

BGA glider data sheet - ASH 25E

Data source Schleicher Manual Date of issue: Jan 1995 and TN 21 (wing Modification)

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Weighing data without TN 21 completed

	Kg	Pounds
Max take-off weight	750	1654
BGA concession non-aerobatic max take-off weight (dry) [+3%]	772	1703
Max weight of non-lifting components (everything except wings)	425	937
BGA concession non-aerobatic max weight of non-lifting components [+5%]	446	984
Max pilot weight (on each seat)	110	242
Max luggage compartment load	15	33
With and without TN 21	mm	Inches
Forward C of G limit (aft of datum)	210	7.48
Aft C of G limit (aft of datum)	400	15.35
Front pilot position (forward)	1322	52.05
Rear pilot position (forward)	339	13.35

Weighing data when TN 21 has been completed

	Kg	Pounds	
Max take-off weight	790	1742	
BGA concession non-aerobatic max take-off weight (dry) [+3%]	814	1794	
Max weight of non-lifting components serial numbers 1→76, 78→93 & 95	450	992	
BGA concession non-aerobatic max weight of non-lifting components [+5%] serial numbers 1→76, 78→93 & 95	472	1042	
Max weight of non-lifting components serial numbers 77, 94 & 96 on.	460	1014	
BGA concession non-aerobatic max weight of non-lifting components [+5%] serial numbers 77, 94 & 96 on	483	1065	
Seat & luggage loads same as without TN 21			
Control deflections in mm			
	Up	Down	Distance - hinge to measuring point
Elevator	61±6	47±6	161
Rudder	Left & Right 215±15		445
Ailerons	See maintenance manual page 3.5		
Flaps			

Longitudinal datum: Wing root LE (not the fairing).

Horizontal datum: Rear fuselage top level

Maximum speeds

	Knots	Kph
VNE	151	280
Rough air	100	185
Manoeuvre	100	185
Winch / auto tow	70	130
Engine extended	86	160

	Knots	Kph
Aerotow	86	160
U/C operation	100	185
Flap pos 2 & 3	124	230
Flap pos 4 & 5	86	160
Landing flaps	76	140

Height feet	Height meters	VNE knots	VNE Kph
10 000 - 16 400	3 - 5 000	135	250
16 400 - 23 000	5 - 7 000	121	225
23 000 - 29 500	7 - 9 000	108	200
29 500 - 36 000	9 - 11 000	94	175
36 000 - 43 000	11 - 13 000	81	150

Max winch weak link: 900 daN (Tost brown). Tyre pressures: Main 51 psi (3,6 bar). Tail 37 psi (2,6 bar).

Semi aerobatic (without water). Cloud flying is permitted. Water must be dumped before landing.

Each 1 Kg nose weight reduces min cockpit weight by 1.3 Kg (2.8 lb).

The Hydraulic brake fluid is Aeroshell Fluid 4 or Esso Univis J-13. These fluids are mineral based and are very corrosive.

This sheet compiled by Tim Macfadyen Date 10 Feb 2008

Last update 4 June 2023 UK agent Email changed Previous update 30 May 2011 TN 21 increasing weights