

Minimoa

Magazine for Pilots & Fans of Schempp-Hirth Sailplanes - June 2018 / No.2



Ventus-3 15m Rocks

with Derren Francis

Behind the Scenes

with Ventus-3M

Moriarty, New Mexico

with Renny Rozzoni



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➤ Behind the Scenes



➤ Logbook: USA

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ERRATUM.

On page 14 of Minimoa No. 1, picture from "Russia credits Sebastian Kawa" was instead from Romania credits Norbert-Alin Scarlat, sorry for this mistake.

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Cover page: Duo-Discus Omarama New-Zealand by Milan



> Ventus-3 15m rocks! 04



Editorial

We live our Logo.

Welcome to this second issue of Minimoa, our new magazine for our customers and friends.

The Minimoa isn't just the centrepiece of our logo, it is deeply rooted within our genes. Minimoa stands for everything we have been striving for in the past 80+ years: To create gliders with maximum performance that are also beautiful to handle and that people love to fly.

The Gö 3 „Minimoa“ was very innovative at its time - and not just with its trademark wing shape: It also featured the first water ballast system available installed in a glider. If you want to know more: Upcoming releases of Minimoa will feature reports about some of our pre-WWII gliders.

Introducing innovative wing shapes and layouts when they promise better performance and handling has become our trademark ever since. While in 1984, the Discus with its swept-back leading edge may have initially shocked people, pilots all over the World soon started to love it.

The successors Duo Discus, Discus-2, Discus-2c and Arcus are all just as recognisable by their distinctive wing shapes - and are known for their beautiful flying characteristics and handling.

We are very proud of our latest continuation of this success story: The new Ventus with its brand new 15m wing tips, of which you find more in this issue of Minimoa.

IMPRESSUM.

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I hope you enjoy reading this issue.

Yours,

Ralf Holighaus

04 Ventus-3 15m Rocks!



Report by Derren Francis

Ventus-3 15m Rocks!

You definitely need dedicated people to make it possible and Derren is one of them, crazy enough to come from UK, picking up his brand new glider, then come back few days later with it installing the all new 15m wingtips to fly Hahnweide International Championship!

I spent four days at the factory 2nd week of April watching/hindering the Schempp-Hirth staff fit the 1st set of 15m tips to the Ventus. Interestingly to me though there was no requirement to adjust the inner wing panels and they fitted straight on with just minor sanding by George, a real expert in his field!. This also demonstrated to me the excellent quality of the moulds.

The next step with paint work was amazing and great to watch all the amount of effort these guys put in for such a good finish, thank you guys!

The day later all came together to be able to perform the first flight with the engineer Joachim Krauter, then Tilo Holighaus went for a air photoshoot session before I had green light to fly it... and it is brilliant, a delight to fly!

Driving back to Lasham I set up some test and comparison flights with my best mates to fine tune my settings.

My clear goal was to be ready for Hahnweide International Competition, just 3 weeks after (mid May), to prepare the World Gliding Championships this summer in Poland (Ostrow from 8th to 21st of July).

So let's drive again to Germany this time for the 52nd Hahnweide international competition where I was engaged in 15m class, naturally.

After this first championship here are my thoughts. The 1st thing to say is I think the Ventus-3 15m has wonderful handling and therefore gives plenty of feel in the thermals. And it was a very important attribute in my view in choosing the right glider.



Many happy landings Derren !



Perfect evening light for "F2", Ralf, Derren and Tilo seem to be happy :-)

F2 with Tilo above Schempp-Hirth Kirchheim/Teck company



06 Ventus-3 15m rocks!



It's still very early to be sure but after a week at the Hahnweide flying against the ASG29 and Ventus 2a I'm confident is a very good ship in both the glide and the climb.

At the beginning of the week due to the weather forecasted as below average I flew at 480kg but quickly realised I needed to be at 525kg, I couldn't really feel or see any difference in the climb performance compared to the 2a or the ASG29 when they were lighter weights (490kg), but in the run I seemed to be edging ahead. The Ventus-3 seems to carry its weight very well!

With a month to go to the WGC in Poland I'm now concentrating on flying against my very good friend Dave Watt in his Ventus 2a to really learn what the Ventus-3 (15m) can do....let's see.

Derren Francis



Joachim Krauter (SHK) preflight for maiden flight with Derren

Derren Francis, UK

Current IGC ranking: 211th

Best result: 6th during WGC 2016 Australia 15m

Current sailplane: Ventus-3T 15/18 "F2"

Club base: Lasham (UK)

Derren Francis is part of the British Team 2018 engaged for the next 15m class World Gliding Championship in Ostrow, Poland, next July.

Schempp-Hirth Press Release:

*First Flight of new Ventus with 15m Wing Span
Kirchheim unter Teck, 12th of April 2018.*

Schempp-Hirth engineer Joachim Krauter performed the first extensive flight tests of the new Ventus with 15m wingspan on "F2", a Ventus-T Sport Edition. After a tow to 2500 meters high and a full test program, he landed more than delighted about the general flight characteristics and great harmony of the controls: "you can fly it now guys".

Then CEO Tilo Holighaus was keen to try it out himself and landed also with a big smile all over his face after a air-to-air photo shoot session. But very happiest of all, however, was definitely Derren Francis, proud owner of F2, who tested his glider in this new configuration in a last flight before sunset with great light and atmosphere from this pre-summer season we enjoy here, in Kirchheim.

The 15m wingtips have been carefully designed from scratch and optimised in the proven cooperation between Mark D. Maughmer, PhD. (Pennsylvania State University, USA), Dr. Werner Würz (Akaflieg Stuttgart) and the team of Schempp-Hirth engineers, while the moulds were produced by Hanko Streifeneder.

Numbers corner Ventus-3S 15m

Wingspan: 15 m / 49.21 ft

Wing Area: 9,53 sqm / 102.56 sqft

Aspect ratio: 23,6

Airfoils: HWW / Maughmer

Fuselage length: 6,63 m / 21.75 ft

Maximum weight: 525 kg / 1157 lbs

Wing loading: 37-55kg/m2 / 7.6-11.28 lbs/ft2



Fitting of the 15m tips on the existing main wing part of "F2", SHK paintshop



50 Shades of White

Behind the Scenes

Lighting is a full science in photography and you would be amazed to know that actual scenery for this photoshoot was done in the main workshop hangar of the Fliegergruppe Wolf Hirth (FGWH) in Kirchheim unter Teck, Hahnweide airfield.

When first Ventus-3(T) "3V" was out in late 2016, our team thought hard about the way to put some light on it in a different and modern style. The brochure is naturally the "standard" to advertise any high end product around the world but keeping the "glider style" we all know with the typical pictures made on an airfield/in the air was not enough from our point of view.

Bernd Weber and Ralf Holighaus made a fast brainstorming and the idea to transform Ventus in a kind of "top model" was born: "let's make it studio!"... Well, this is ok for humans but for a 18m class glider...

Goals were clear: put some light on details, get some gentle and rich roll-off of light on the white wings, make it stylish but still for pilots. The project grabbed the attention of photographer Michael "Conny" Geiger, from Stuttgart, and adventure started.

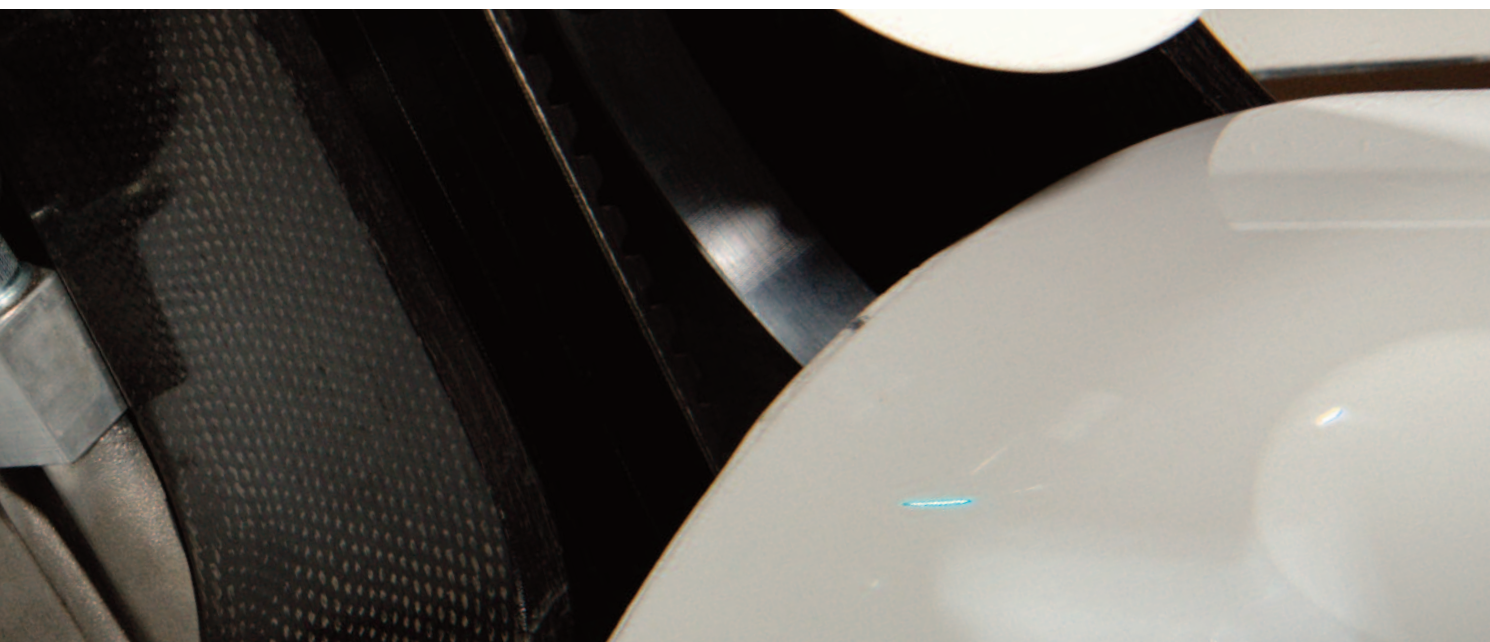
Being not a glider pilot (at this time) made some tough moment for Conny with our Bernd who had some pretty clear ideas about what to get as final look for the brochure. But the "studio" was relatively easy to find: the Fliegergruppe Wolf Hirth Gliding Club workshop would be the perfect place. Enough place and a "rich" ground made of hard concrete which accumulated long history

of diverse tears, cuts, unidentified liquids... the typical life of all gliding workshops around the world. This would make contrast and balance to the immaculate white of the glider shell and the modern sporty black and red inside of the cockpit full of technology.

Then goes the photograph: naturally high end camera (Canon 5d mkIII), remotely managed flashes, diffusers, reflectors, light temperature management with shaders, filters, timing, tuning, fine tuning, replacing,... hours and hours of "let's move it this way 30cm" or "can you make the diffuser a bit higher", then comes the typical "shlac" of the camera shutter synchronized to the bulbs and LED lights set, 1 second and a "beep" tells Conny flashes are ready for next picture, "shlac"...: "beep"... Conny stares at the preview of the picture from time to time, sometime a bit concerned, but sometime a happy face illuminated under the light of the backscreen of his camera...

Bottom line? Conny became glider pilot after that!

www.conny-geiger.de



Even an engine can be aesthetic, here the SOLO gets injection system and >60HP output @6000rpm

Ventus-M, fashion model during a photoshoot session, now with forward hinged canopy



10 Behind the Scenes with Ventus-3M



Left cockpit side with controls and new TOST brake



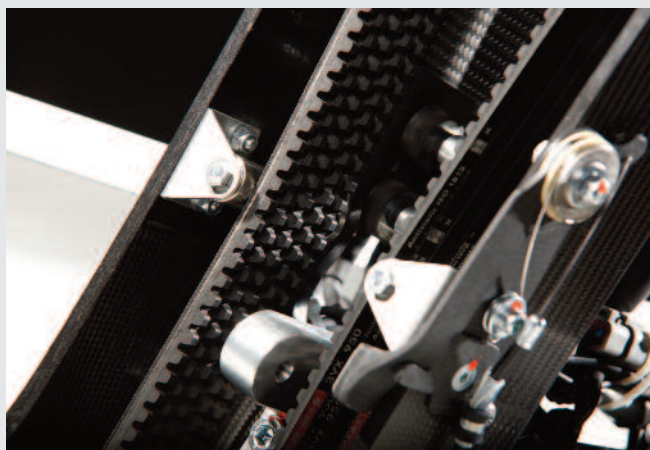
Right cockpit side with vent, ballast and gas openers



Propeller pulsating braking system with sensors



Optional steerable tail wheel



New stop finger system for hassle free retraction



New modern ILEC engine management controller



New ergonomomy studies for more space and comfort in a stylish carbon/leather finish, welcome aboard.



Report by Renny Rozzoni

Moriarty, NM, USA

Over the years Moriarty, New Mexico, has gained a well-deserved reputation as a real soaring mecca. Success of local pilots on OLC indicated how great the soaring conditions really can be. Renny Rozzoni flies his brand new Ventus-3FES Sport Edition there.

Earlier this year I picked up a new Ventus-3F in Galveston, Texas and took it to its new home at the Moriarty airport. My choice to buy the Ventus 3 with the FES sustainer was an easy decision. My previous glider had the FES and it proved itself over six years to be an extremely reliable system that would get me back to Moriarty or to another airport if needed. There are areas in New Mexico that are quite desolate and remote, and having the FES is a comfort not only to my family, but also to me!

I have now had several flights with the Ventus and what I noticed immediately is how well it thermals: the well harmonized controls make it fairly easy to center the the core, then the ship climbs really well. The other characteristic is how well it likes to run even without water. Flying here, we spend a lot of time running and a minimum amount of time thermalling. There is no doubt that the Ventus will do very well in running under the cloud streets that we often experience.

For those interested in soaring the great conditions at Moriarty, here is some background information:

Moriarty is located in the high desert in the eastern plains of New Mexico, just 50 kilometers east of Albuquerque in the south part of the Rocky Mountains. New Mexico is surrounded by Arizona on the West, Colorado on the North and Texas on the East.

It is also in direct border to Mexico country to the South. A great place to enjoy vacation with numerous

national parks surrounding the Rio Grande and naturally a great place to fly sailplanes!

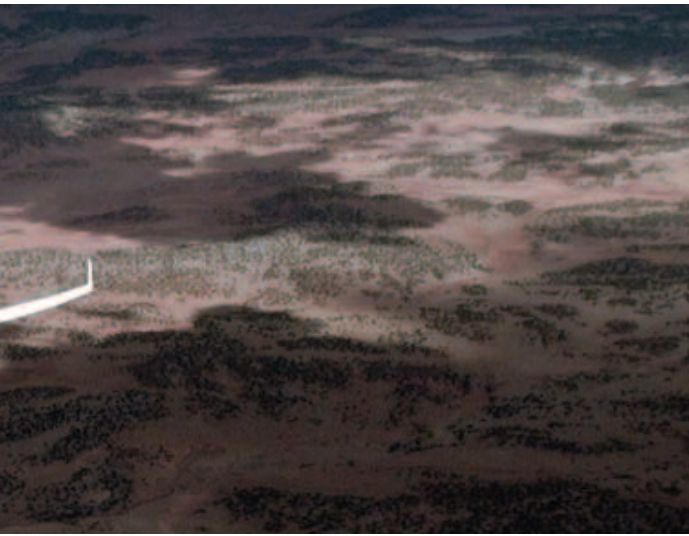
It is characterized by a dry climate, warm temperatures, strong thermals and high cloudbases. Typically anywhere from 4,500 to 5,500 meters and thermal strength is often 6 to 10 knots (3 to 5m/s)...

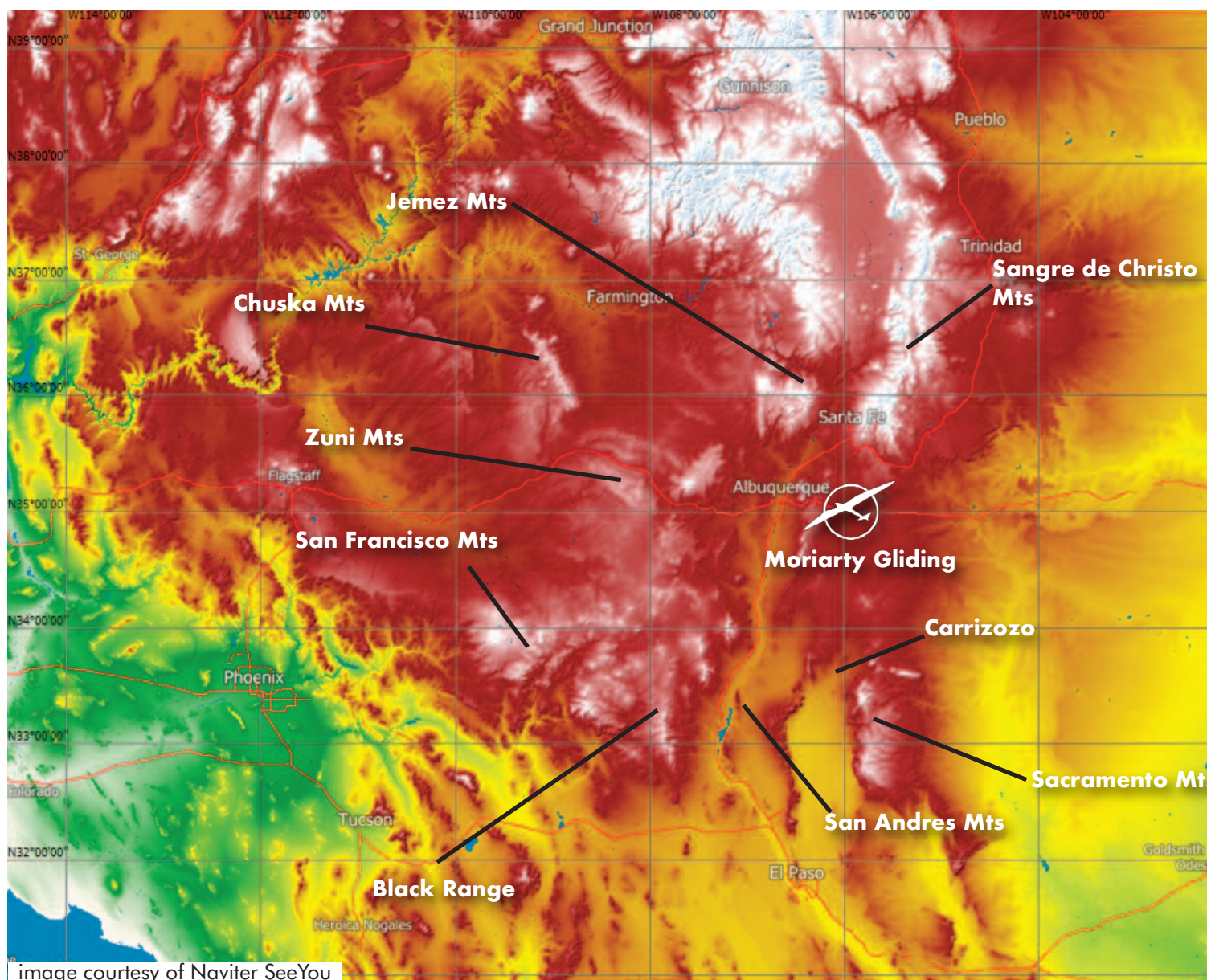
May and June are usually quite dry and the monsoons typically arrive during the first week of July and extend until early to mid-September. This results in afternoon thunderstorms, but there are often periods of dry weather during that period to allow for some great flights. Then we also often get great soaring from then until early October. Fall, winter and early spring are characterized by pilots looking for wave off the Sandia and Manzano Mountains and excellent cross-country wave flights are fairly common.

Over the years the pilots have developed several routes that have proven successful. Thermal flights within the 100 km have been very popular as pilots can fly north and south of Moriarty in what is known as the Estancia Valley. This way, OLC flights can cover 300, 400 and 500 km over 6 OLC legs on those "local" flights!

For those who want to fly further and have additional challenges, flights to the north along the Sangre de Cristo mountains have also proven very successful. Pilots reach the Colorado border and beyond, completing 750 km and 1,000 km.







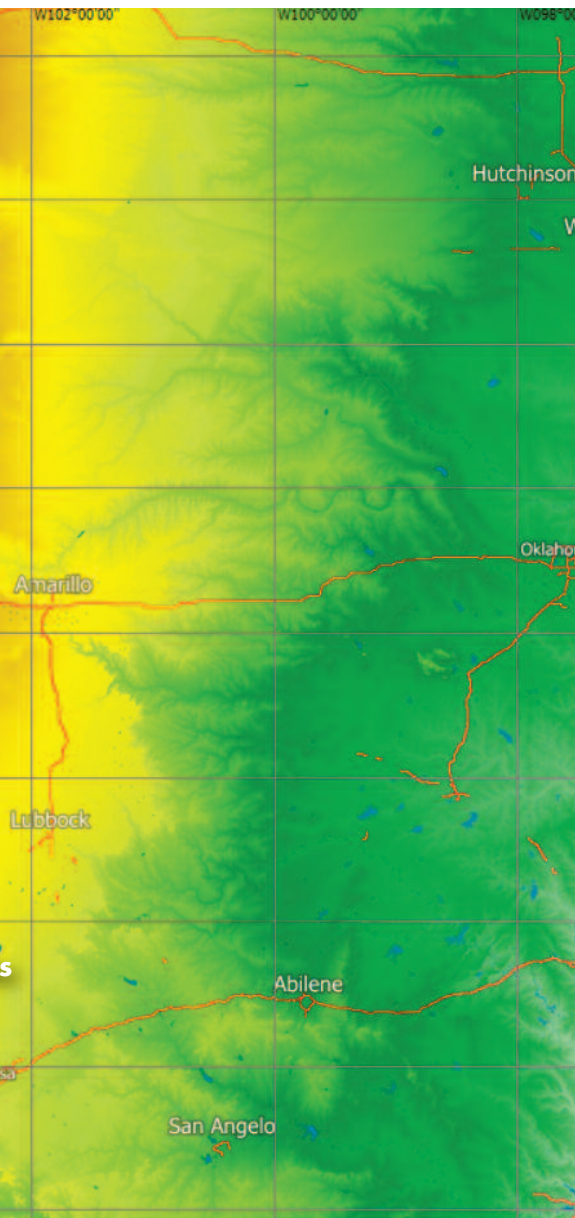
Moriarty Airport:

FAA ID: OEO
 Altitude: 6,201ft AMSL
 RWY: 08/26 concrete 2,348m length
 18/36 concrete 1,890m length
 TWR freq: 122.900MHz (CTAF)
 APT phone: 1-505-832-9379
 Lat: N 34°58'0"
 Long: W 106°00'0"

More information:

Albuquerque Soaring Club: www.abqsoaring.org
 Sundance Aviation: soarsundance.com
 Soaring Society of America: www.ssa.org
 Schempp-Hirth USA: www.mandhsoaring.com
 Moriarty on OLC: tinyurl.com/OLCMoriarty2018
 photos: R. Rozzoni, Mike Abernathy (Cloudstreet)
 maps: freeworldmap / naviter





Triangle flights to the northeast and then west to the Jemez mountains and then back to Moriarty, have also proven to be popular and also quite scenic. To the south pilots have flown to Carrizozo, NM and then northeast into eastern New Mexico and then back to Moriarty. In so doing, they often cover hundreds of kilometers.

Whatever one's soaring skill level, the soaring conditions at Moriarty have a lot to offer any visiting glider pilot.

There are numerous glider support facilities at the airport including: Sundance Aviation which is a commercial glider operator, the Albuquerque Soaring Club, two glider repair facilities and MM Fabrication which manufactures glider support handling equipment and also sells oxygen equipment, which is definitely needed when flying at Moriarty.

Several hotels and restaurants are located in the town of Moriarty and many more hotels and restaurants can be found in Albuquerque which is 50 km to the west and also in Santa Fe which is 65 km north. In addition, the US Southwest Soaring Museum is located in Moriarty and it is definitely worth visiting!



Renny Rozzoni

Renny Rozzoni learned to fly gliders in Middletown, New York in 1974 after becoming interested in soaring as a member of the Cadet Flying Club at West Point, New York. He has flown at numerous locations throughout the United States and holds a Diamond Badge and one Lennie Pin. He has owned 7 gliders over the years, including a Standard Cirrus and a Discus 2b. He currently flies a Schempp-Hirth Ventus 3F out of the Moriarty, New Mexico airport. He is retired from the US Army and was a former Director at the Soaring Society of America (SSA).



16 Around the World



Discus-2a, by Aude Untersee @Serre-Ponçon, Provence, France

Nimbus-4dM, by Erlend Sorbye, @Jotunheimen mountains, Norway





Around The World with Schempp-Hirth

Duo-Discus, by Milan from www.glideomarama.com @Lake Benmore, New Zealand





Discus, by Milan Janičina, @Prievidza www.fccgliding.sk championship, Slovakia

Discus-2a, by Norbert-Alin Scarlat, @Bucegi Mountains, Romania





Ventus-3T, by Chris Wilson, @Hahnweide, Germany



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20 Around the World



Arcus-M, by Conal Edwards, @Awhitu Peninsular, Auckland, New Zealand



22 Coming Up

After such an amount of moisture accumulated in the soil this winter, we were expecting some kind of sub-average conditions with the first drops of sun rays... Definitely it is not the case and there have been already some very nice +1000km flying days mid-April in Stuttgart area!!! Special congrats to pilots from SH factory Bernd & Max on Ventus-3T and Arcus-T. And what about Bert Schmeltzer 1500km in Discus-2c!!!!

2018 is a "no German nationals championship year" so after the early season championships "kicks" in Slovakia (Pribina Cup Nitra and FCC Prievidza), Hahnweide Wettbewerb here in May was the place to be for a lot of our german top pilots. This competition is indeed the best training before the climax of the season this summer, attracting national teams top pilot too. As every year, this made a very special atmosphere, a bit like in a "family WGC" with French, British, Swiss,

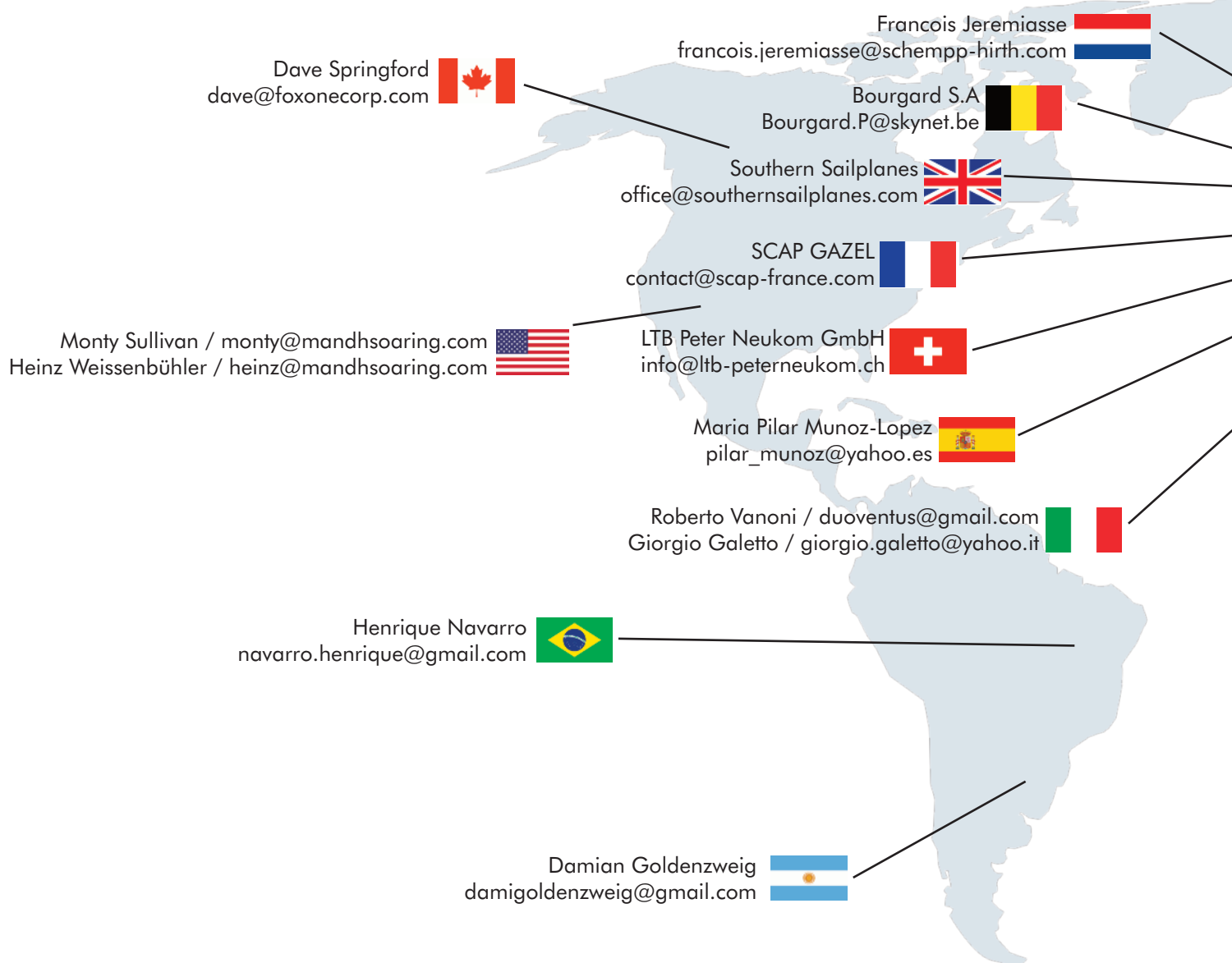
Australian, Slovenian, Austrian... But still a serious game for sure and it was very interesting to watch them fly. A real "warm up" for the upcoming World Gliding Championships.

Congrats to all the pilots and winners, Sittmann (GER) in 15m, Cheetham (GBR) in 18m, Karow (GER) in Double Seater and Frank (GER) in Open class for this fair-play competition.

And a special thank to all the volunteers, mainly from Fliegergruppe Wolf Hirth (FGWH) gliding club who was running this big gliding event. But also thank you to all users, pilots, fans and managers of the Hahnweide airfield for your support and dedication for this competition.

FGWH on the web: www.wolf-hirth.de/FGWH_NEU

GLOBAL SCHEMPP-H





International Sport Calendar, upcoming FAI events

Follow all international events on www.spr.aero

03/06 ➤ FAI Grand Prix of France
18m class
09/06 ➤ Rennes St-Sulpice, France

16/06 ➤ FAI Grand Prix of Italy
18m class
23/06 ➤ Varese, Italy

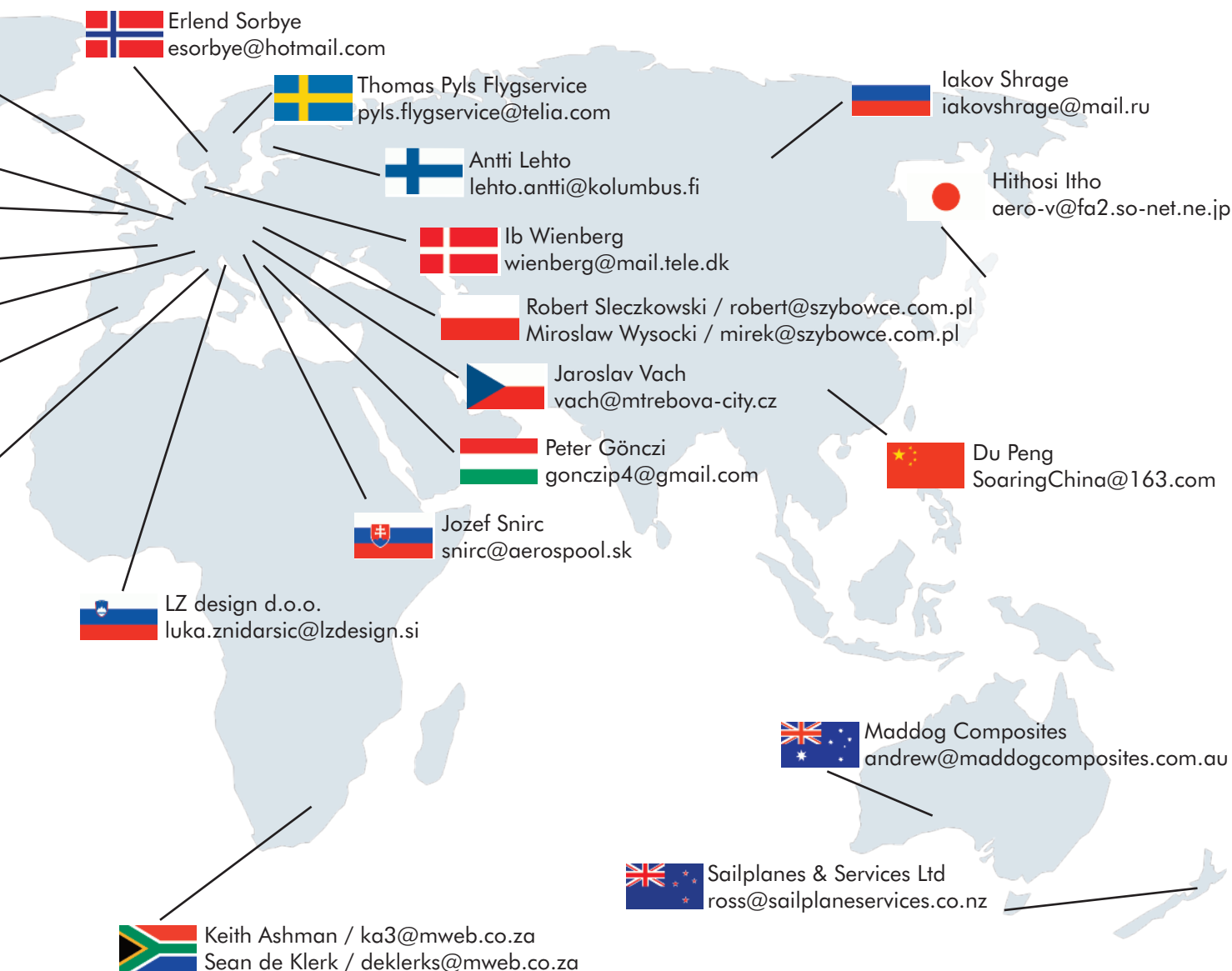
24/06 ➤ FAI Grand Prix of Hungary
18m class
30/06 ➤ Szatymaz, Hungary

14/07 ➤ FAI Grand Prix of Germany
18m class
21/07 ➤ Freudenstadt, Germany

08/07 ➤ FAI World Gliding Championship
Club, 15m, Double Seaters class
21/07 ➤ Ostrow, Poland

28/07 ➤ FAI World Gliding Championship
18m, Open, 20m double seaters
11/08 ➤ Hosin, Czech Republic

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