

Ventus-FES flight test with Joachim Krauter



Maiden flights!

Ventus-M & -FES

A day before Christmas eve, weather eventually allowed for the maiden flights of two prototypes on Schempp-Hirth's home airfield Hahnweide near Kirchheim/Teck. Joachim Krauter took the first Ventus with Front Electric Sustainer, followed by Andreas "Andy" Lutz on the self-launch-capable Ventus "Performance" edition's prototype.

The last working days of the year were hectic and the team at Schempp-Hirth were under pressure to finish the two prototypes before Christmas. The team achieved their goals and both were made ready for their maiden flights, however the weather wasn't playing along and low-lying clouds with rain were to test the team's patience for days. Eventually, the clouds lifted on the Saturday before Christmas and Tilo gave the go-ahead.

A little while later, both aircrafts were rigged and pushed to the take-off point by members of our staff – a big thank you for this dedication during the holiday season! A new fuselage with aero-dynamical and optical improvements was built for the eagerly awaited self-launch-capable "Performance" edition of the new Ventus (officially called "Ventus-3M"), implementing the latest CS-22 standards and featuring a completely new cockpit, combining maximum safety & comfort with a technically-elegant and sophisticated interior.

The front-opening canopy provides more comfort getting in and out of the cockpit and the new fuselage, which shows impressive workmanship, now features bug wiper garages as well as a rudder-integrated steerable tail

wheel and underwing wheels, providing independent maneuverability on the ground, similar to the systems known and loved by all of our Arcus-M and Quintus-M pilots.

Independent Performance

A new Solo engine with electronically controlled injection system and a reduced reduction ratio for a nicer engine noise provides the new Ventus with more than 60 hp, delivering powerful climb performance even on high-terrain, short take-off sites or at high outdoor temperatures. Also brand-new is the ILEC engine control unit with OLED colour display that makes operating the system-child's play and provides comprehensible messages in case of problems. The combination of independence by self-launch-capability with the new Ventus' proven performances and its inspiring flight characteristics creates the freedom to achieve top cross country flights anywhere in the World

The 18m glider with its prominent wing geometry impressed the pilots, but also the captivated staff members and guests when it passed by in powered flight.



Ventus-M flight test with Andreas Lutz

06 Maiden Flights

After their first flights, both Andy Lutz, responsible for the new fuselage, and Tilo Holighaus were impressed by the engine system, the comfort of the brand-new cockpit and the superb handling, identical, as expected, to that of the Ventus Sport Edition, triple-winner of this year's FAI European Championships in the 18m Class.

Still in the cockpit after the maiden flight, Andy was ecstatic: "The flight characteristics feel identical to those of the "Sport" edition - and visibility from the cockpit is even one notch better."

Tilo expressed delight with the seating comfort, the simplicity of the engine control and the engine's power: "I immediately felt comfortable. And the feedback is there instantly, you feel the air around you and you become one with the aircraft. The take-off distance was even shorter than I expected - and then the climb rate... It's just pure pleasure!"

Electrified

The just as eagerly anticipated Ventus "Sport" edition with FES engine system (officially called "Ventus-3F"), however, provided little surprise in its maiden flight: FES already has an excellent track record in the Discus-2c and the new Ventus' predecessor Ventus-2cxa for a few years now.

Tilo is all the more delighted: "The FES system wakes old memories of the 1930s when glider pilots covered long distances ridge-soaring along low hills. Especially in view of the new Ventus, hybrid gliding with instant engine availability ("instant on") and precise power adjustment will bring flying to a completely new level. Pilots will fly cross-country on days when only airfield circuits used to be possible; you can fly into the mountains without worrying about how to get back, master challenging situations at competitions in a much more relaxed fashion and so on."

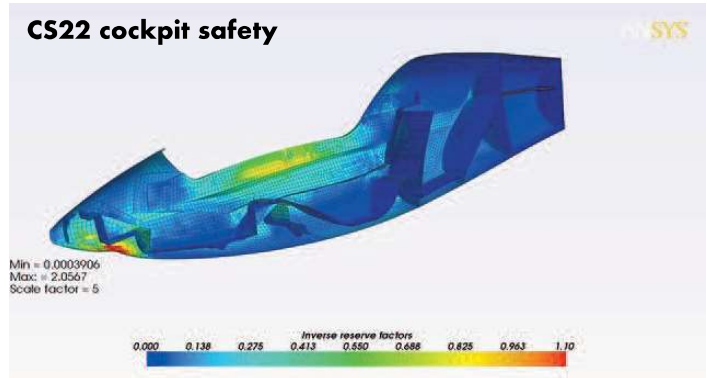
Safety means: Be Always in Control

Besides high-speed performance and the traditional Schempp-Hirth "thermal feeling", all 3rd generation Ventus models are characterized by outstanding climbing performance and their good-natured behaviour. The elaborate alignment of wing air foil and wing geometry in combination with well-dimensioned controls ensures maximal manoeuvrability and high stability even at very low airspeed and provides you with the extra degree of safety you may need during winch launch, aero tow or when flying close to the ridge in the mountains.

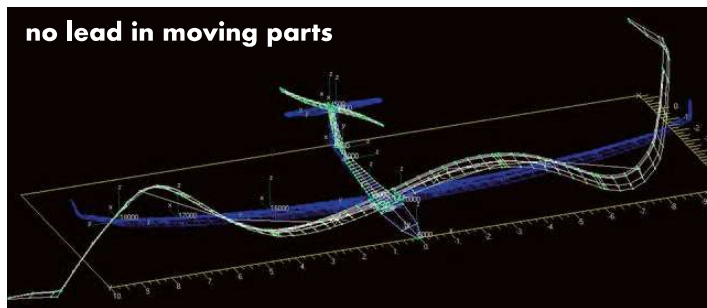
In addition to the self-launch-capable engine option, the

new Ventus "Performance" edition will also be available with the proven Schempp-Hirth "Turbo" sustainer engine already available for the "Sport" edition along with the new FES system.

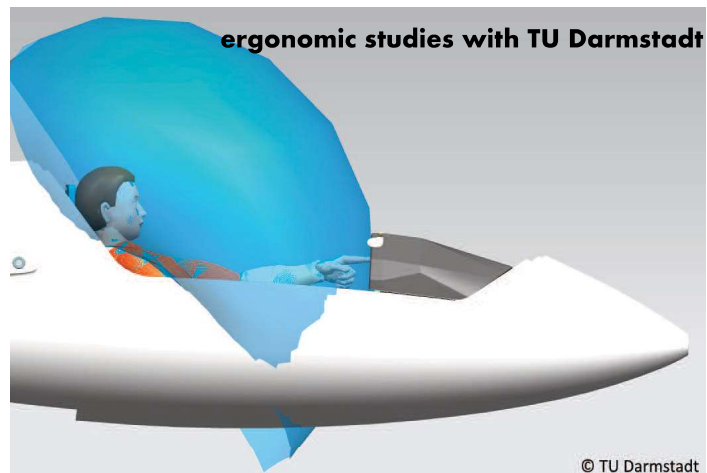
CS22 cockpit safety



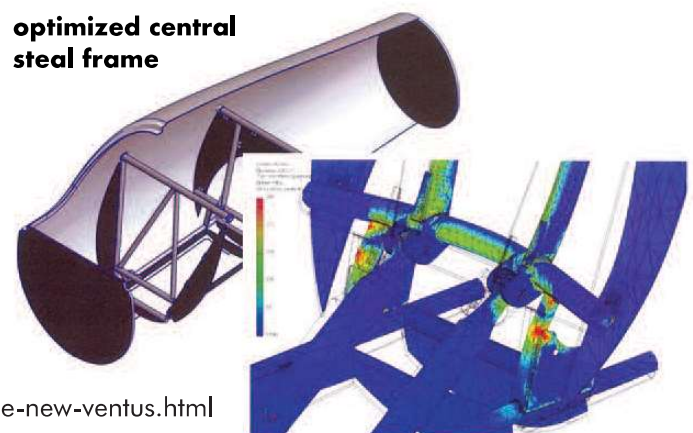
no lead in moving parts



ergonomic studies with TU Darmstadt



optimized central steel frame



More information: www.schempp-hirth.com/en/sailplanes/the-new-ventus.html

Contact: sales@schempp-hirth.com

Video: www.youtube.com/watch?v=oiX6yK1pKxs