



„Flieg weiter, Tante „JU“

***Ein Bericht über die Entwicklung und Restaurierung von
legendären Verkehrsflugzeugen in Deutschland***

zum Miterleben berichtet von: Dipl. Ing. Harald Claasen (DLBS) am 09.10.2003 in Hamburg

Gast in der Luftwerft Hamburg (1961)



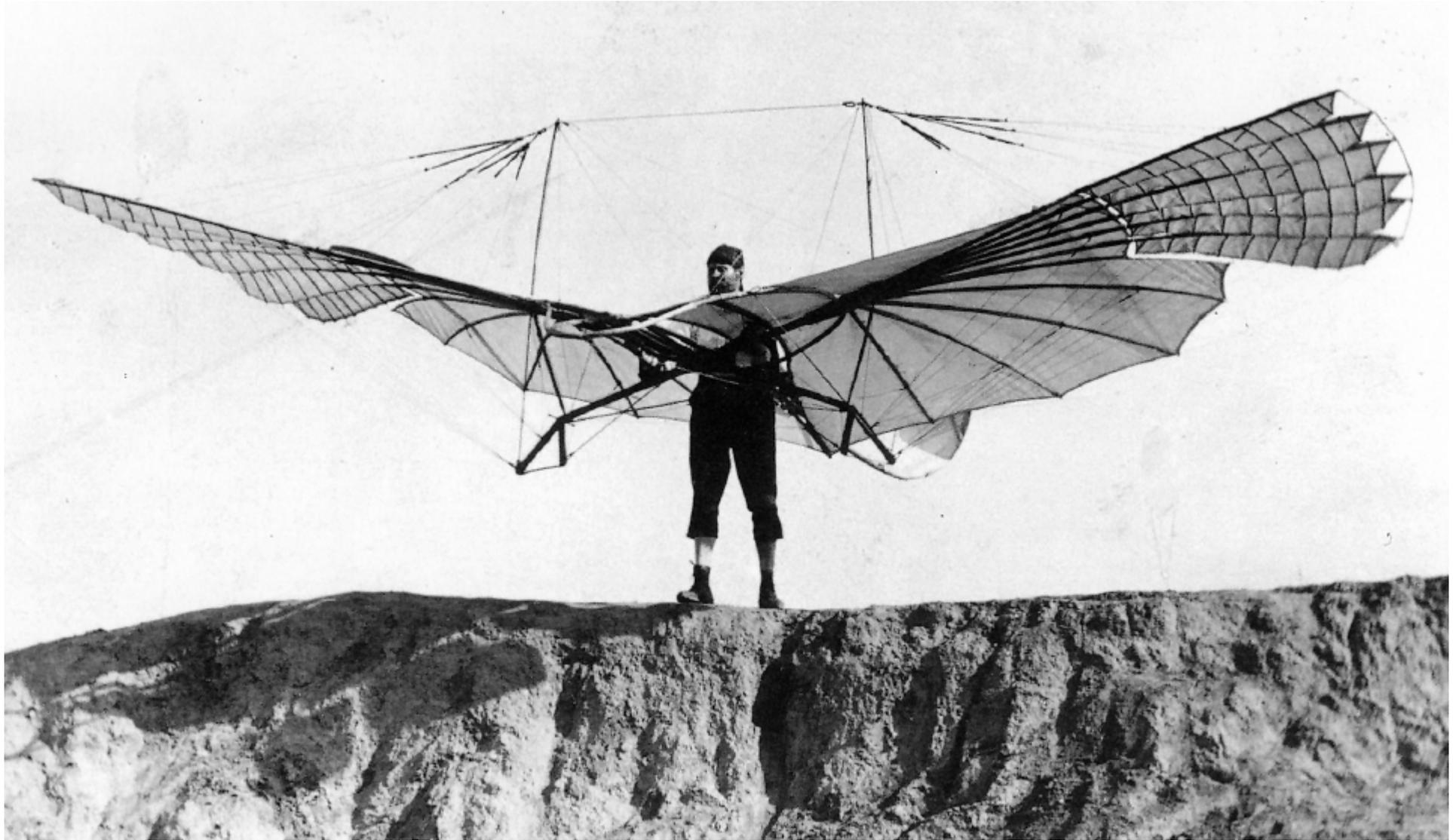
Flug nach Ütersen für Filmaufnahmen (1961)



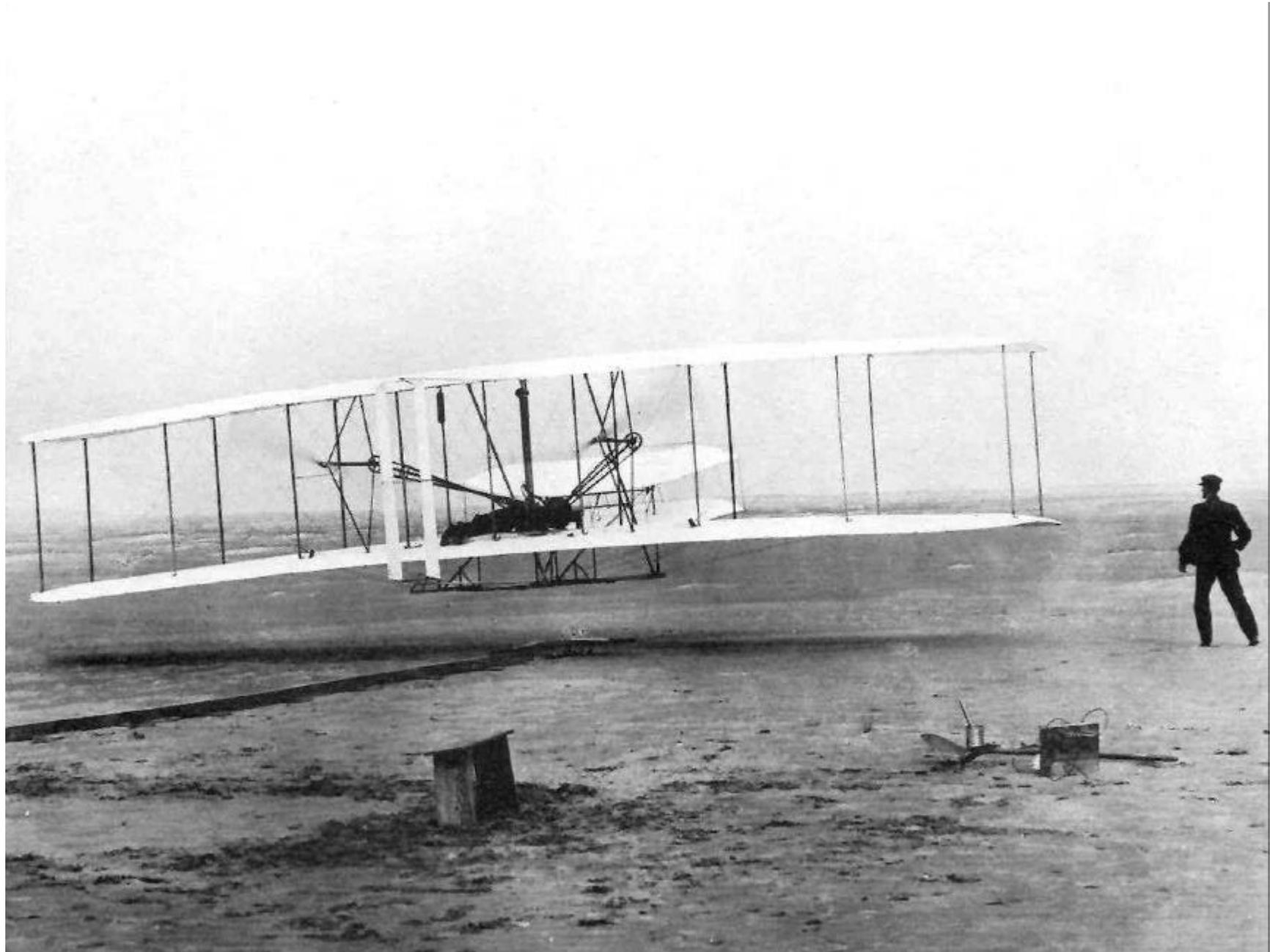
**Die letzten noch flugfähigen Ju 52 aus deutscher Produktion
treffen sich in Dessau am 20.08.1994**



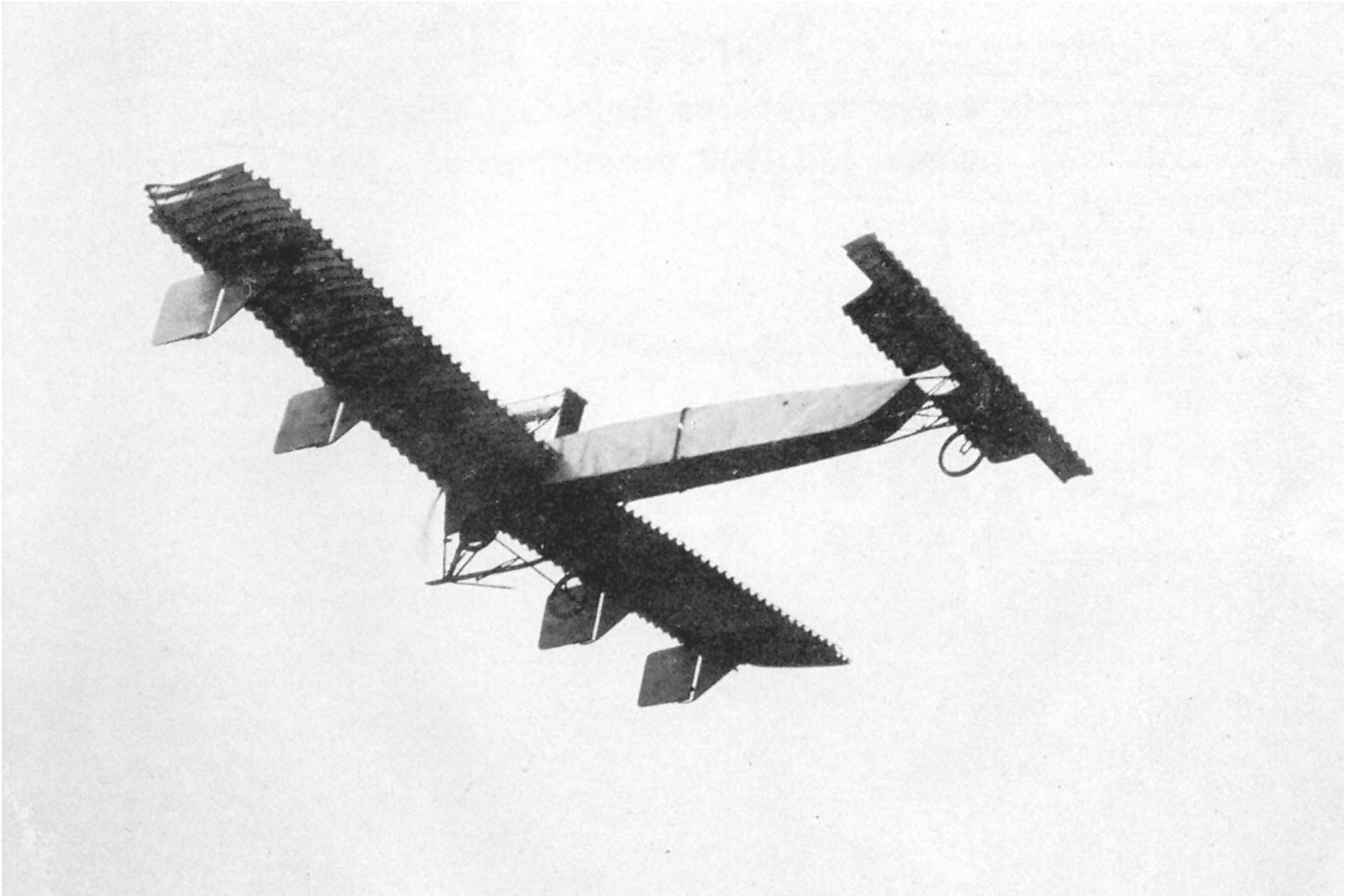
Evolutionen: Otto und Gustav Lilienthal: Der Mensch fliegt



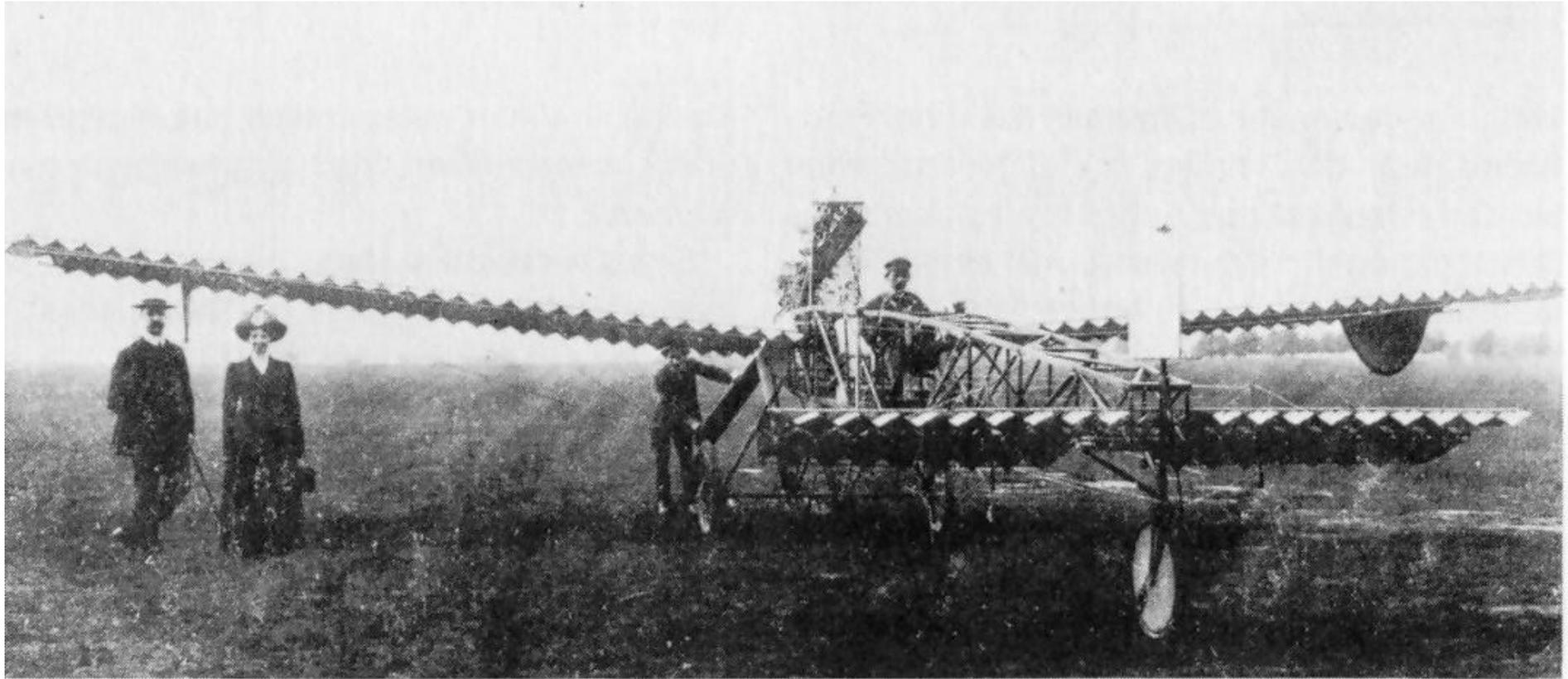
Evolutionen: Jastrow, Weißkopf, die Gebrüder Wright : Motorflug

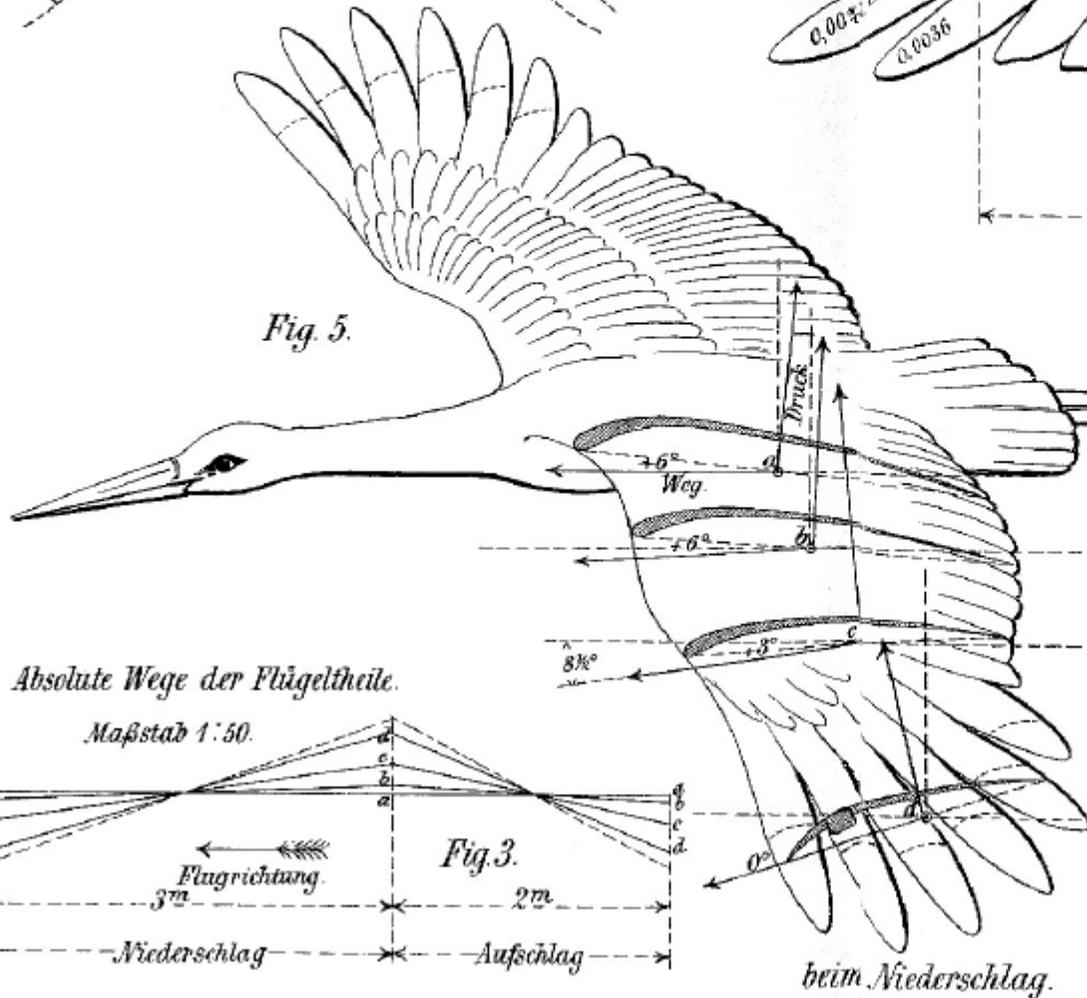
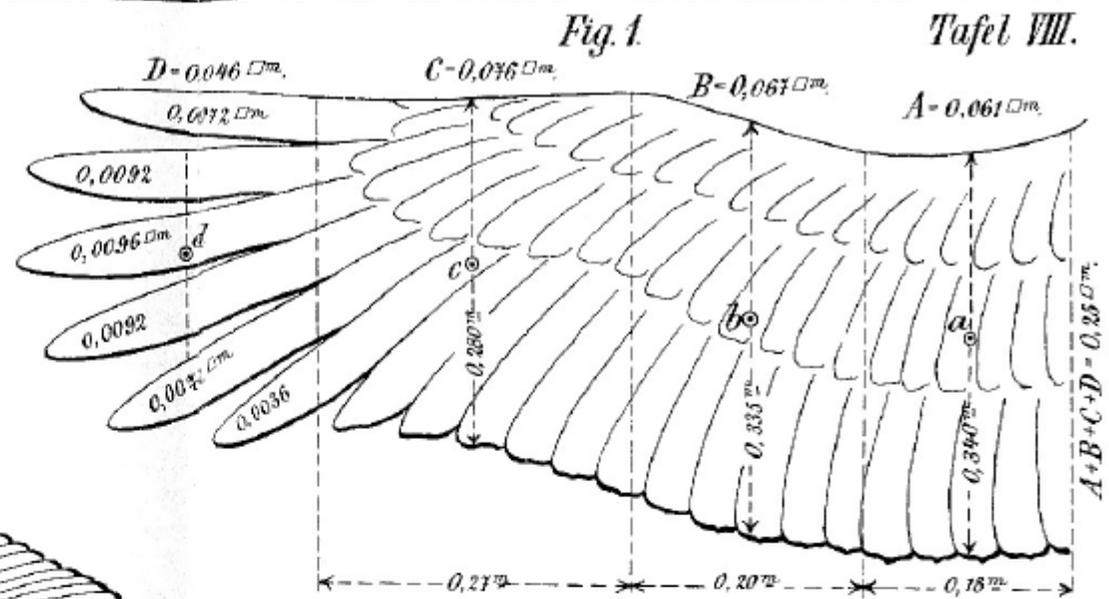
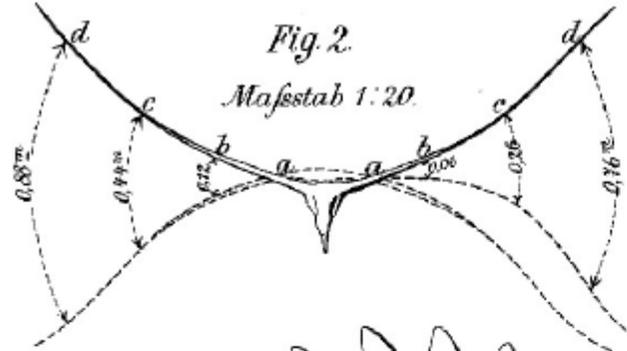


Die Reißner Ente (1908)

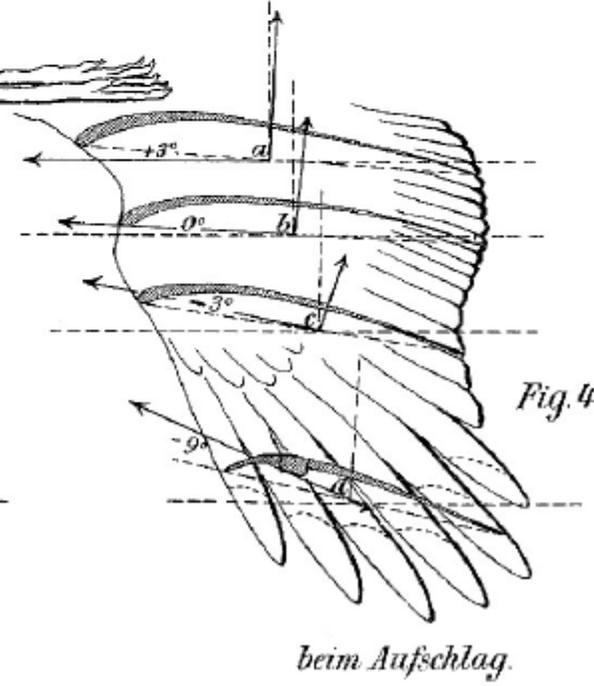


Die Reißner Ente (1908)



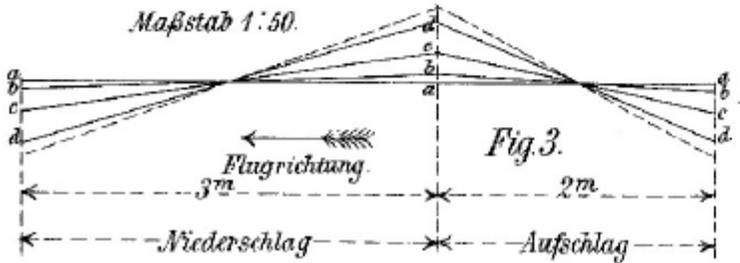


Flügel eines 4 kg schweren Storches.
Maßstab 1/6 natürlicher Größe.



Absolute Wege der Flügeltheile.

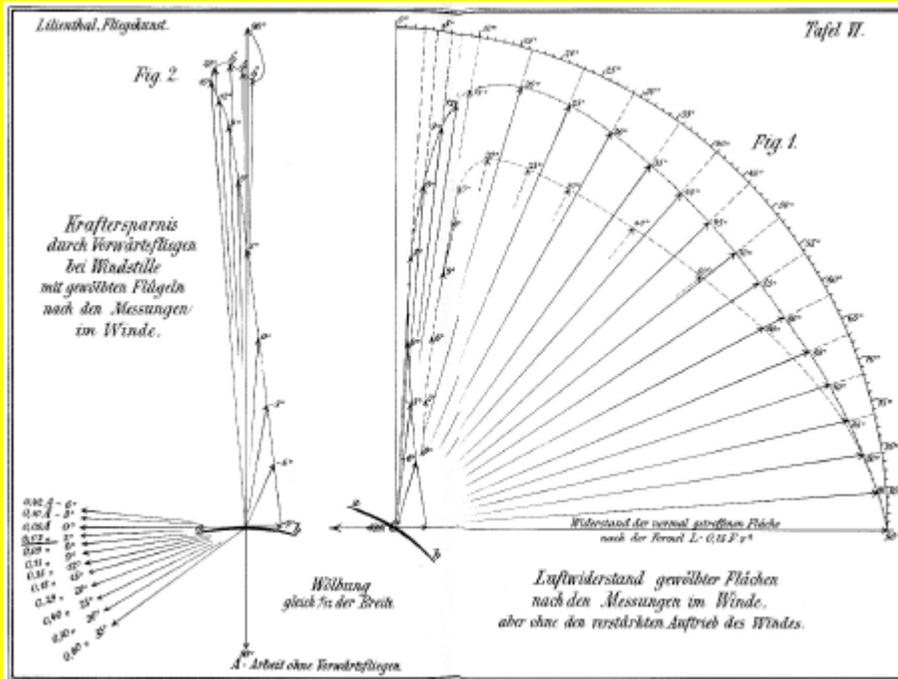
Maßstab 1:50



beim Niederschlag.

beim Aufschlag.

Polaren und Patente



KAISERLICHES PATENTAMT.

PATENTSCHRIFT

— № 84417 —

KLASSE 77: SPORT.

OTTO LILIENTHAL IN BERLIN.

Flugapparat.

Zusatz zum Patente № 77916 vom 3. September 1893.

Patentirt im Deutschen Reiche vom 29. Mai 1895 ab.

Längste Dauer: 3. September 1908.

Fig. 1.

Fig. 2.

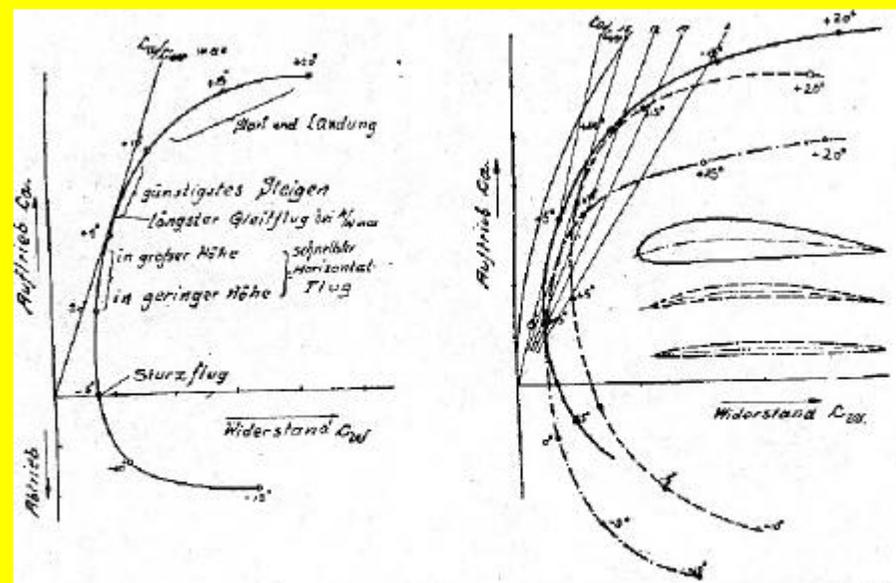
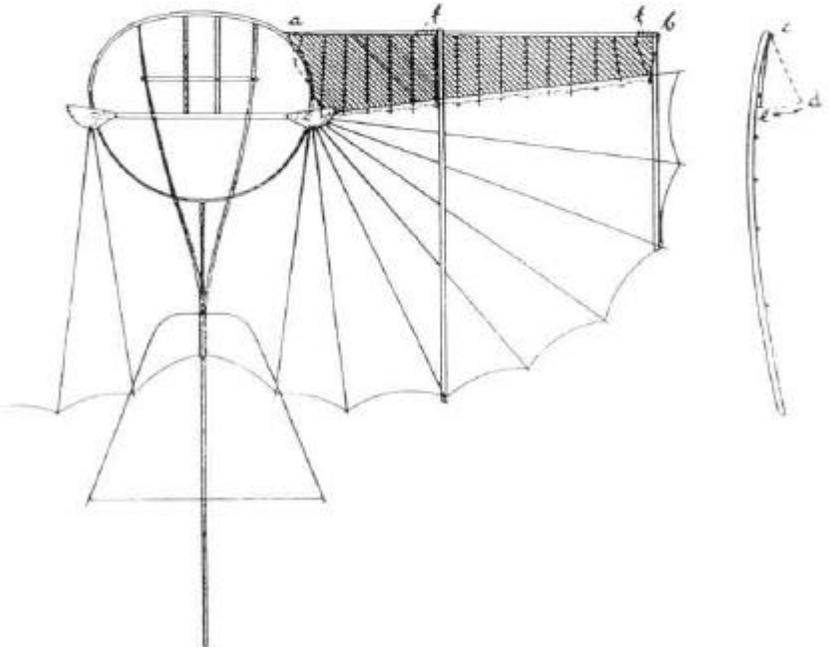
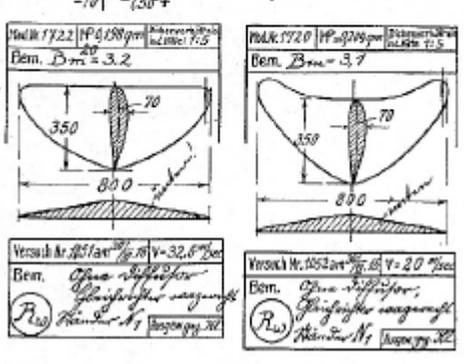
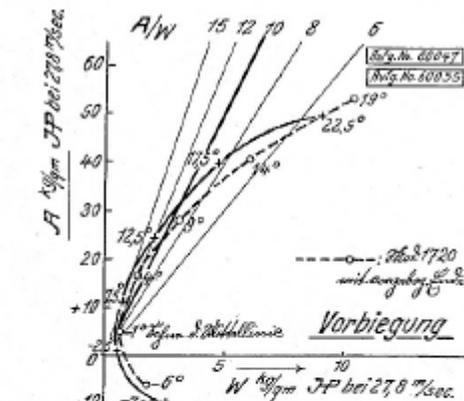
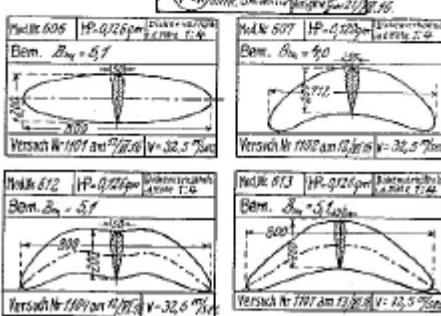
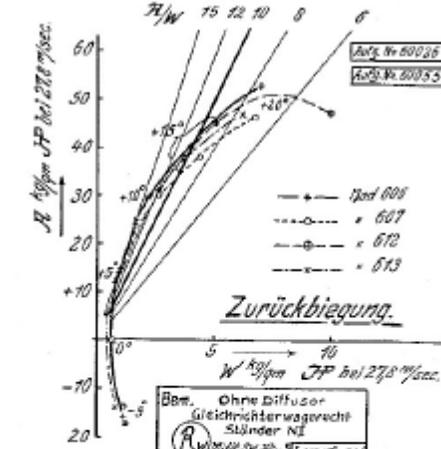
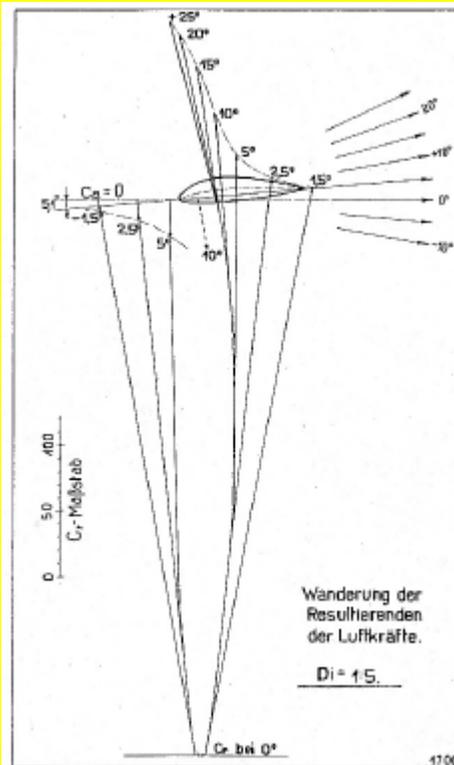
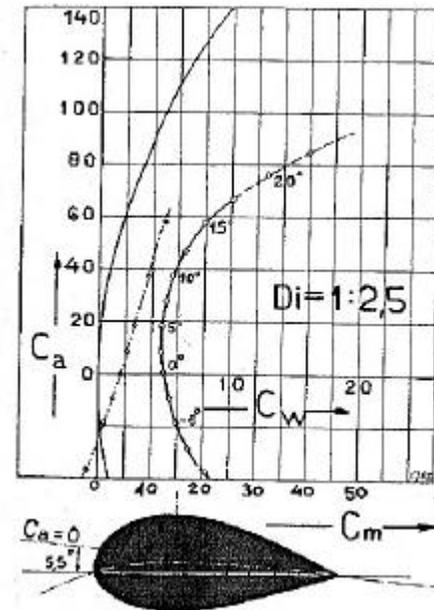
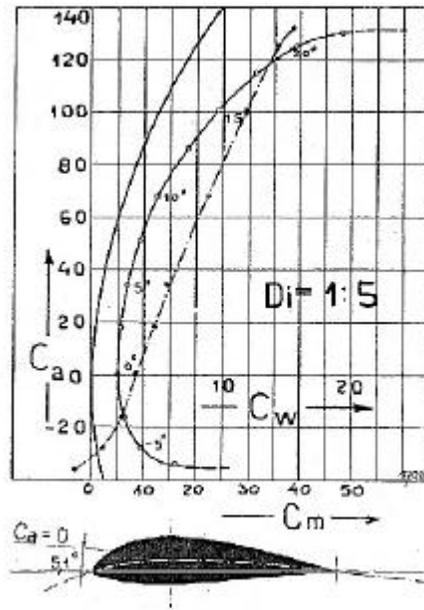
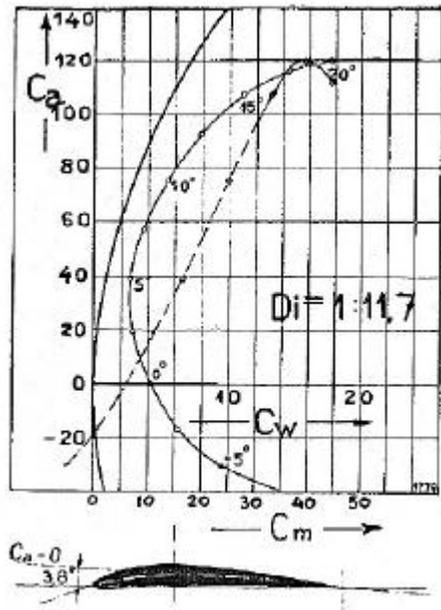


Abb. 14. Vergleich der Polarkurven eines dicken mit denen eines stark 1 schwach gewölbten dünnen Profils.



KAISERLICHES PATENTAMT.



PATENTSCHRIFT

— № 253788 —

KLASSE 771. GRUPPE 5.



AUSGEBEN DEN 14. NOVEMBER 1912

HUGO JUNKERS IN AACHEN-FRANKENBURG.

Gleitflieger mit zur Aufnahme von nicht Auftrieb erzeugenden Teilen dienenden Hohlkörpern.

Patentiert im Deutschen Reiche vom 1. Februar 1910 ab.

Fig. 3.



Fig. 1.

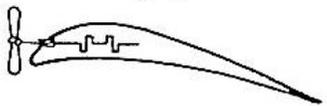


Fig. 4.

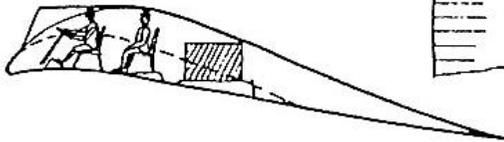
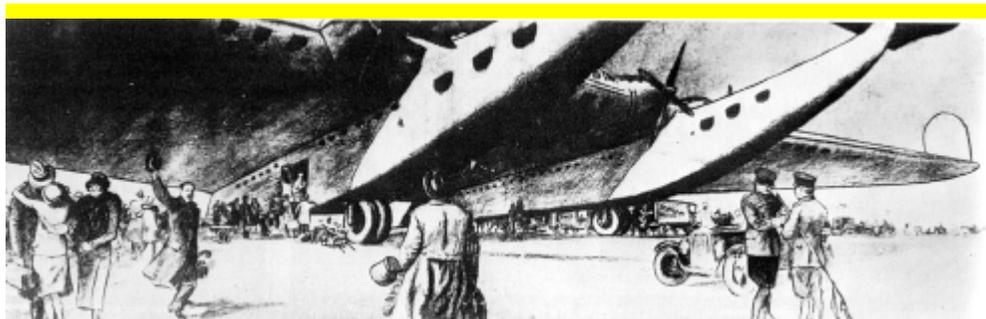
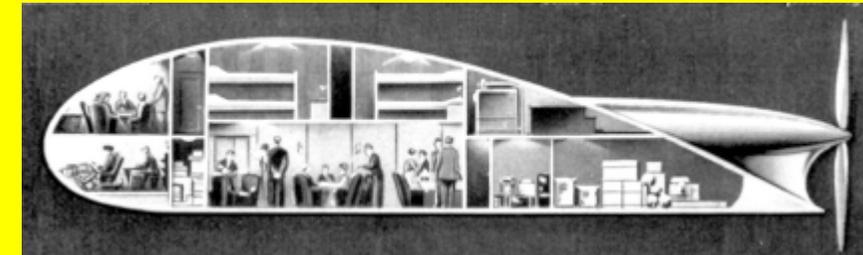
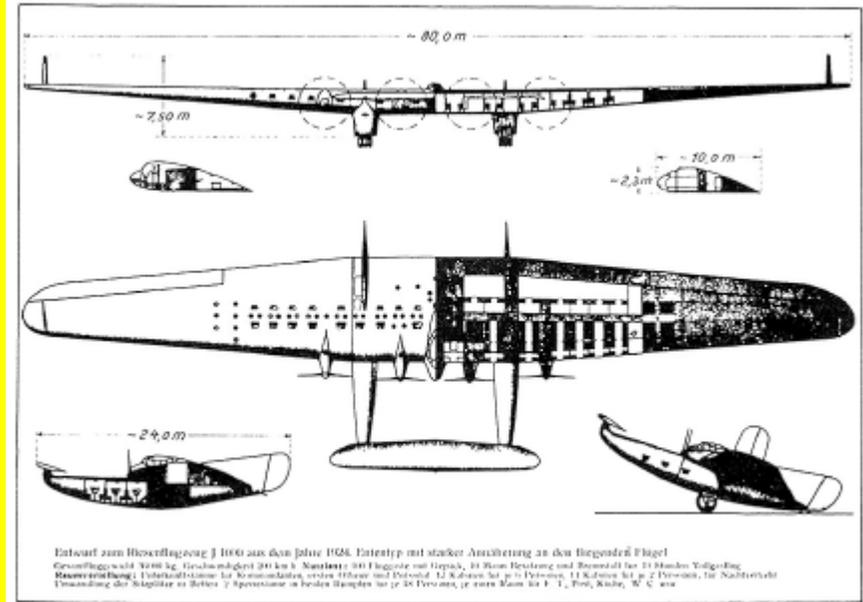
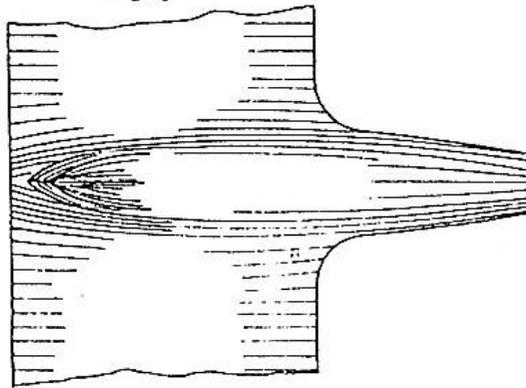


Fig. 5.



Junkers: „Tiefdecker Patente“



DEUTSCHES REICH



AUSGEBEN
AM 6. NOVEMBER 1919

REICHSPATENTAMT
PATENTSCHRIFT

62/6 - № 310619 -
KLASSE 77r GRUPPE 5⁰³



HUGO JUNKERS IN AACHEN, FRANKENBURG.

Eindeckerflugzeug mit selbsttragenden Flügeln.

Patentiert im Deutschen Reichs vom 12. März 1919 ab.

Zu der Patentschrift 310619

Fig. 1

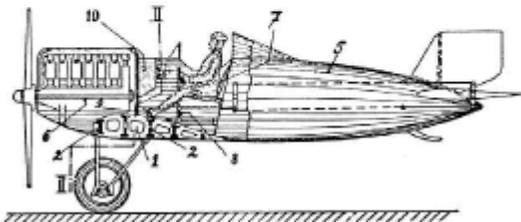
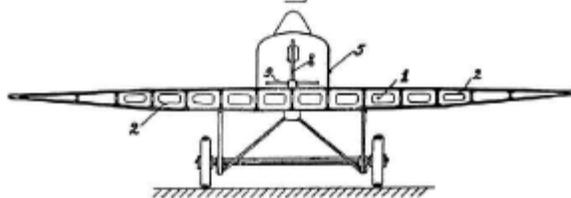


Fig. 2



DEUTSCHES REICH



AUSGEBEN
AM 17. JULI 1919

REICHSPATENTAMT
PATENTSCHRIFT

62/6 - № 313692 -
KLASSE 77r GRUPPE 5⁰³ ✓



(HUGO JUNKERS IN DESSAU.

Eindeckerflugzeug mit selbsttragenden Flügeln.

Patentiert im Deutschen Reichs vom 25. März 1918 ab.

Fig. 1.

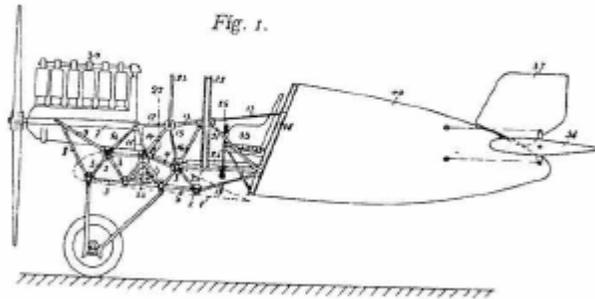


Fig. 2.

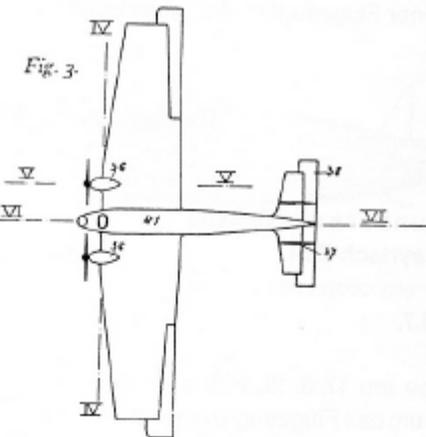
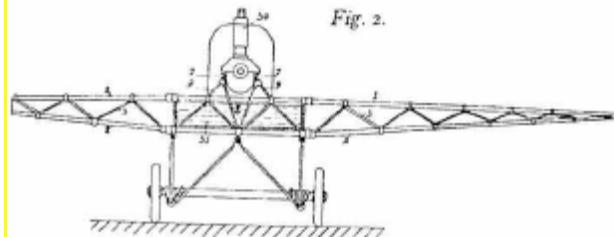


Fig. 5.

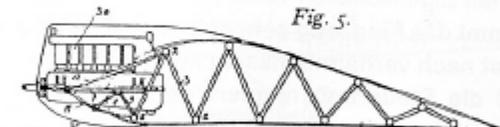


Fig. 6.

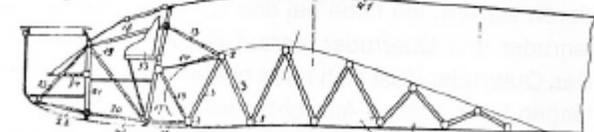
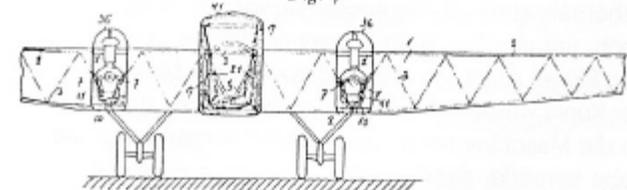


Fig. 4.



Junkers F 13 (1919)





Junkers Flugzeuge bis 1930



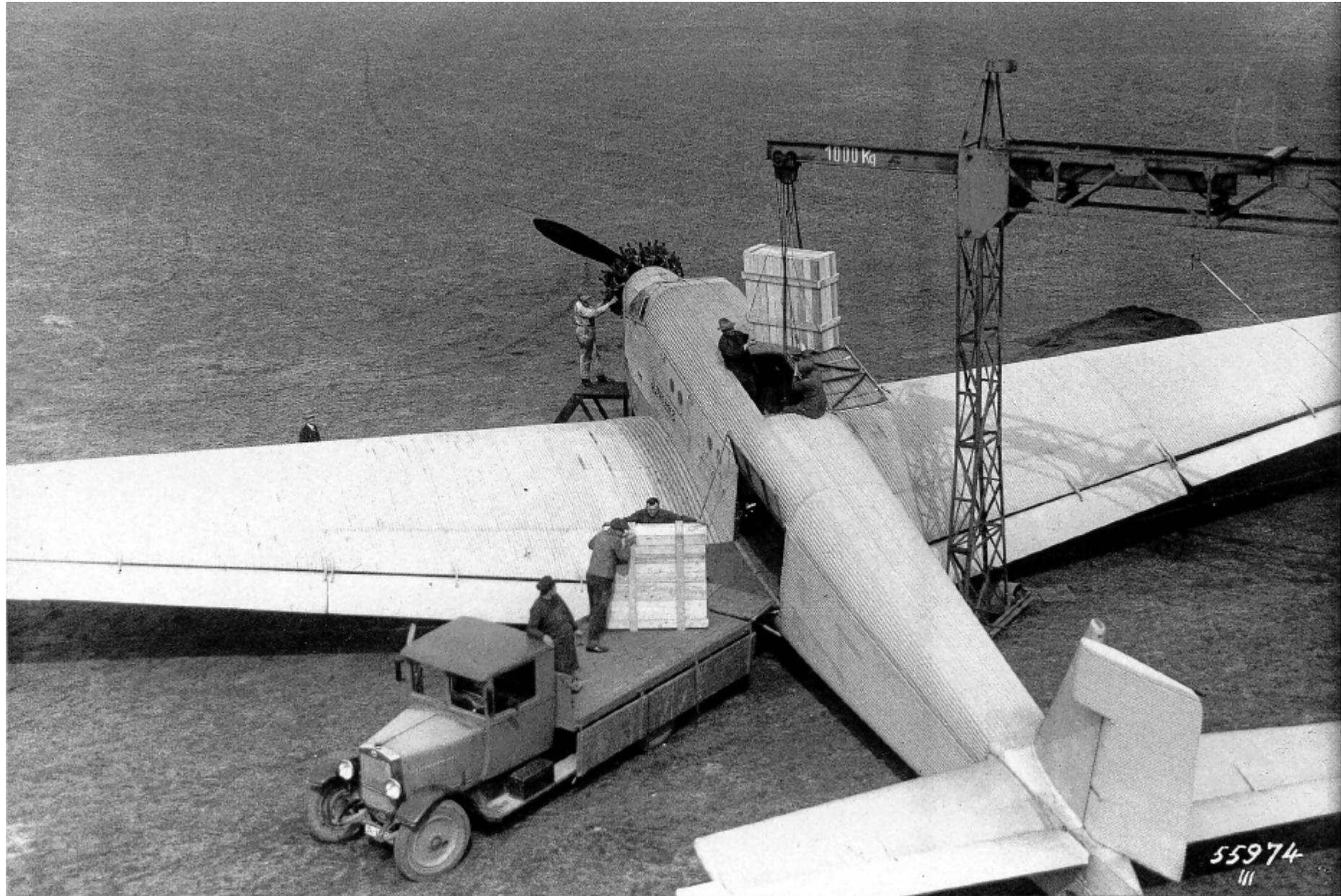
Junkers W 33, bewährtes Frachtflugzeug (Ozeanflug 1928)



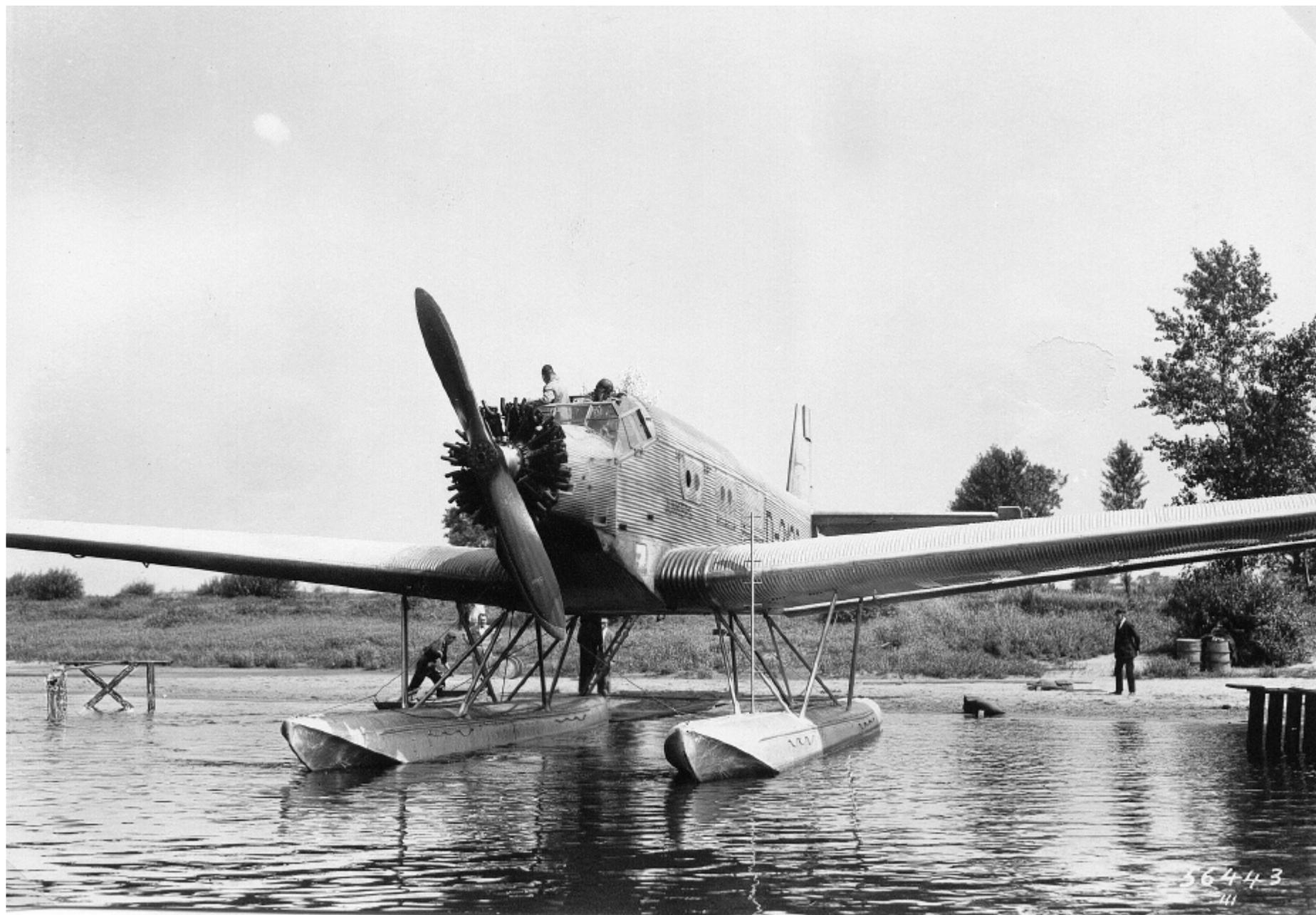
Junkers Ju 52/1m Prototyp (1930)



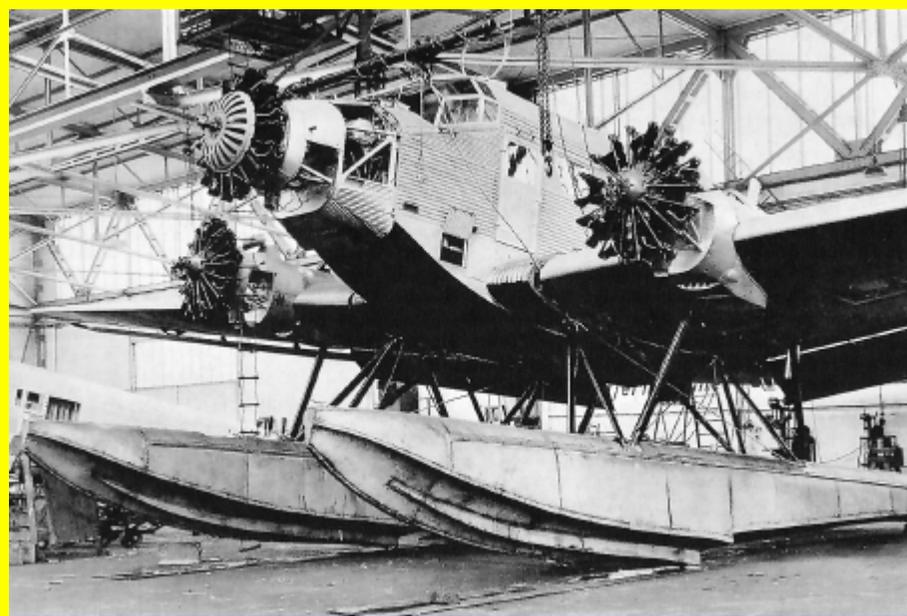
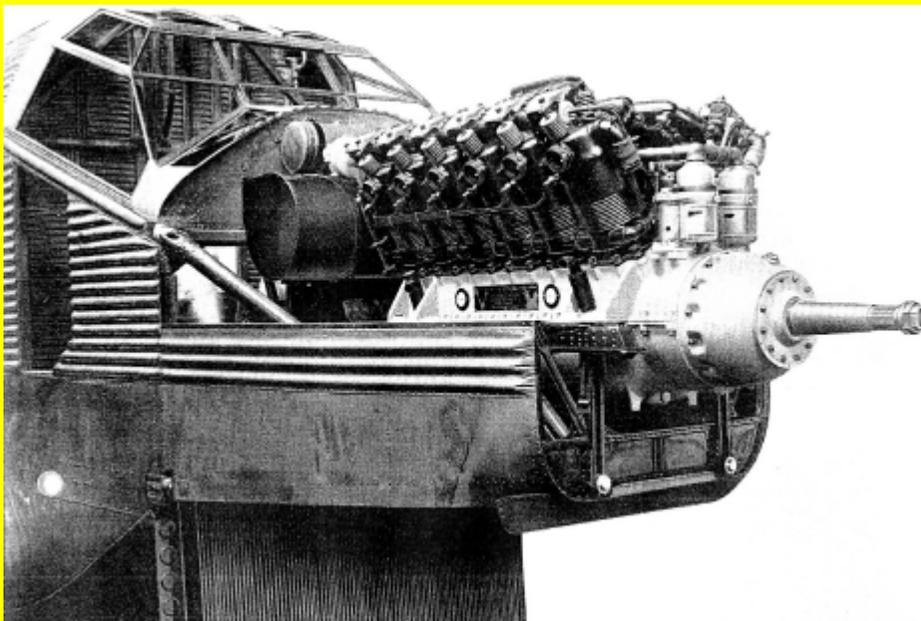
Junkers Ju 52/1m Prototyp (1930)

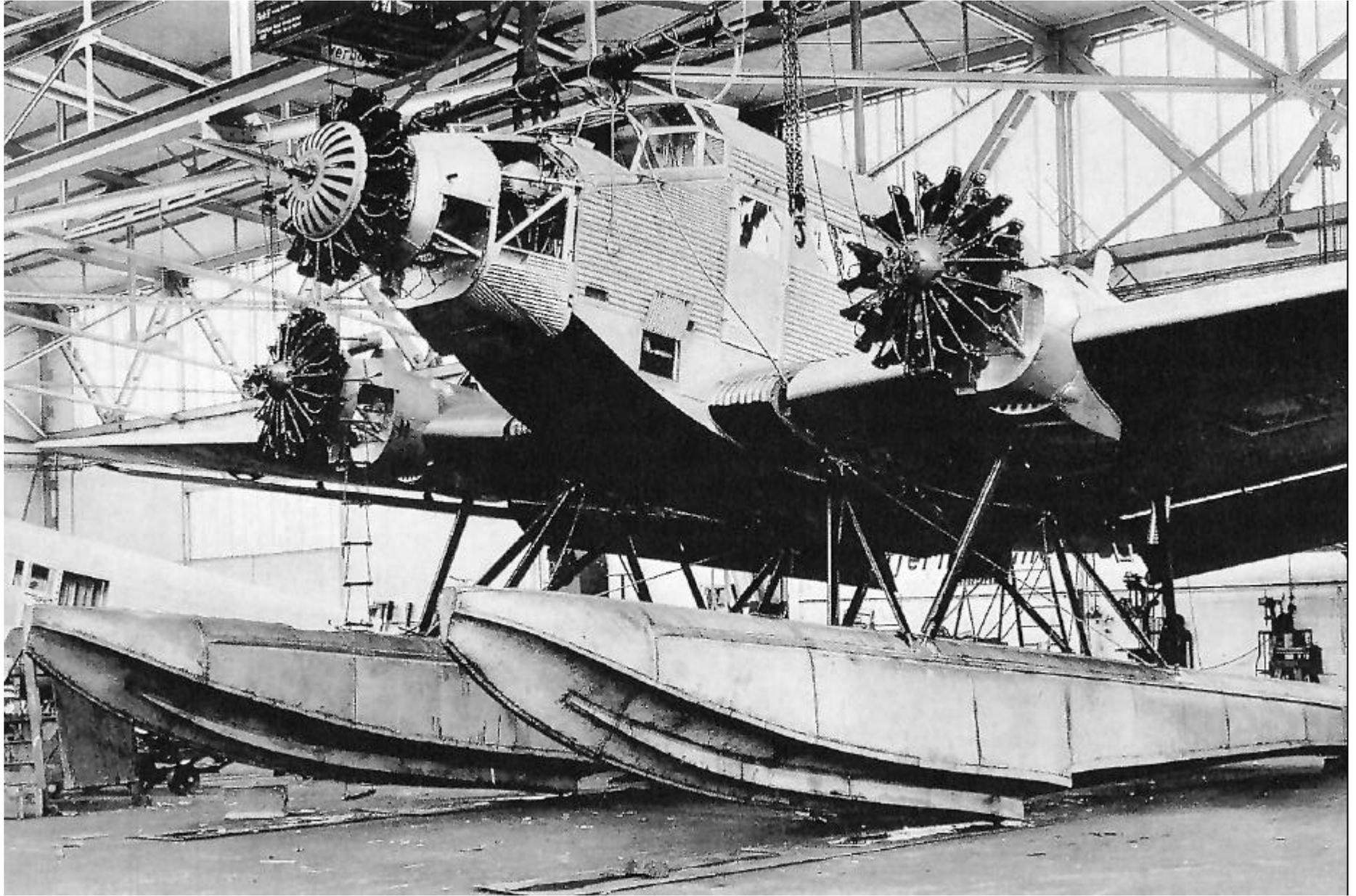


Junkers Ju 52/1m Prototyp (1930)



Von der "einmotorigen" zur "dreimotorigen" Ju 52





Hamburg 1938



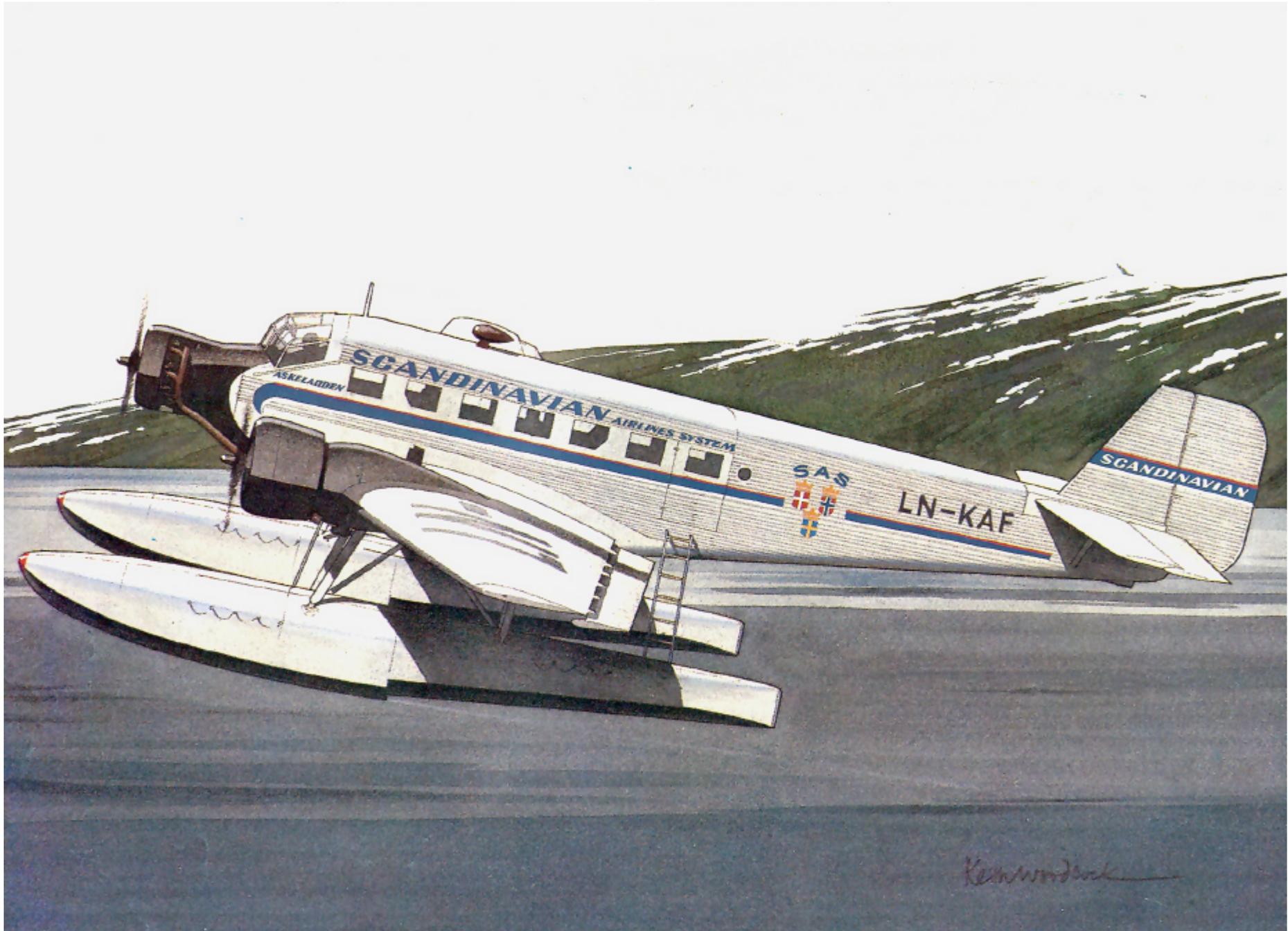
Flugstrecke: Travemünde – Kopenhagen (1936)



Anflug auf Oslo



Bis 1954 im Dienst der SAS in Norwegen



The Saga of the „Iron Annie“



Anflug auf Hamburg (28.12.1984)





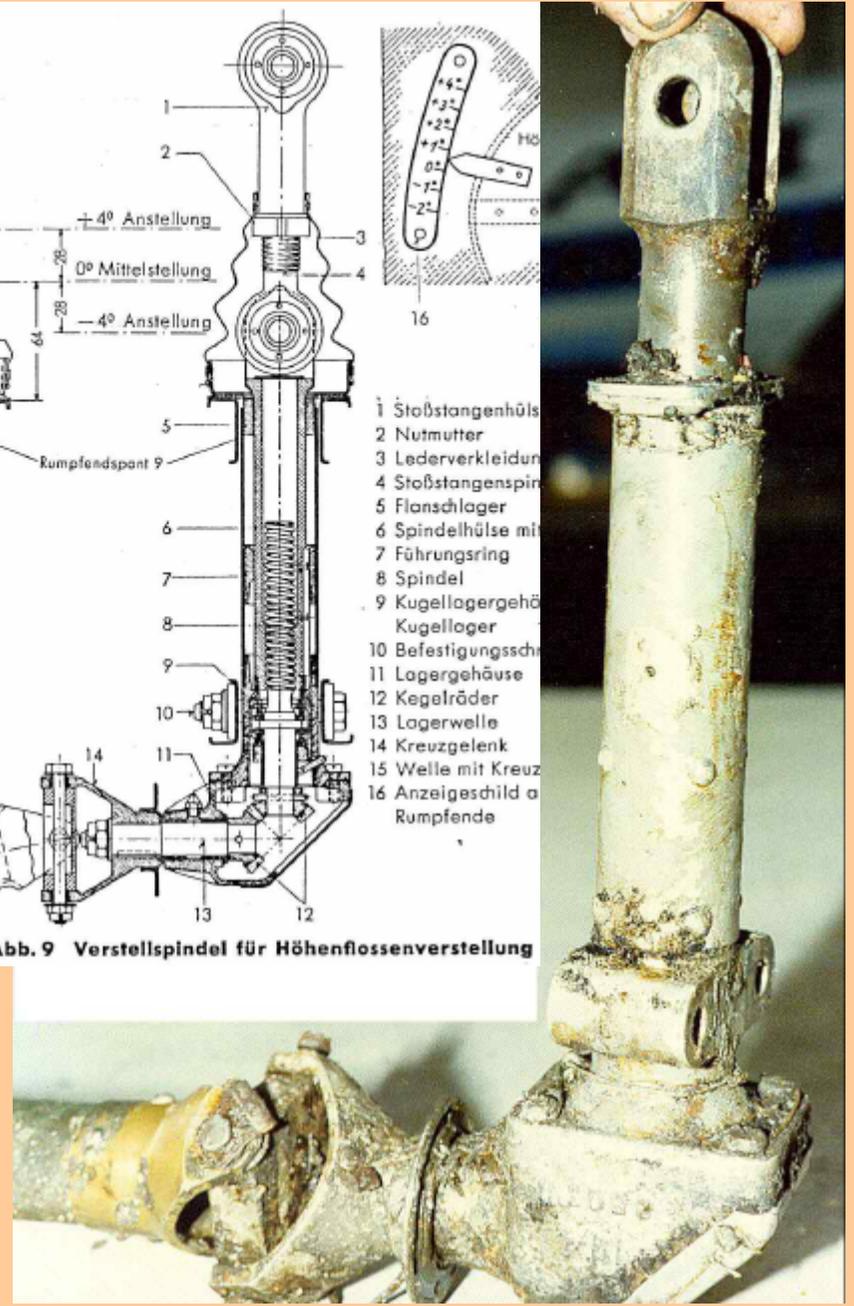
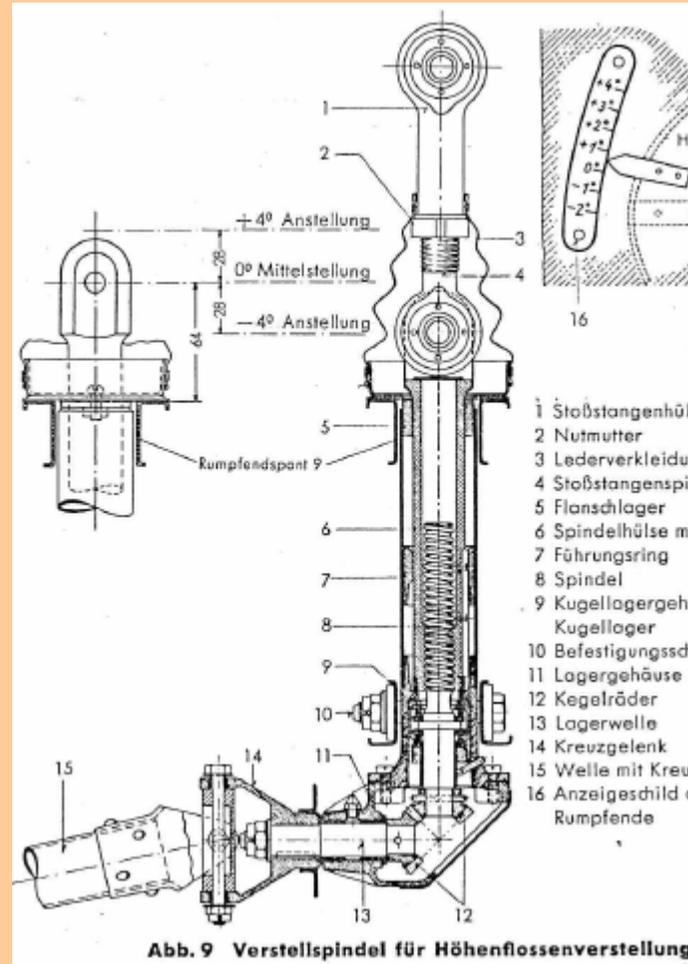
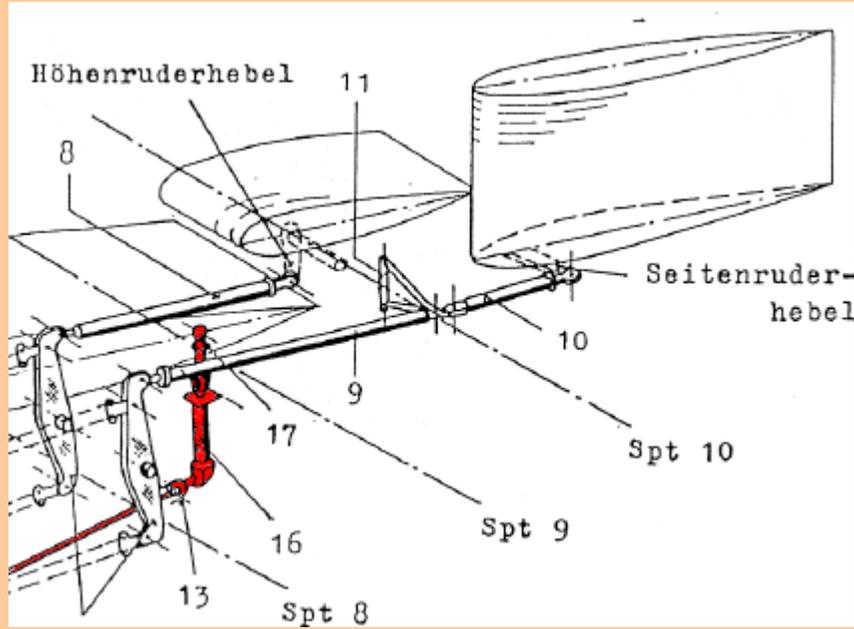


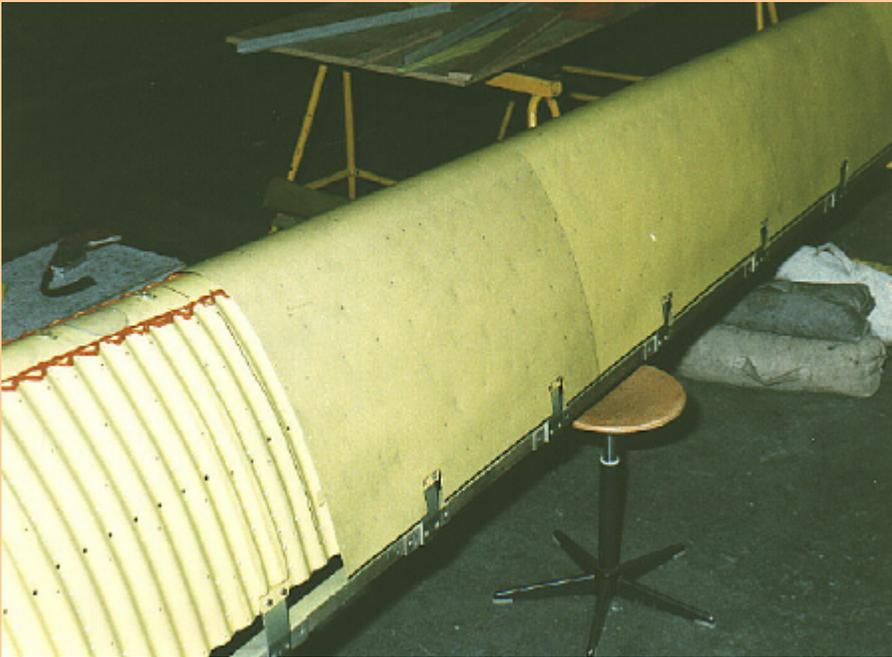
Standlauf



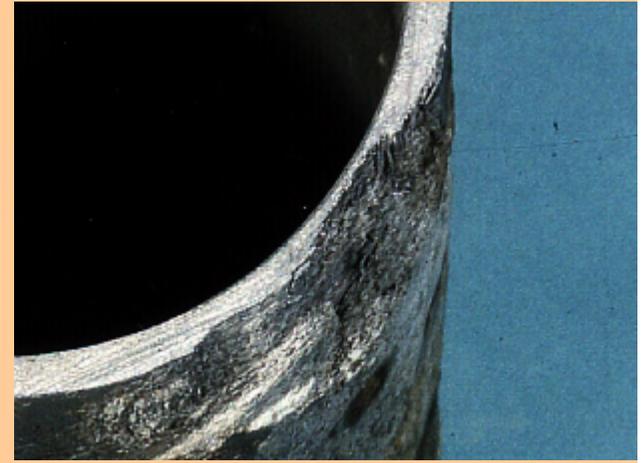
Erste Eindrücke

Ju 52 Höhenflossentrimmung

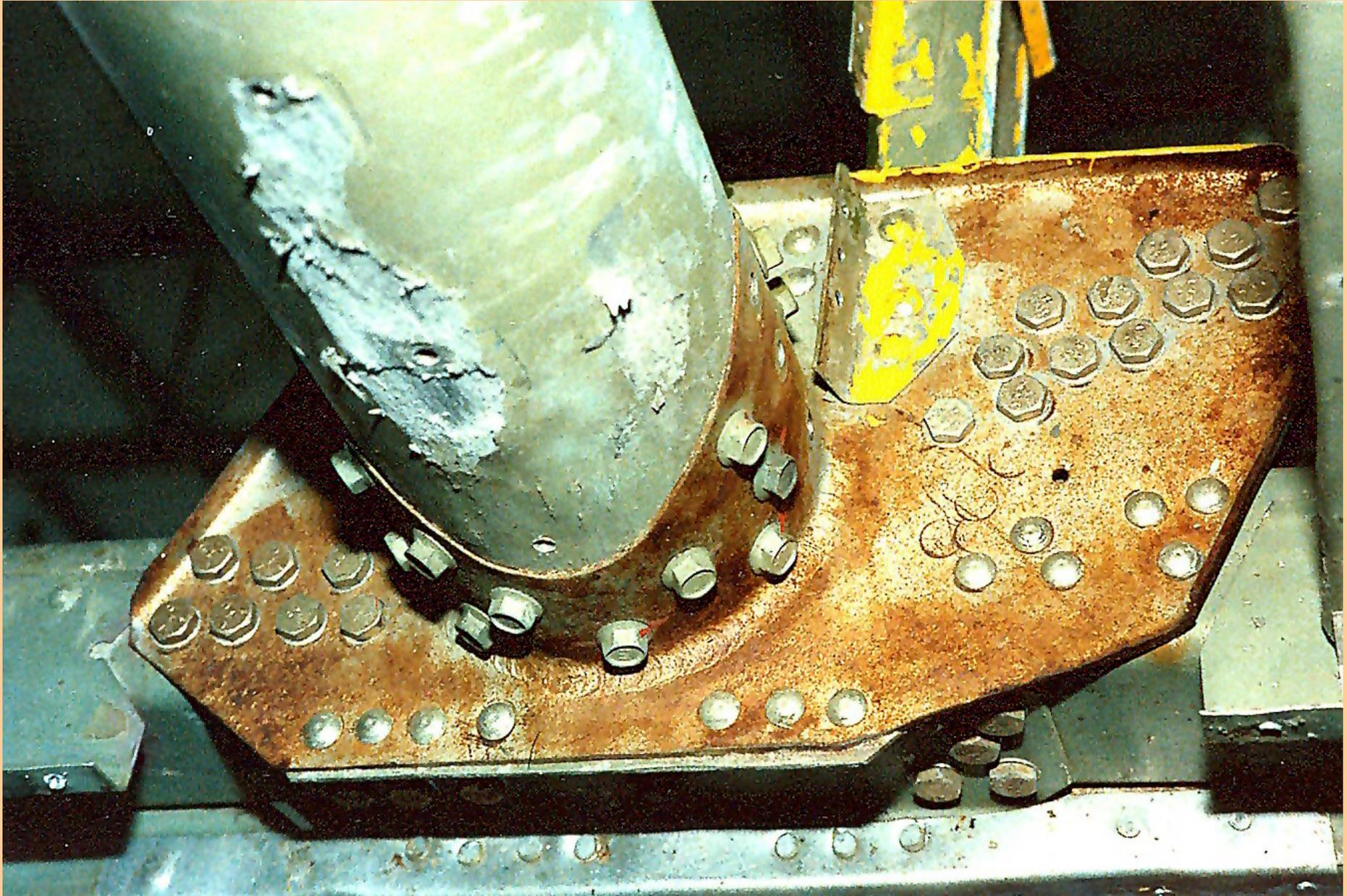




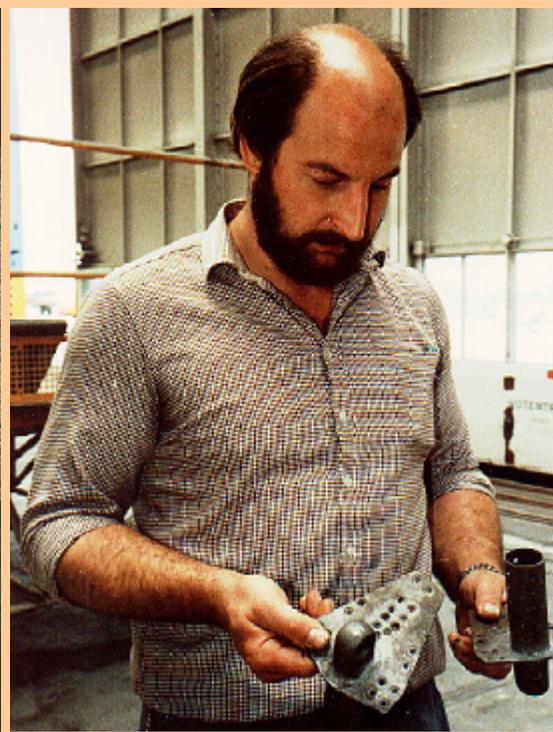
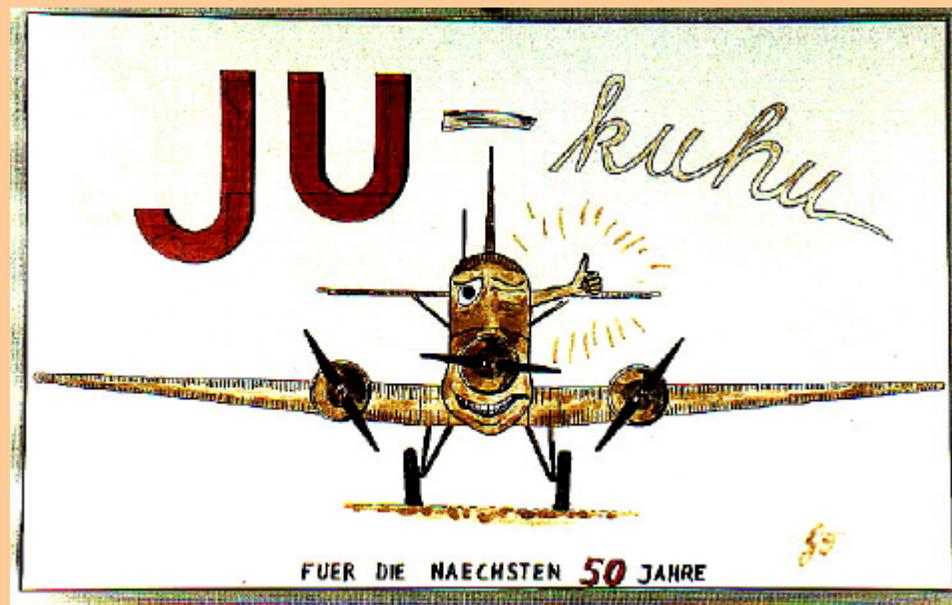
Korrosion an den Flügelholmen

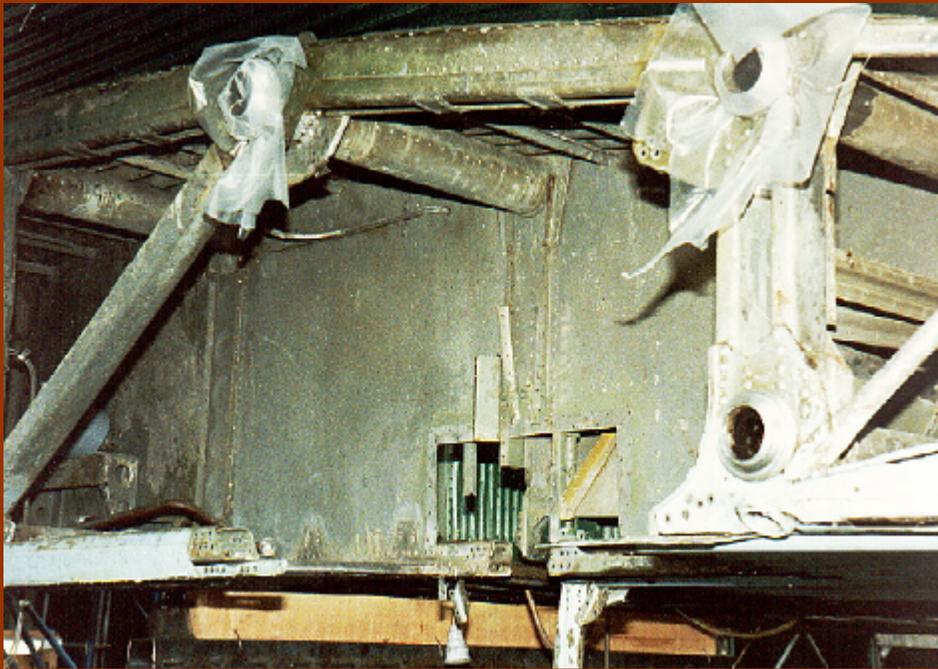
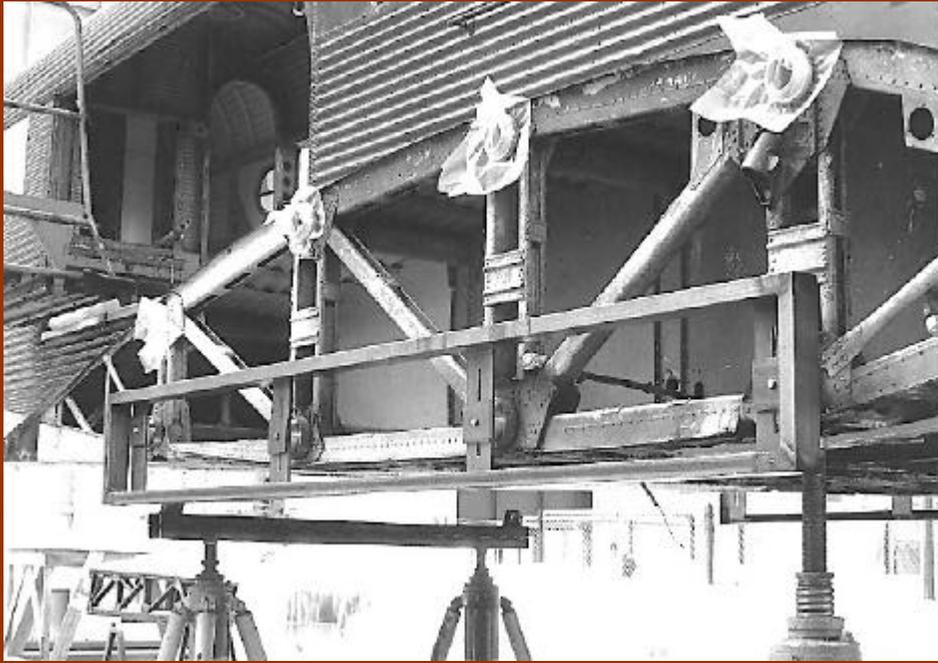


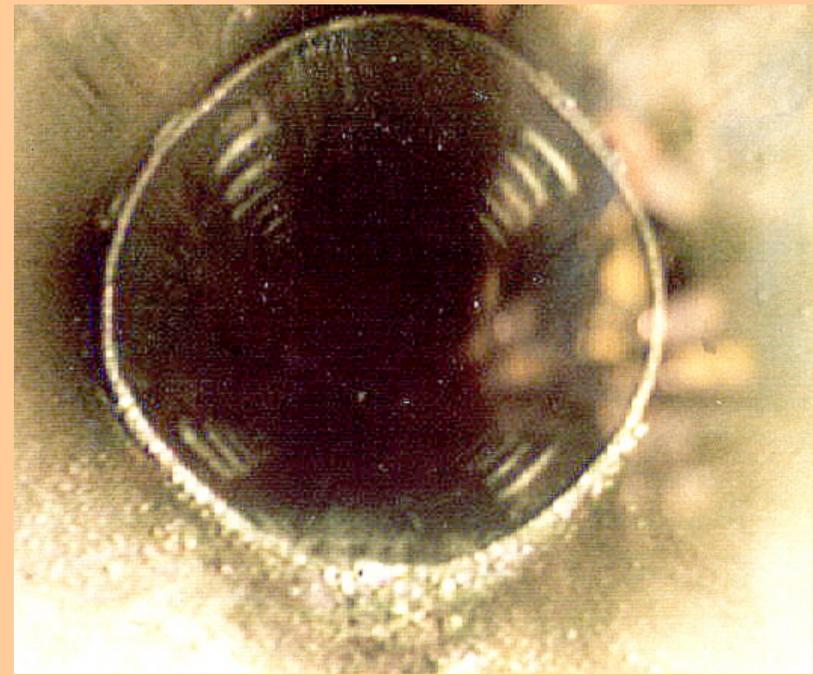
Korrosion an den Flügelholmen

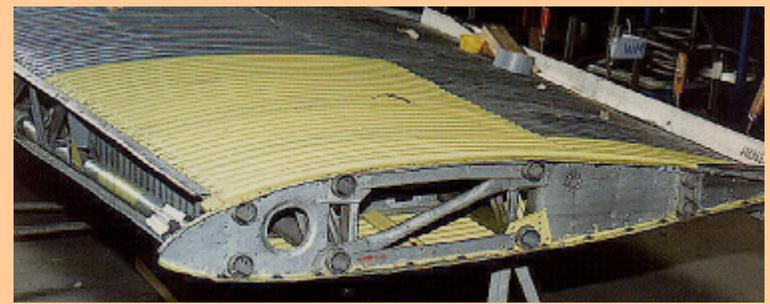
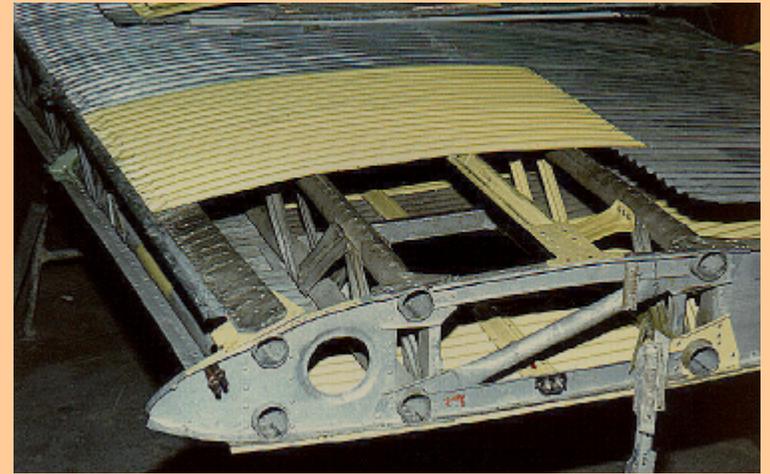
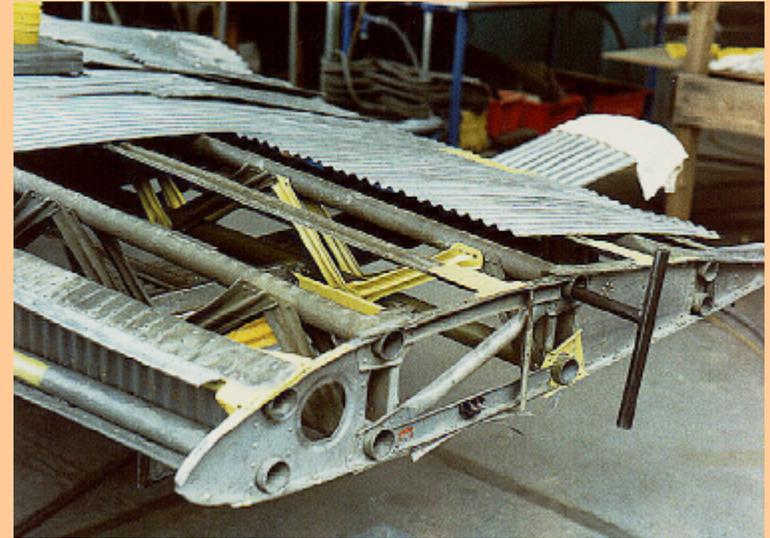
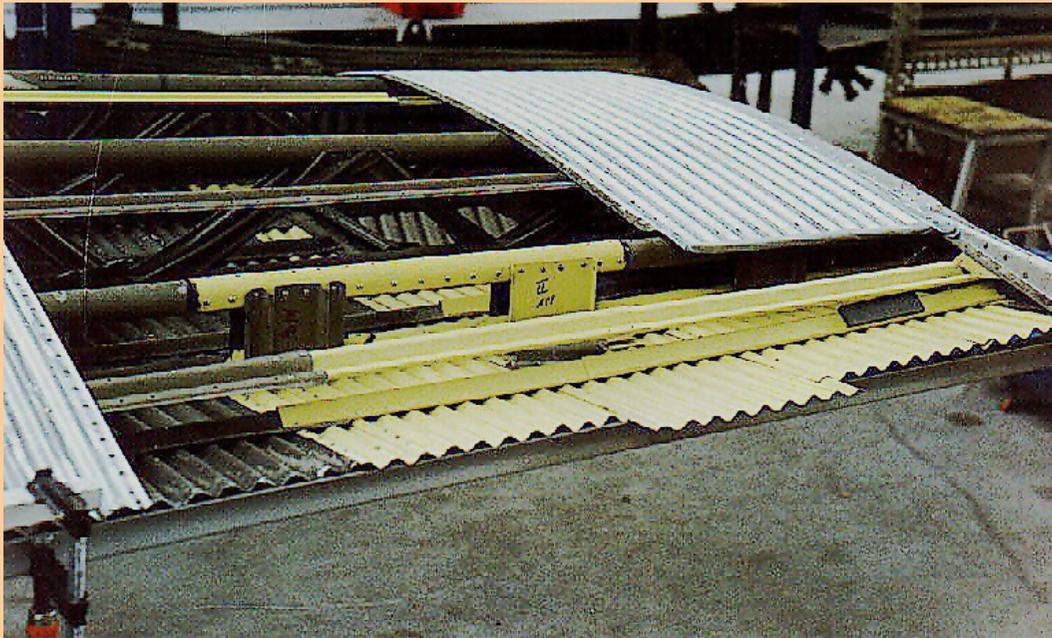


“Wir packen es an”

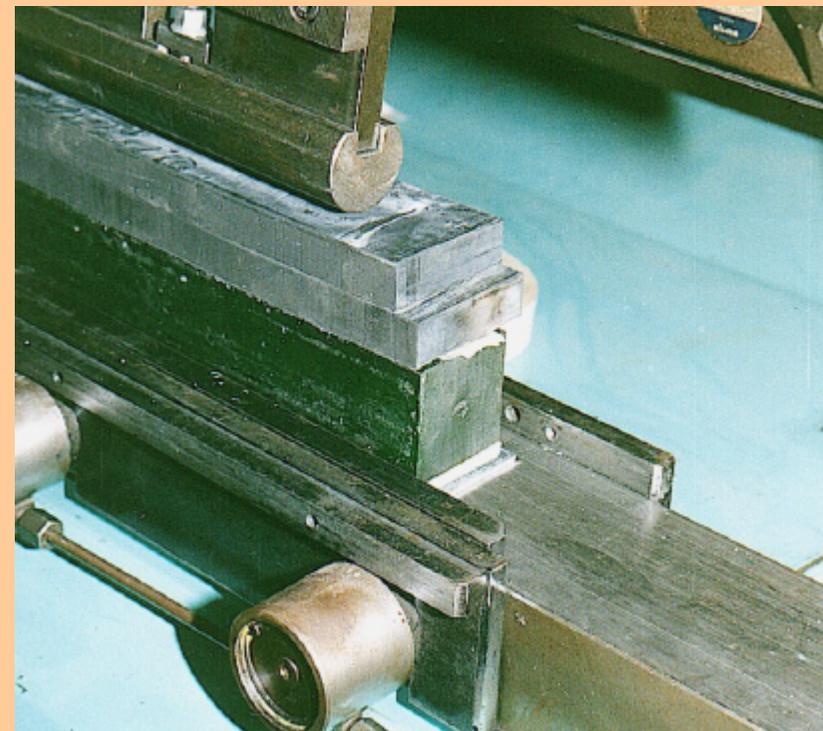
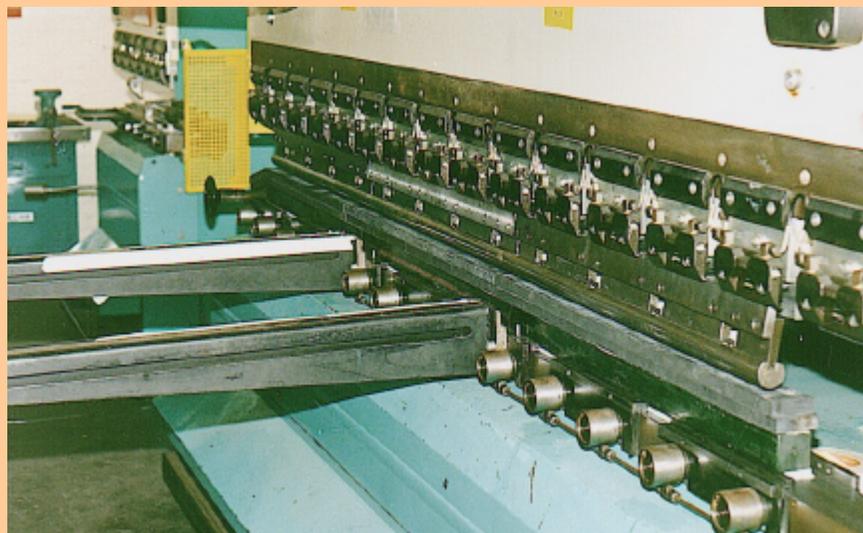
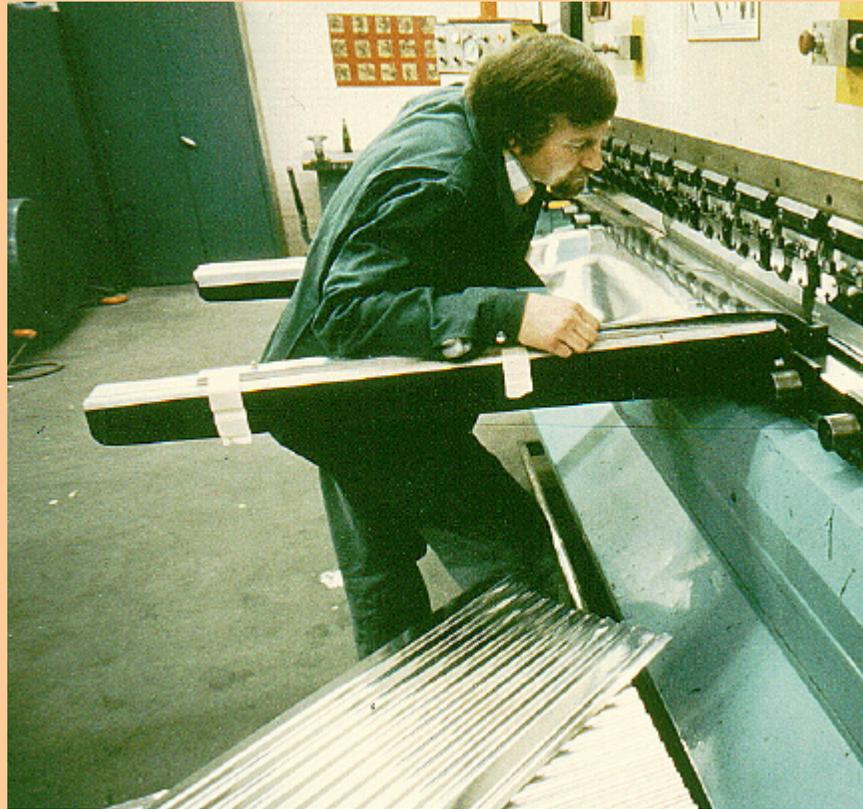


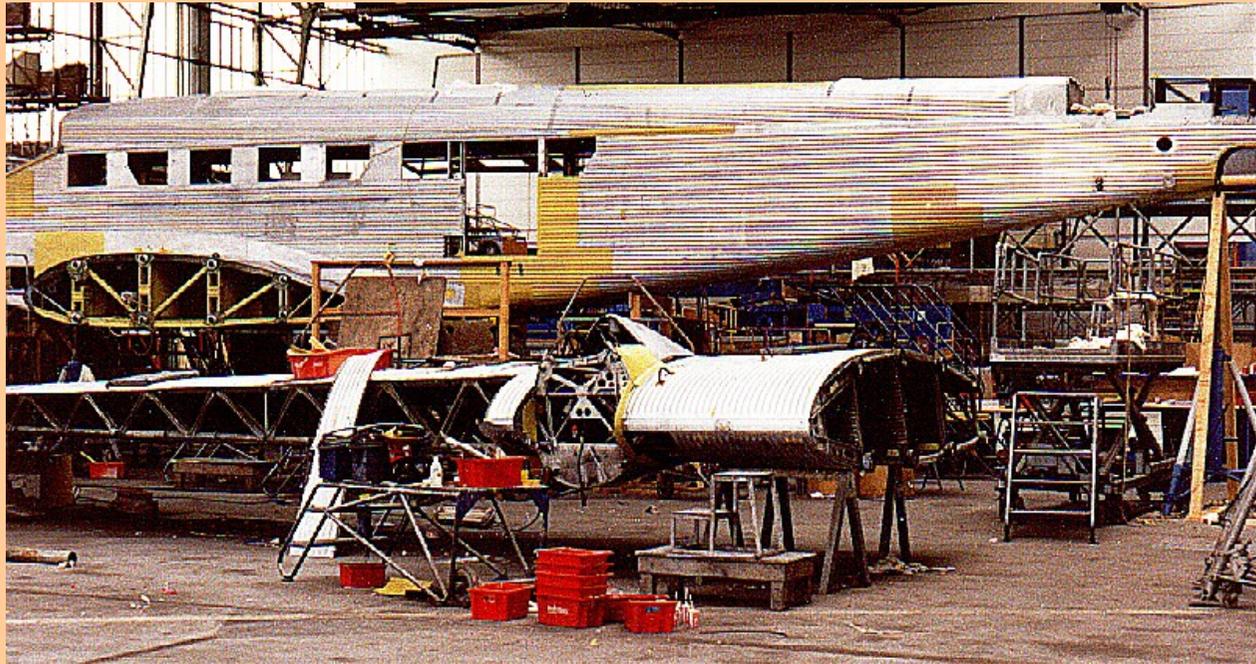






Wellblechfabrik



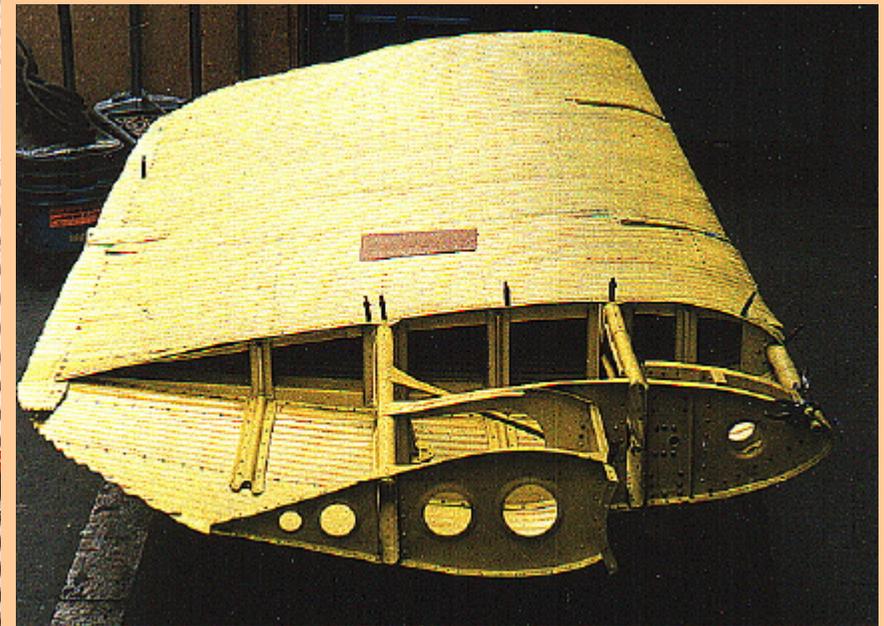


Restauriert oder neu gefertigt ?

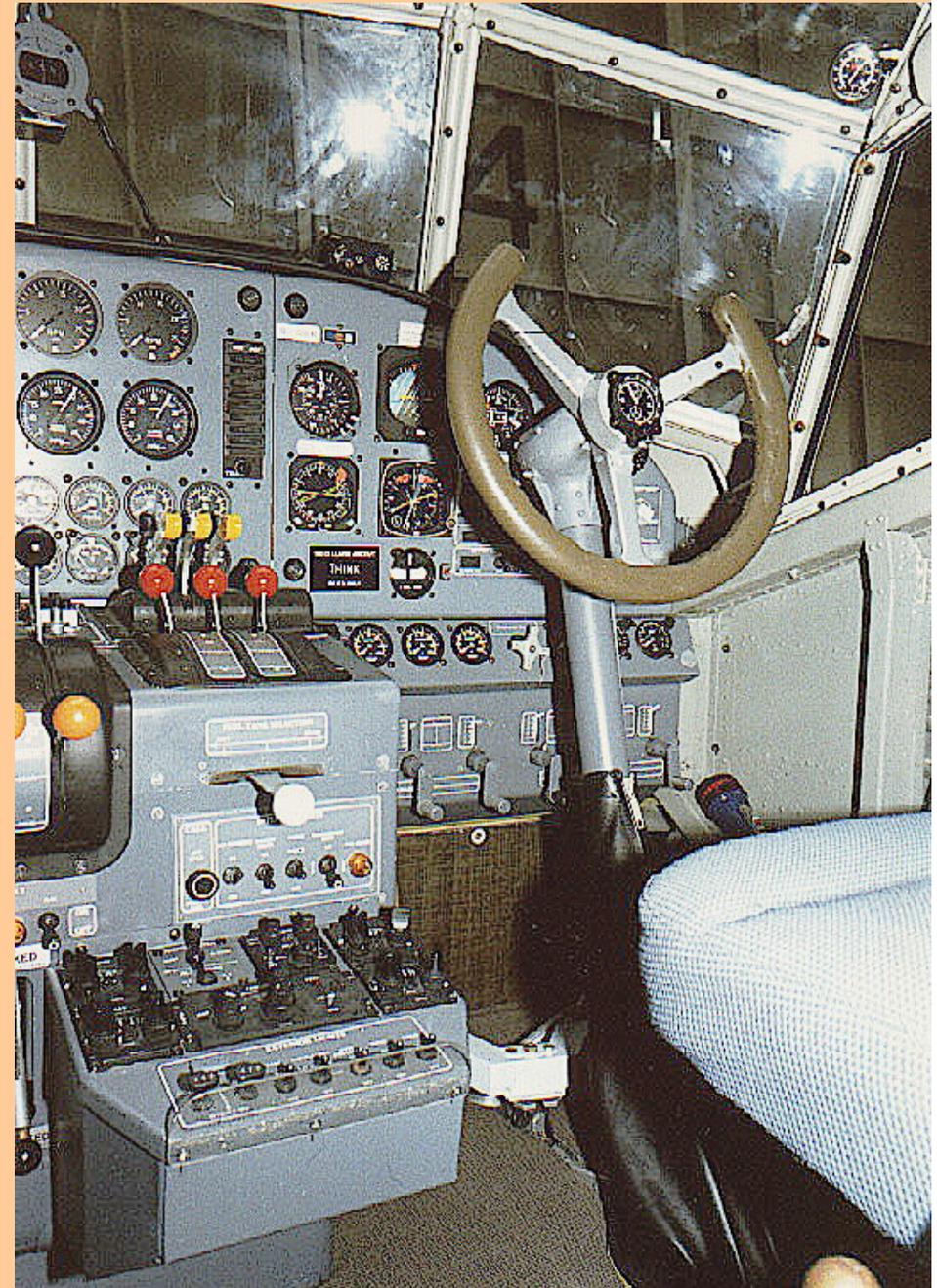
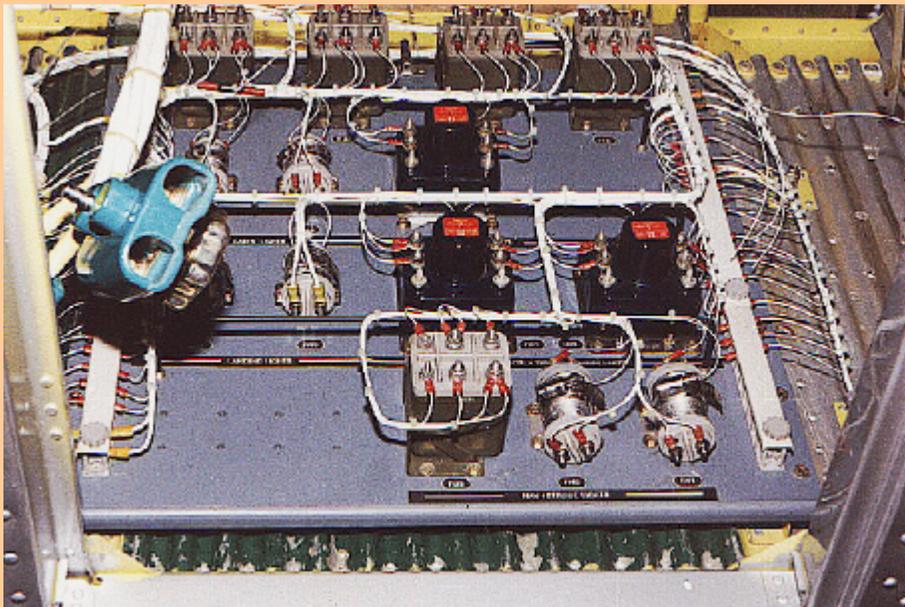
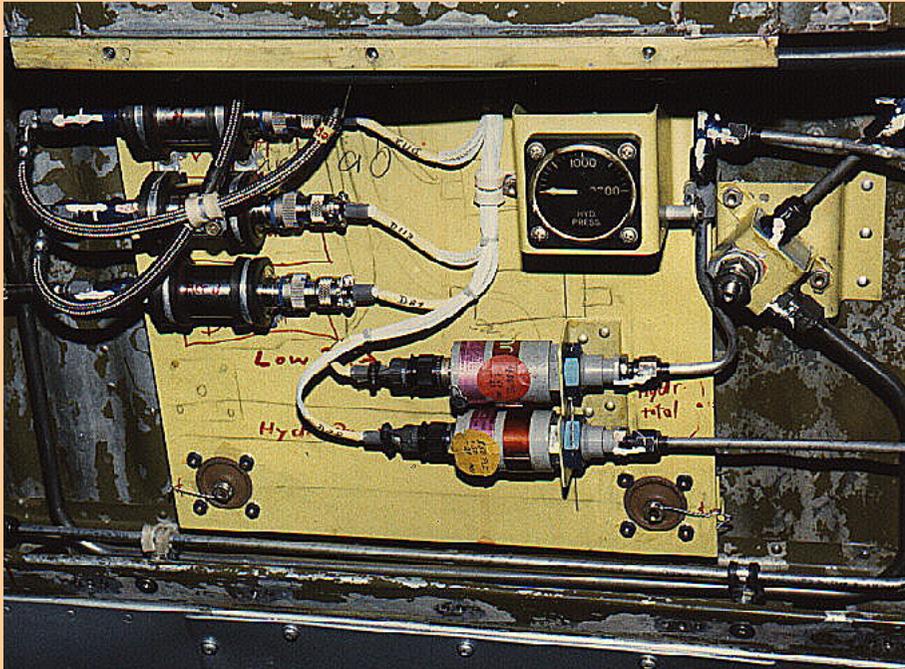


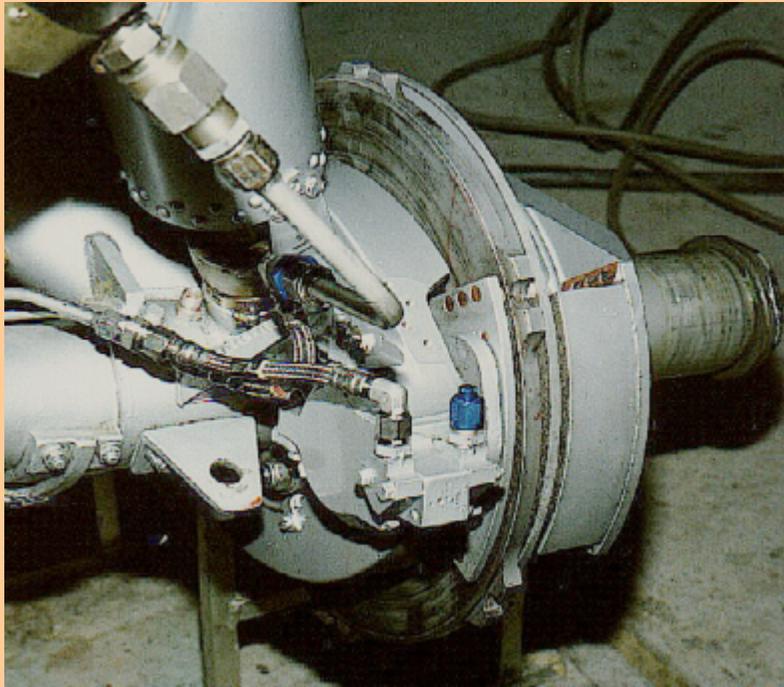
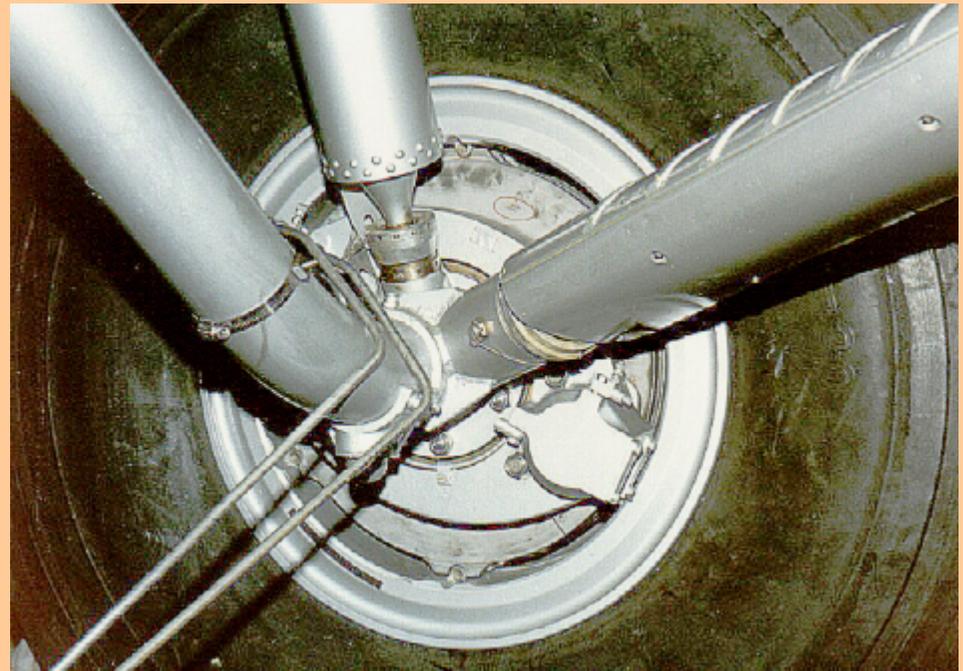
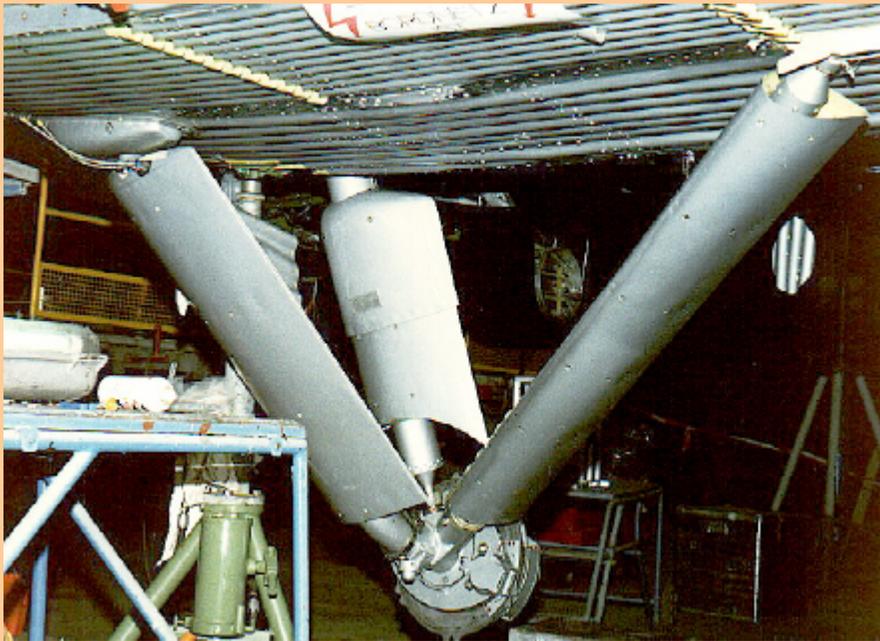
Restauriert oder neu gefertigt ?

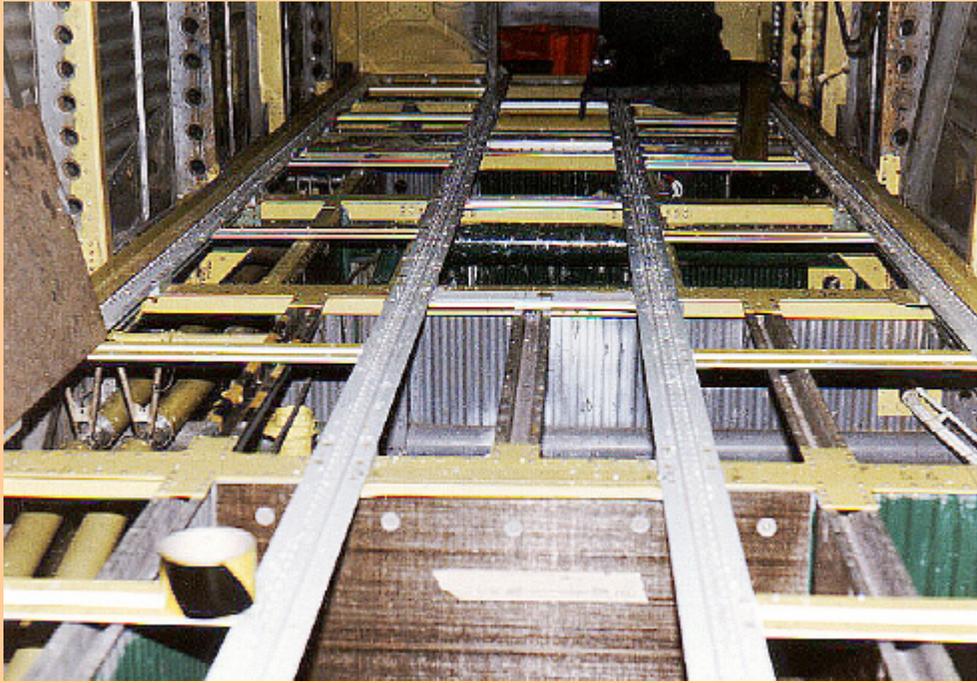




Neuerungen und Änderungen

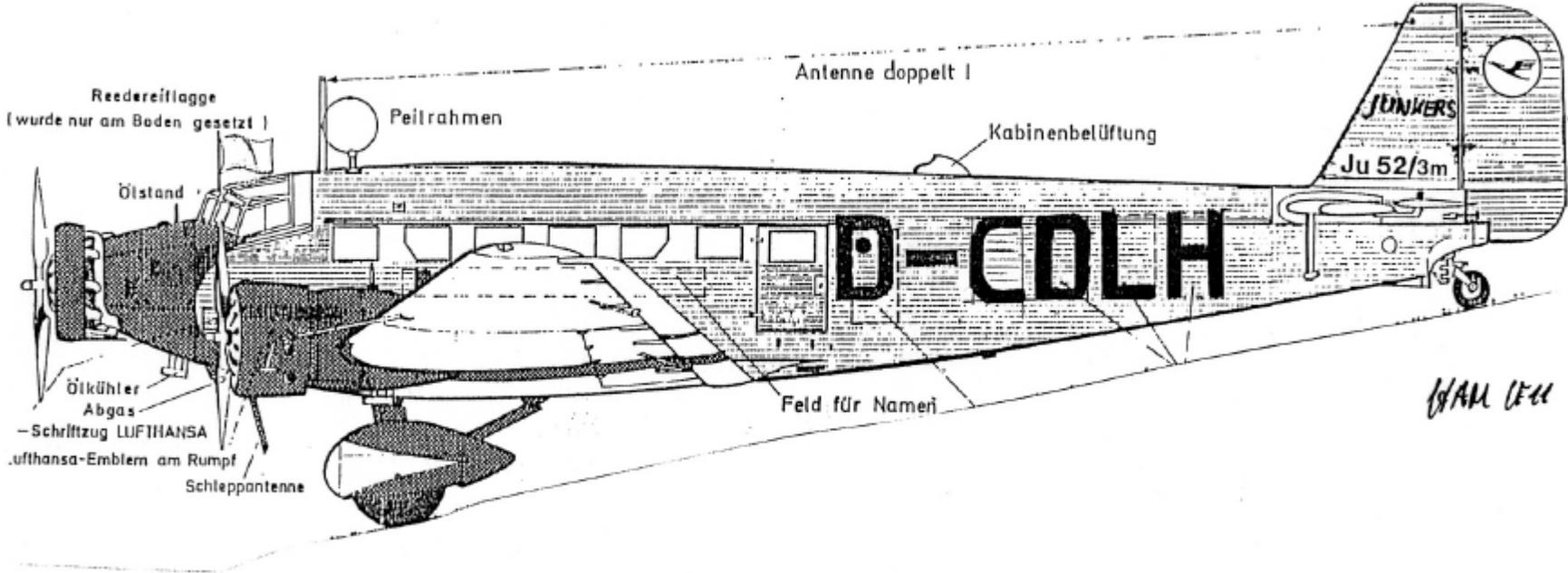








Bemalungsentwurf

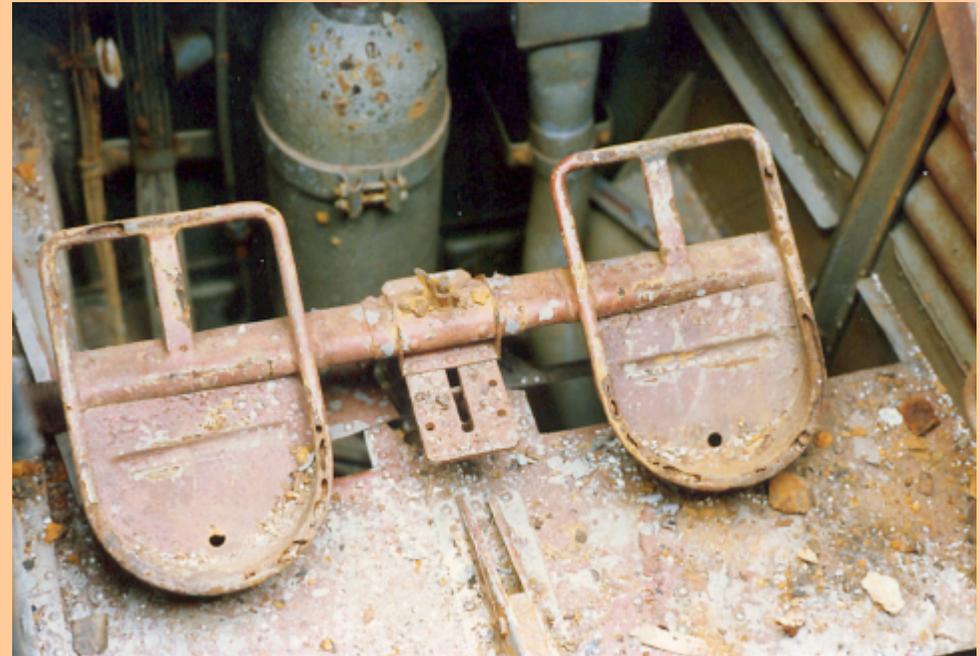
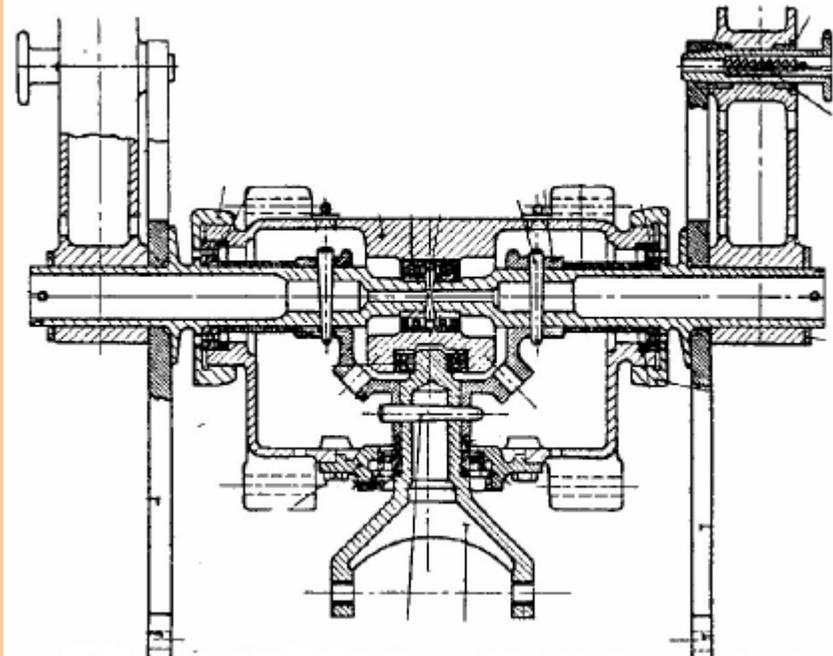
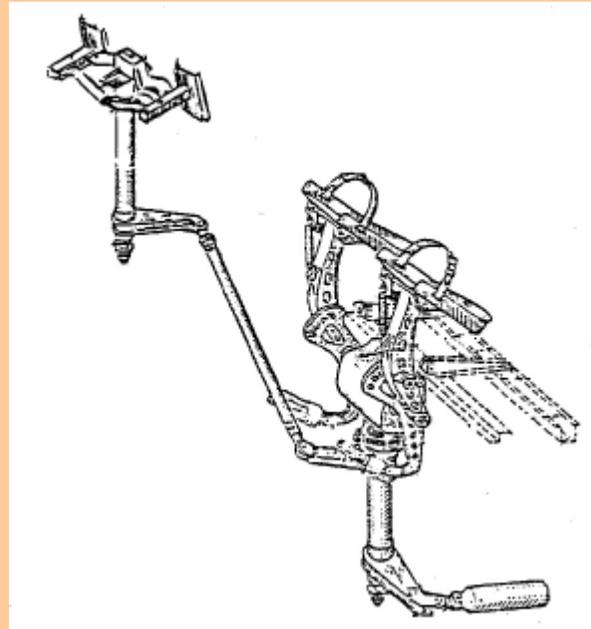
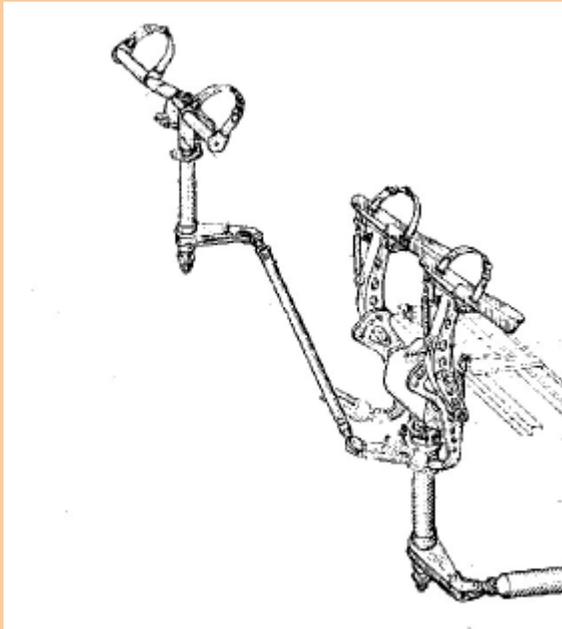


HAN LEE CL

“geschafft”



Änderung der Seitensteuer Pedale



Änderung der Flügel Nase





über Seattle (1990)



“dreimal 9 Zylinder dreh´n, dreimal drei Zylinderblätter”



A blue-tinted photograph of a biplane on a tarmac. Several people are gathered around the aircraft, some appearing to be working on it. The tail of the plane features a yellow circular logo with a black cross. The text "Liebe Tante JU" is overlaid in the center of the image.

Liebe Tante JU

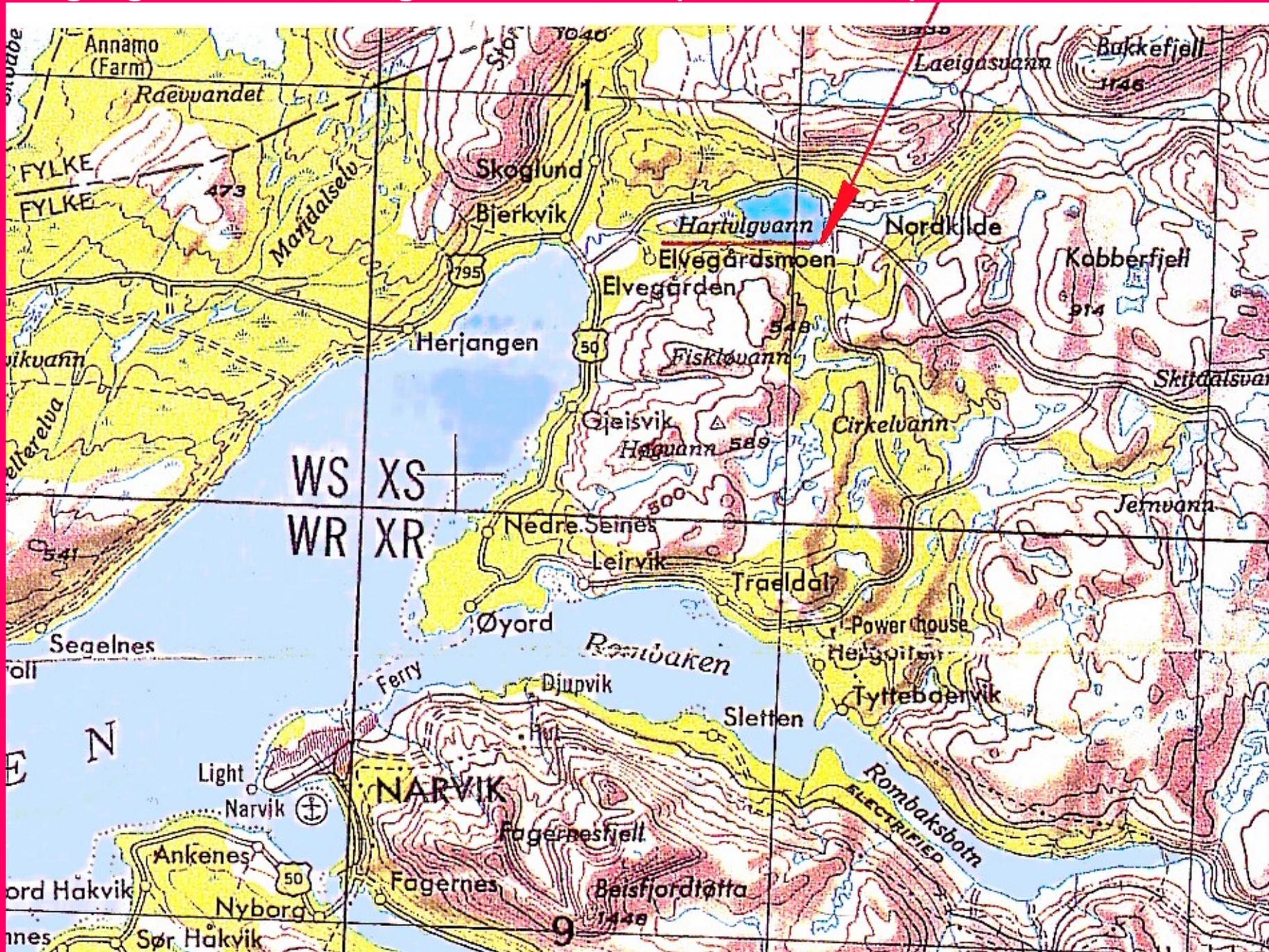
Wirst Du 100 Jahre alt?

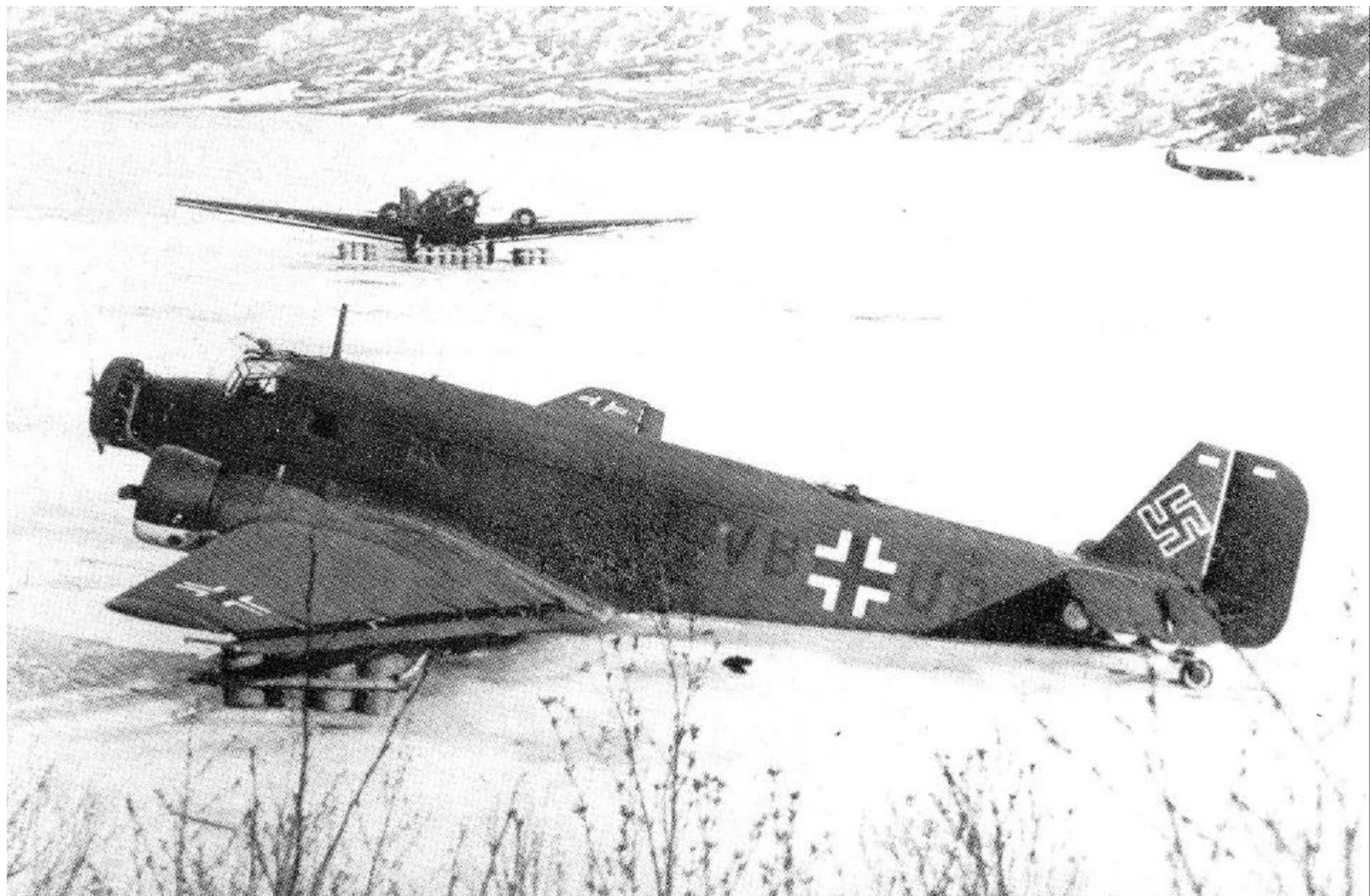


In Norwegen (1988)



Bergung aus dem Hartulgvann bei Narvik (1983 und 1986)











Restaurierung für das Technikmuseum „Hugo Junkers“ in Dessau

