

PRESS RELEASE

Maiden flight successfully completed: The "Bodensee" Airship shining in new splendour

Friedrichshafen, 27th April 2012 – After a reconstruction period covering ten months, the "Bodensee" airship took to the skies at 10:46 a.m. for its first functional check flight. "We are on schedule", said Thomas Brandt, Managing Director. With two airships Deutsche Zeppelin-Reederei will be better able to service the scientific sector and secure its extensive sight-seeing flight programme. During the next fortnight, special measuring equipment will be installed in the "Bodensee" for its mission within the EU climate research project PEGASOS.

At 10:46 a.m. the "Bodensee" airship took to the skies once again after almost ten months reconstruction work at the Zeppelin works in Friedrichshafen. The "Bodensee" returned to its hangar after a successful functional check flight which lasted an hour and eight minutes. The Zeppelin NT has been given the serial number SN002R as it is a reconstructed airship. Until 2010 the airship was owned by a Japanese operating company. The Zeppelin team used largely original parts for the reconstruction.

During the international aviation exhibition AERO the airship was already on show in front of the Zeppelin hangar. Before the maiden flight could be carried out, extensive system tests and engine run-ups with the airship on its mast were necessary. For example, aviation inspectors and mechanics had to make fine adjustments to the engines and propellers as well as to the control units and rudders. In the past few days the electrical systems also had to be exactly aligned. "During this first functional check flight we checked that the airship and its systems behave as they should and that they conform to the type design", Klaus Strasser, Deputy Head of Flight Testing explained. "Various flight situations are simulated in order to test system interaction. For example, we tested the functioning of the power and flight control systems at minimum and maximum power as well as all electronic indication, navigation and communication systems."

"We are on schedule", said Thomas Brandt, ZLT Managing Director. The Zeppelin team will now install special research equipment for the mission as part of the EU climate research project PEGASOS due to start on 14th May 2012. Numerous measuring instruments will be installed in the gondola and outside the airship. During 2012 and 2013 the "Bodensee" will be flying primarily for the PEGASOS project. "As well as being employed to service the growing special missions market segment, the second airship will also service to secure the sight-seeing flight programme in the Lake Constance region. As an interim solution, it could also help to open new markets," Thomas Brandt said, explaining the strategic decision to expand capacity. A second airship opens up possibilities for tours throughout Europe, for advertising customers for example. Pilot and ground crew training also generates additional demand. During the winter, Deutsche Zeppelin-Reederei began with the training of two pilots from the Goodyear Tire & Rubber Company. Further training for the entire airship team from the tyre company is planned over the next two years.

Zeppelin Luftschifftechnik has also used the reconstruction to integrate technical innovations into the airship. For example, it has a completely new longeron structure, produced by Zeppelin Systems in Friedrichshafen. This hybrid of old and new can thus be completely converted to the newly developed version LZ N07-101 at a later date.

Photos:



Zeppelin NT "Bodensee" take-off at 10:46 a.m.
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Zeppelin NT moves off towards Lake Constance.
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Approved for immediate public release.

Reconstruction of the Zeppelin NT SN002 as SN002R

The Zeppelin NT with the serial number SN002 was built in 2001 in the Zeppelin works in Friedrichshafen. In 2004 ZLT sold the airship to Nippon Airship Corporation, a Japanese operating company. The airship carried out sight-seeing and advertising flights in the skies above Tokyo until NAC suspended operations in June 2010. ZLT then bought back the airship to use it itself. The Zeppelin was disassembled into its component parts for the return transport to Germany by sea. In July 2011 ZLT began reconstruction work on the Zeppelin NT SN002R (R=Rebuild).

Zeppelin NT

The Zeppelin NT (New Technology) is the only certified airship in the world with a rigid internal structure made of aluminium and carbon-fibre beams. Power plant units, empennage and cabin are attached directly to the beam structure, thus ensuring maximum safety, comfort and performance. The Zeppelin NT is 75 m long and has a volume of 8,450 m³, making it the largest semi-rigid airship at present. ZLT attaches much importance to a combination of experience and modern technology. The Zeppelin NT is certified by the LBA and EASA for commercial flight operation with a maximum of 15 passengers. FAA certification is also available.

ZLT Zeppelin Luftschifftechnik GmbH & Co KG

ZLT Zeppelin Luftschifftechnik GmbH & Co KG has its seat in Friedrichshafen and was founded in 1993. ZLT develops, builds and markets the Zeppelin NT, a modern airship with a multitude of application possibilities: sight-seeing flights, special missions for scientific and industrial projects, advertising flights, multi-media missions.

Deutsche Zeppelin Reederei GmbH

The Deutsche Zeppelin Reederei GmbH is a 100% subsidiary of ZLT. DZR was founded in January 2001 as the operating company for the Zeppelin NT. In addition to flight operations, DZR is also responsible for airship pilot training.

Press contact:

Dorit Knorr

Marketing & Press Assistant

Deutsche Zeppelin-Reederei GmbH | Allmannsweilerstrasse 132 | D-88046

Friedrichshafen

Tel.: +49 (0)7541 5900-547 | Fax: +49 (0)7541 5900-22547

presse@zeppelin-nt.de | www.zeppelinflug.de