

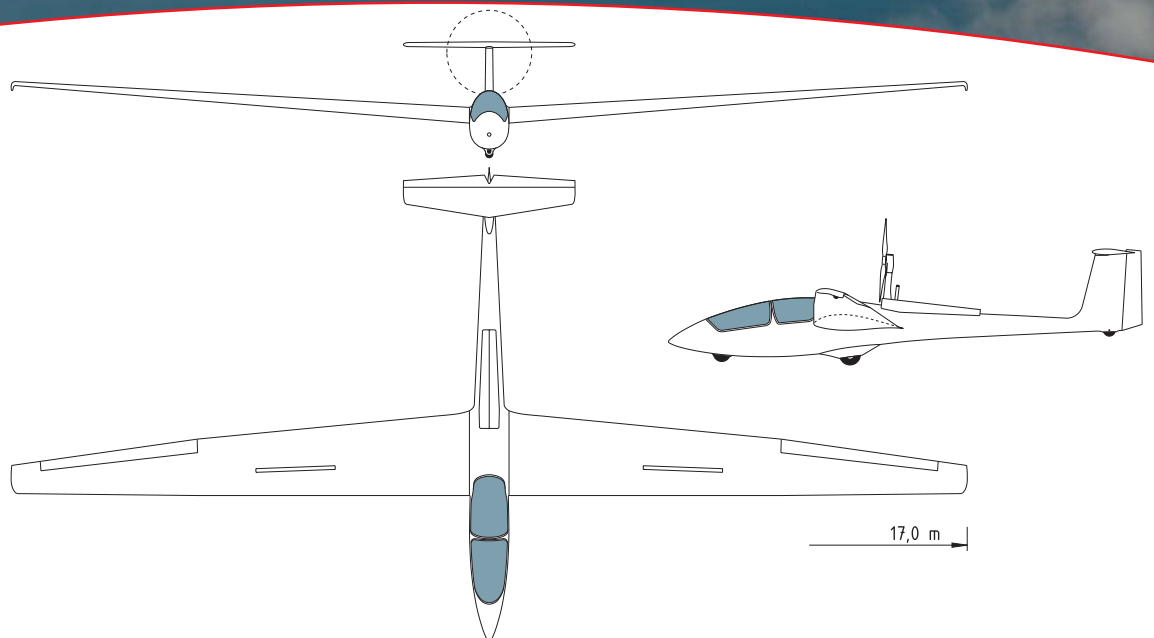


# ASK 21 Mi

Self Launching  
Training  
Performance



...competence right from the beginning



# ASK 21 Mi

## The Concept

The recipe is straight forward. Take a very popular two-seater and fit a proven and powerful engine for conversion into a self-launcher. What you get is a very interesting aircraft that opens the door for highly efficient training on one hand and allows independent operations without gliding infrastructure on the other.

Especially during the week, training and dual joy-flying becomes possible - even for less experienced pilots and on days when the weather is not entirely cooperative. Also, highly realistic outlanding training and efficient cross country coaching becomes possible without relying on outside help or assistance.

Much smaller, less expensive and easier to handle than open class gliders the ASK 21 Mi is a perfect alternative for gliding enthusiasts and pilots who appreciate the sophistication and reliability of our rotary engine technology.

Gliding safaris, wave exploration or just a quick fun flight become reality with a minimum of effort and without involvement of others. For these and many other good reasons motorized gliders are enjoying an ever increasing popularity.

After the introduction of the JAR-FCL regulations every pilot with a gliding license requires only a conversion to fly gliders such as the ASK 21 Mi. Take advantage of the many opportunities and enjoy a whole new dimension of gliding.

## The Power plant

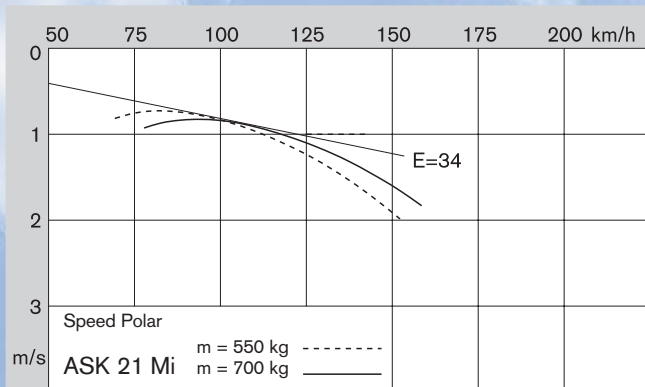
Dual engine controls in front and back seat and logical engine operations ensure a very simple engine management. Our 56hp fuel injected rotary engine provides impressive take off and climb performance and features very low noise emissions. It runs without any vibration and also features the lowest fuel consumption of any self launching glider.

In fact, the large 26 liter fuselage tank allows a range of approx. 500 km using the saw-tooth method. Refueling only requires standard unleaded fuel and is accomplished through a convenient fuselage refueling hatch.

Best of all, engine retraction is not dependant on numerous sensitive electronic components - we have simply integrated a mechanical propeller stop.

## Technical Data

Span	17 m	55.77 ft
Wing Area	17.95 m <sup>2</sup>	193.21 sqft
Wing aspect ratio	16.1	
Fuselage length	8.35 m	27.39 ft
Cockpit width	0.68 m	2.23 ft
Cockpit height, front	0.90 m	2.95 ft
Cockpit height, rear	0.90 m	2.95 ft
Height at tailplane	1.55 m	5.08 ft
Empty mass	~495 kg	1091 lbs
Max take-off mass	~700 kg	1543 lbs
Wing loading (90 kg payload)	32.6 kg/m <sup>2</sup>	6.67 lbs/sqft
Wing loading (max.)	39.0 kg/m <sup>2</sup>	7.98 lbs/sqft
Wing loading (without engine +85 kg)	28.5 kg/m <sup>2</sup>	5.83 lbs/sqft
Max. payload in Cockpit	205 kg	452 lbs
Maximum speed	280 km/h	151 kts
Minimum sink (single-seated)	0.65 m/s	128 ft/min
Glide ratio (@ 90 km/h)	34	
Engine Power	56 hp	41 kW
Engine displacement	294 cm <sup>3</sup>	
Volume of tank	26 liter	
Take off distance grass (max. mass)	~250 m	~820 ft
Climb rate (single seated)	~2.9 m/s	~570 ft/min
Climb rate (double seated)	~2.7 m/s	~530 ft/min
Cruising speed	140 km/h	75.5 kts
Fuel consumption in full climb	~19 l/h	
Fuel consumption in cruise	~14 l/h	
Range (using saw-tooth method)	~500 km	~310 miles



Design and construction subject to change without prior notice.

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