The blow-hole boundary layer control system was adopted from the ASW 27. Weights and performance given are for the 18m span without engine. ASG 29s have dominated recent competitions including the first three places at the 2012 World Championships. The engine weighs 45kg and can be easily removed but the gain from losing this weight is small.

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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
285	600	10.5	18	6.5	Solo 2350	18	1	270	-	52	-	-	-	CS22	-	-	-

ASG 29



SCHLEICHER

The ASH 30 is an Open Class two-seater. After 269 ASH 25s, its replacement's maiden flight was in April 2011. It will also replace the single-seat ASW 22. There is a larger rear cockpit for tall pilots. The new four-part flapped wings are thinner and now have automatic control connections. The outer sections of the wings are derived from the ASG 29. The rotary engine has electronic fuel injection. The ASH 30 will be able to fly 20km/h faster than the ASH 25 for the same sink rate. There were over 40 orders but the number of deliveries is unclear.

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EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
630	850	17.2	26.5	-	AE-50R rotary	55	2	270	73	60+	0.42	2.3	-	-	-	-	-

ASH 30 MI

