

Workshop VIII, |17./18. Juni 2005, Köln/Porz

A. Kunze , B.H. Kröplin	Vergleichende Morphologie im Luftschiffentwurf
M. Bölling	Multidisziplinärer Luftschiffentwurf mit einer graphenbasierten Entwurfssprache
T. Richter	Parametric Airship Design - ein flexibler multidisziplinärer Ansatz für den konzeptionellen Luftschiffentwurf
H. Künkler	Systemtechnischer Entwurfsansatz für ein Hybrid-Luftfahrzeug
P. Kungl, J. Häcker, I. Moisisdis, D.-A. Wimmer	Verbundforschungsvorhaben AirChain: Ein Umweltmodell für stratosphärische Anwendungen
A. Hirner, Y. Herter, U. Kaiser, Th.Lutz, E. Krämer	CFD-Simulationen und Windkanalexperimente für den "Luftwurm"
C. Scholles	Gasdurchlässigkeit von Luftschiffhüllenmaterial und Traggasreinigung mit Membranen
S. Skutnik, A. Bormann	Niederparametrisches Ersatzmodell der Wärmebilanzen eines Heißdampfaerostaten gestützt auf Strömungssimulation und Messung
Th. Lutz, J. Fechter	Bericht über die Aktivitäten des Fachausschusses
G. Hattinger	Entwurf, Konstruktion und Bau einer autonomen Auftriebssteuerung für ein Luftschiffmodell
A. Bormann, S. Skutnik	HeiDAS UH - Ein Heissdampfaerostat mit Ultra-Heiss-Performance
J. Fecher	Das Projekt Zeppelin LZ N07-200
C.v. Gablenz	Die Zukunft von CargoLifter, das Lal Institut in Wildau und die Neuhardenberger Deklaration
W. Hallmann	Erfahrungen beim Bau von Luftschiffen - Graf Zeppelin und das Verhältnis zum VDI
J. Fecher	Ein Luftschiff geht auf Reisen - Die Verschiffung eines Zeppelins nach Japan
J.K. Bock, G. Traut	Mehrmotoriges Antriebssystem für sphärische Luftschiffe zur Widerstandsreduktion
P.L. van Daalen	Die Rolle der EASA bei "Leichter als Luft"

2nd Airship Indoor Pylon Race

Dear all,

please find the table of ranking for the Cologne Regatta in the files area at

http://groups.yahoo.com/group/rc_airship_regatta/files/Koeln/

Just in brief: each team flew three laps, of which the fastest lap was assessed. As proposed, a racing formula was applied to give a chance to smaller ships. Result is:

4. Kugelblitz, Gunnar Ztaut, Bremen, 52.1s
3. Glöckchen, Johannes Eissing, Hamburg, 37.6s
2. Tatzelwurm, Dominik Baumüller, München, 34.0s
1. Homer, Philip Neuhaus, Bremen, 26.3s

Photos and more comments will follow soon.

Stay tuned,

Hannes

PS.: Yes, this was good good fun ;o)

Hello all,

Hannes asked me to write a few lines on the race in Cologne because he is very busy at the moment. It seems to be difficult to obtain the eagerly awaited photos of the event at the moment, but I'm still hoping to collect some and hope for your patience.

I'd like to thank the DLR and Herrn Scharenberg in Cologne for providing a large space to fly the race in and a bottle of helium which we got thanks to the quick wittedness of Frau Kuhn. The support is much appreciated.

Another generous offer for heliumsponsoring by Frederic Gester was very welcomed but not needed, but the next race is being planned:-)

A big thanks goes to the DGLR including this fun event in its LTA Workshop for the second time now. The workshops participants were great spectators.

Hannes, Gunnar and me arrived Thursday night and had the chance to attend to Friday's lectures after which we started preparing the ships, fighting transmitter programs, carbon fibre rods and do some test flying. Saturday we left the lectures early to do some final soldering, balancing and still fighting transmitter programming.

Amazingly the ships were ready for the race at 15:30. Dominik arrived two hours before the race started and had Tatzelwurm ready very quickly.

After measuring the participants ships box-volume for which the lap times were later corrected, Michael Bölling again competently managed the race, took the lap times and announced the winner.

Dominik started first pushing forward from the start. Half a lap to the finish Tatzelwurms batteries became weaker and weaker. The spectators audibly feared him not making the line, his competitors silently hoped he wouldn't, but finally he did and it earned him second place using the formula.

Gunnar then flew Kugelblitz1 around the course. With propellers constantly changing pitch, sounding like a big one correcting his flight path. Carefully circling the pylons he finished without entangling the long engine outriggers. Kugelblitzs controllability much improved, the straight line is still not its domain, but I bet he was quickest round the pylons.

Hannes now shoved Glöckchens throttle to half power, never touching it again. Commanding wide turns with the x-fins he flew the most constant lap times recorded in indoor airship race history finishing second place.

Gunnars next entry, Kugelblitz2 presented a roaring start with the impressive power of 4 engines. Flying an amazing straight line to the first pylon, astonished spectators witnessed a 180deg turn on a and roaring engines again for the lap back. The sheer power and dimaneuvrability of this spherical ship elated the spectators, but sadly not the clock.

Homer slipped through the air, effortlessly pushed by its single propeller. Banking 'round the pylons aggressively, driven by the cheering crowd. Then, in the last lap, a tense moment arose when Homer didn't want to exit a turn. Aiming for poor Rainer Scharenberg the pilot managed to bring Homer back on track to win the race.

The prize awarded by the DGLR for the winner was a round trip with the Zeppelin NT.

It seemed the participants enjoyed themselves and entertained the audience.

lots of greetings

Philip Neuhaus