
WASSERKUPPE
RHÖNFLUG FULDA E.V.

Introduction – about me

- Jan Odenwald

- Born 1985
- „Flugplatzkind“ – my parents Andrea & Roland started gliding in the 1970s at Wasserkuppe
- Modelgliding with my grandfather as teenager
- Joined Rhönflug Fulda e.V. in 1998
- „PPL-C“ gliding license in 2003
- Winch-driver since 2003
- TMG-rating since 2009
- Part-66 L-license since 2013
- FI (S) since 2023
- Organizing „Youngtimertreffen“ since 2007
- Own Plane: K8C & left wing of a K6E
- Joined several times Vaga Wavecamp & gliding week in Feringe
- In total: 1000h & 3000 landings



Introduction – Rhönflug Fulda

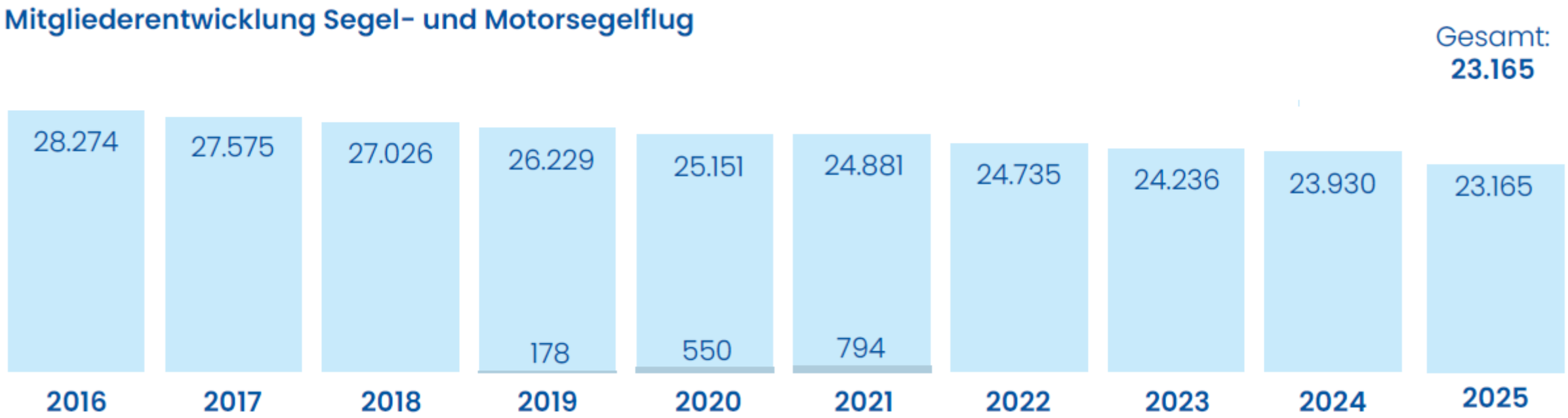
- Founded in 1955
- One of four clubs at Wasserkuppe
- Started as a model-glider-club
- First sailplane in 1974
- Winch build in 1975
- Tow-plane Morane MS893 (235HP) from 1981-2004
- Actual planes:
  - 2x ASK21 (with transponders)
  - 1x ASK13
  - 1x ASW28b
  - 1x Ka6 14,4m
  - Tow – plane: SF25C “Rotax-Falke” 100HP
  - Two winches

- 11 private owned gliders
- 20 active members



Introduction – what the next 45 minutes will be about.

- In the 2000s the number of gliding license holders in Germany was at its peak with about 40.000

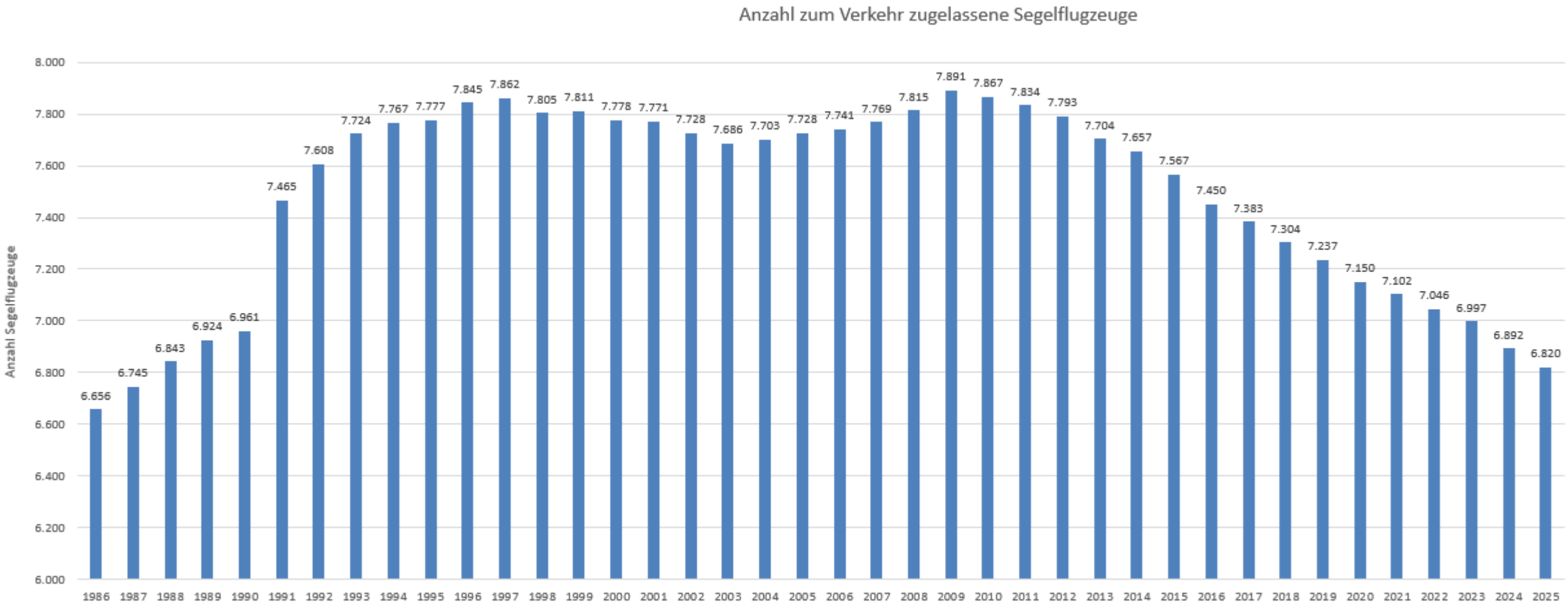


Decrease of 19%...

- Quelle: DAeC

Introduction – what the next 45 minutes will be about.

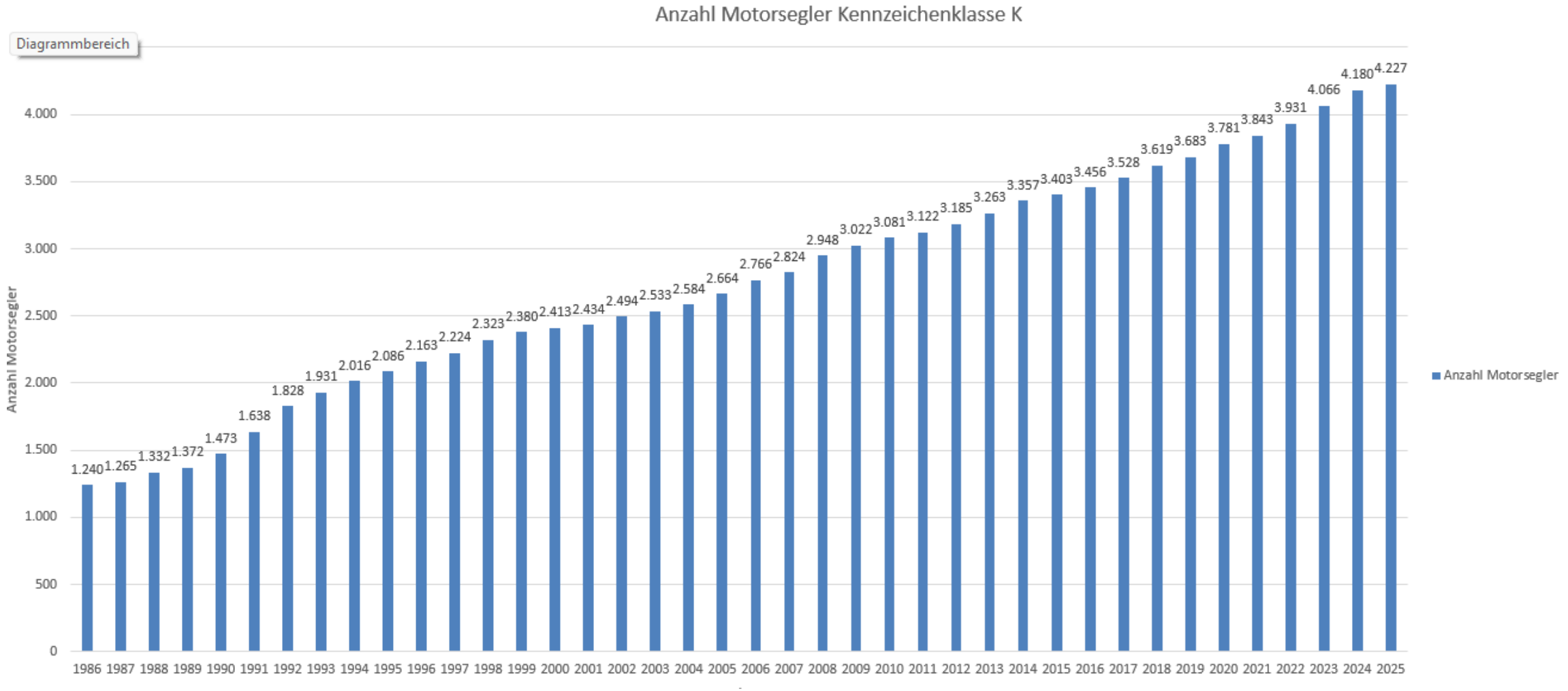
Registered gliders in Germany



- Quelle: LBA

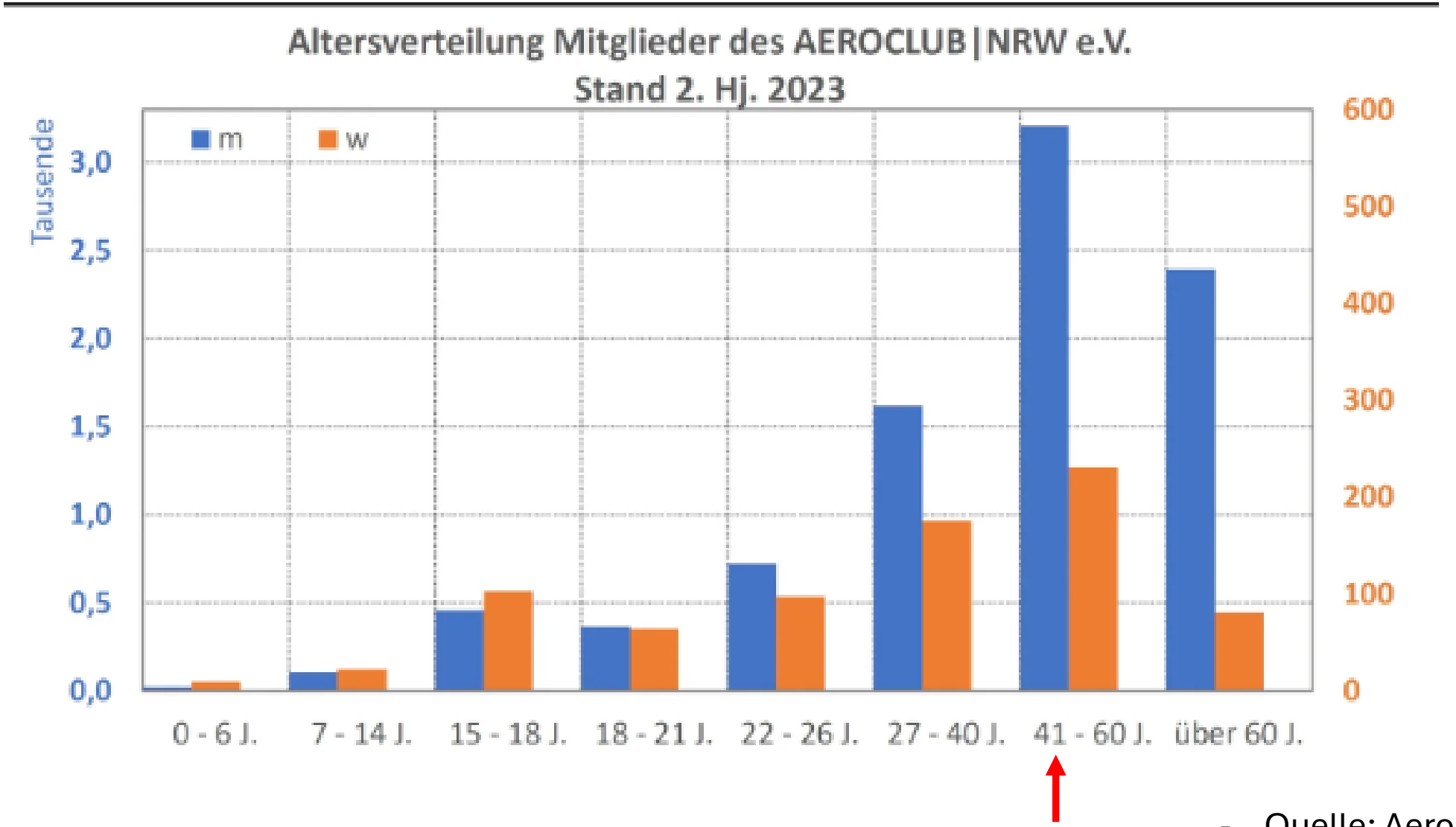
Introduction – what the next 45 minutes will be about.

Planes with „D-K…“ –Registration in Germany



- Quelle: LBA

Introduction – what the next 45 minutes will be about.



- Quelle: Aeroclub NRW

Introduction – what the next 45 minutes will be about.

Two questions:

1.) How can we recrute new members?

2.) How can we keep them?

How is gliding defined in many cases?

- Gliding is a technical sport
- Gliding is a team sport (maybe the only real team sport?)
- Gliding, e.g. a day on the airfield needs to be organized – a number of roles have to be casted
- We need:
  - Tow pilots
  - Winch drivers
  - Instructors
  - Flight operations manager
  - Flight instructors
  - Retrieve car driver
  - Pilots for flying „guests“
  - „Hüttendienst“ for the dinner in the evening

- Even more: mandatory working hours in winter!

  → Needs to be manifested in a schedule, that everyone has to fill out one of these over the day.

We must ensure that everyone sacrifices their free time!

How should we define gliding?

- Gliding is a technical sport
- Gliding is a team sport (maybe the only real team sport?)
- Fun in our free time! ☺

→ That can only work in healthy clubs!

Some fundamental thoughts regarding aquiring new members...

At first: stop drowning in self-pity.

<u>Honest!</u>

In Costs:

Flat-rates sound promising and effective, but are they in mid- or longterm honest?

→ but we have to keep the costs as low as it is useful
(regarding tow-planes and launching methods and of course safety)

In time:

Gliding is time-consuming. If you take it seriously, you spend frequently whole weekends or whole days at the airfield.

Disadvantage when you do something, where you have fun??

A proper education takes time – two seasons is realistic.

How do we organize our weekends at RFF?

- We have no duty rosters.

- WhatsApp-Group with all members
  - Survey on every Thursday, who wants to come to the airfield.

- WhatsApp-Group with Students and FI:
  - Who has which plans for the weekend?

- Saturday & Sunday Briefing at our hangar at 10:00
- Having diner together in the evening

How do we organize our season at RFF?

Season at Wasserkuppe starts normally in April, ends in October

Fixed dates through the year:

- Working on the gliders in January & February
- Wavecamp in Vågåmo in March
- Glider Camp in Feringe in May
- Youngtimertreffen in August

One idea: introductory courses

Target audience: Pedestrians, with or without expieriences

What to do:

- Let them be a part of a whole day (or weekend) of your club at the airfield.
- Start with a briefing with all members, later a short introduction of gliding, safety with the new students
- Take one double seater to take care about → daily check, flying, hangaring.
- End of the day: debriefing, BBQ,…

Remarks:

- Market it as an event: article in local news with a defined date
  → Expierience we made: you will get the people, even if they have no time at the proposed date.
- Do not take more than 2 participants a day / weekend
- Fly. Even if it contradictionary to your advertise, fly more than offered
- **…sort out…**

Thinking outside the box

Thinking outside the box

- Everyone can do, no one has too…

- No no mandatory duties and schedules … but show responsibilites.
  Everyone plays it‘s part in every single flying day.

- Show, that everyone is allowed to use everything in the hangar (by time: sensible regulations have to be achieved)

- Most of the airfield are „great plains in the middle of nowhere“. Where can yo recreate better?

Thinking outside „our“ box

Even more:

- No pressure in competitions or personal achievments:

  Better: do not leave „young“ members alone after gaining their license:

  - Show possibilities:
    - Passenger flight permission
    - Aerobatic flight permission
    - „guided“ cross-country flying
    - Clarify, that they are allowed to use everything the club has to offer (e.g. ASW28b)
    - „We-Glide“!

It begins with the training… how to keep students motivated.

- Start at a „human“ time – 10:00 Briefing?

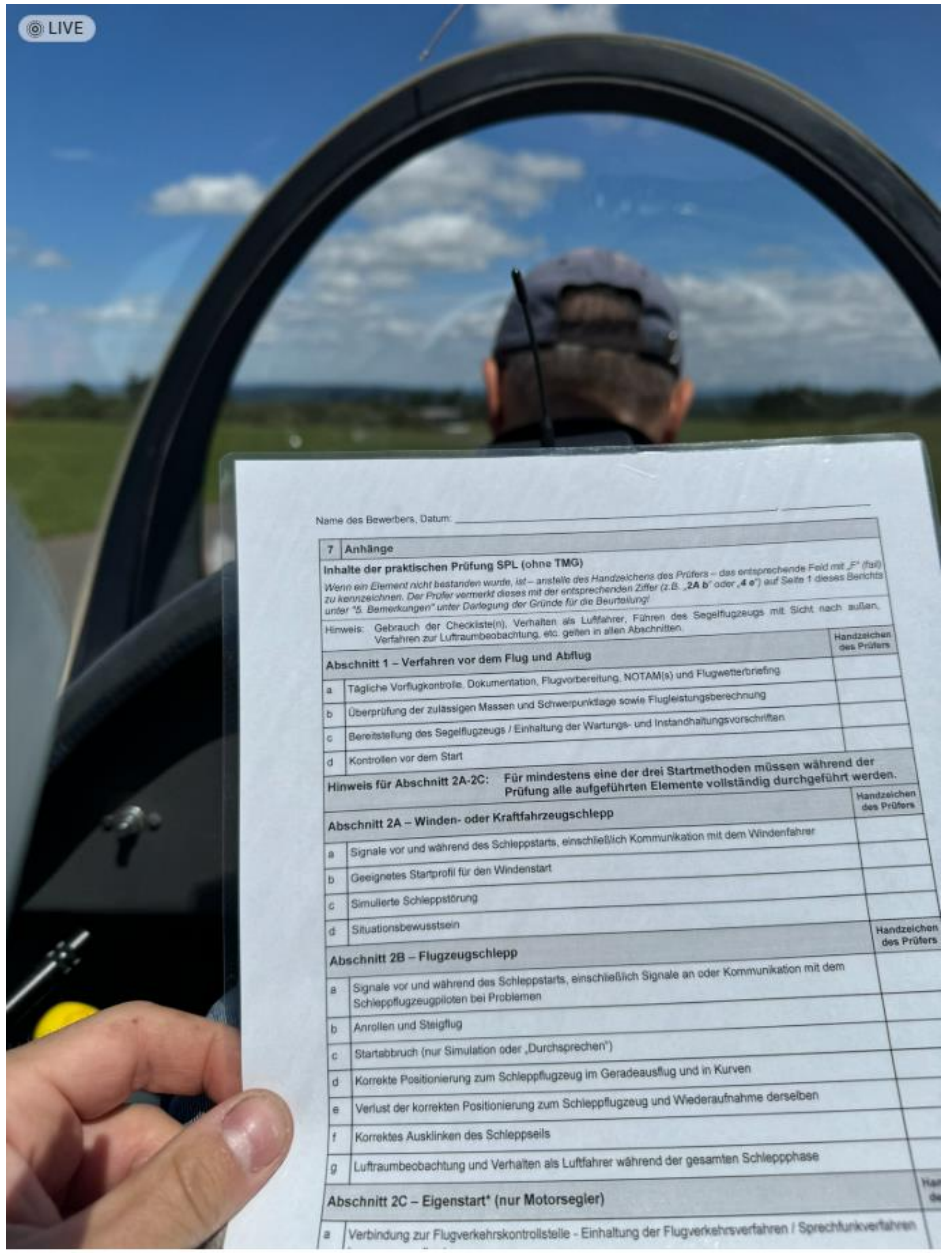
- Seperate briefing with instructors and students: what will you do during the day?

- Structure of every training flight: what will you practice? What did you notice in the previous flights (positive and things to improve)?

- Discuss the flight while bringing back the glider after landing.

- Debriefing (all & seperate instructor / students in the evening)

→ Important principle: Glidings students want to learn. They are doing it voluntarily!



Some thoughts regarding FI(S)s…

… most of us have no pedagogical background (engineers)…

FI(S) have a pedagogical „crash course“

SPL Rulebook can help.
→ ATOs have their training manuals built on it basically.

Our example: fly the 21 including your first 30min solo. Then switch to your first single-seater (Ka6)

Every 3 years a refresher (SFCL360 a) 1. i): try to do it yearly and not at your home airport.

It begins with the training… how to keep students motivated.

Fliegerschule Wasserkuppe der GFS
D – HE – ATO – 007

info@fliegerschule-wasserkuppe.de
www.fliegerschule-wasserkuppe.de

4.11 Lektion S1-A02-D

AIRWORK I
empfohlene Flugzeit 01:30

Beschreibung:
In dieser Phase wird der grundsätzliche Umgang mit dem Segelflugzeug geübt. Der Flugschüler soll die folgenden Flugübungen beherrschen, bevor mit der nächsten Lektion begonnen wird.

Übungen:

- Erklärung der Borddokumente, FHB etc.
- Wiederholen der Übungen aus S1-A01-D
- Funkverfahren
- Startverfahren im F-Schlepp
- Hinweise auf richtige Lage des Schleppflugzeugs
- Rollübung von 20°-30° mit QR und SR
  - Luftraumbeobachtung
  - gleichzeitig, gleichsinnige Ausschläge (kein HR)
  - Segelflugzeug sauber um die Längsachse bewegen
  - negatives Wendemoment soll erkannt werden
- Geradeausflug
  - Luftraumbeobachtung
  - Blickpunkt nehmen, gleicher Kurs, schiebefreier Flug, gleiche Fahrt, gleiches Horizontbild, Trimmung nutzen
- Kurvenflug von ca. 30°
  - Luftraumbeobachtung, Blickpunkt nehmen
  - Fahrt, Querneigung, Horizontbild, Drehgeschw. konstant

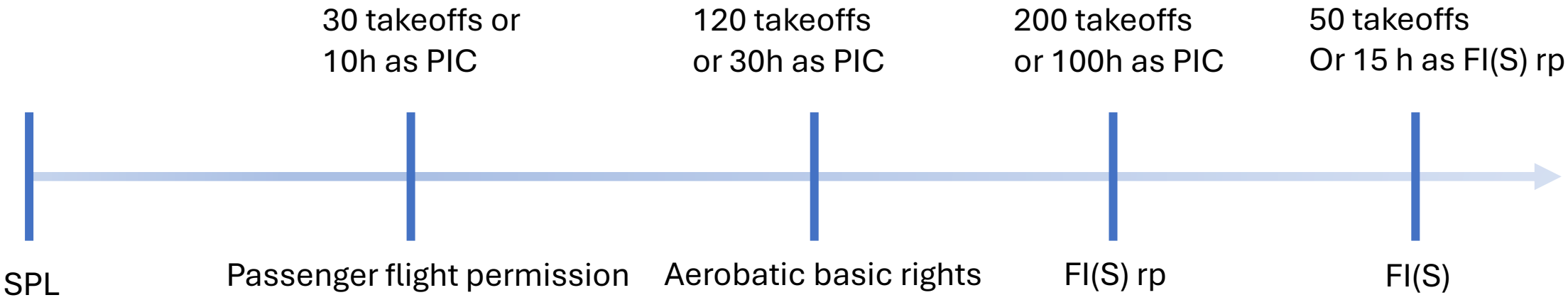
Flüge:
Diese Lektion sollte aus ca. 7 Flügen mit je etwa 0:12 h Flugzeit bestehen.

Datum	FI Name	Kennz.	Flugzeit	∑ Ldg.	Status	FI Sign.

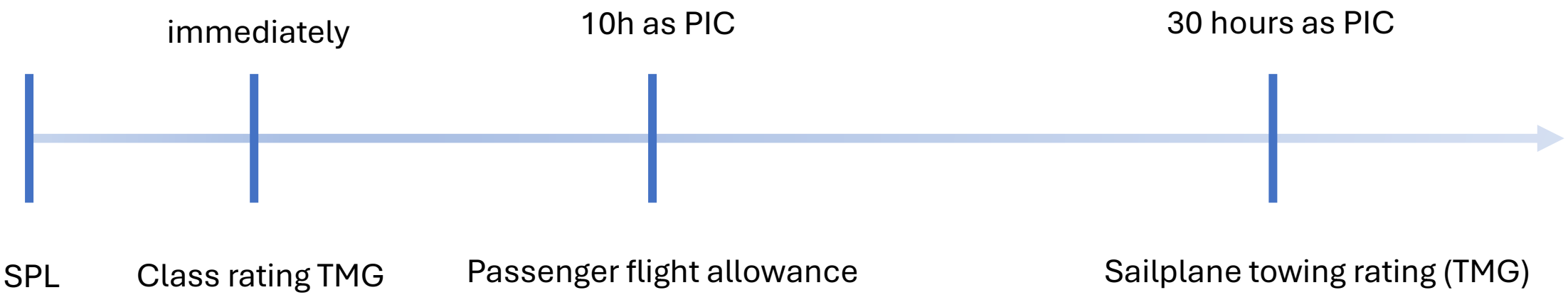
Final Statement:
Der Flugschüler beherrscht das Segelflugzeug ausreichend, um mit weiterer Lektion fortzufahren.

What to do with the SPL?

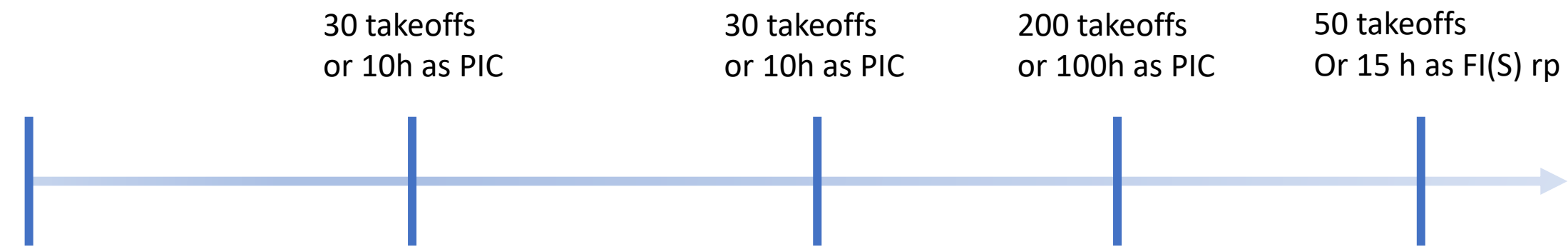
Gliders:



TMG:



What to do with the SPL in RFF?



Permission to fly the ASW28b

Training possible at Fliegerschule Wasserkuppe.

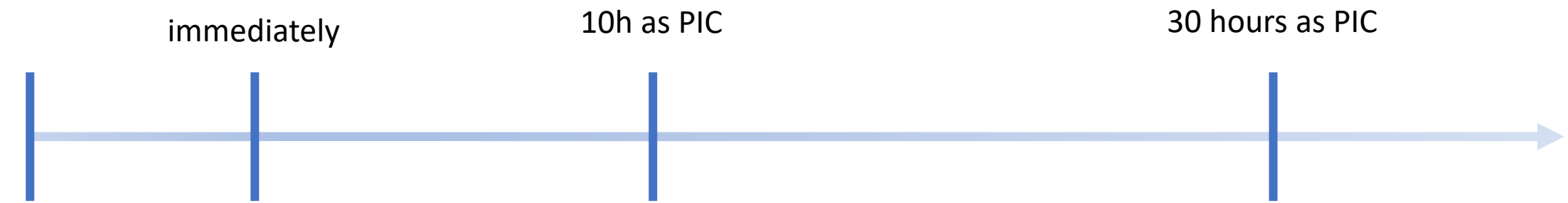
One of our 21 is licensed for Aerobatics

Very appreciated.

We have two FII (S)

What to do with the SPL in RFF?

Regarding TMG….



Appreciated.

BUT: Everybody is allowed, but no one has to….

What to do with the SPL in RFF?

Regarding everything else….



Winch driving…



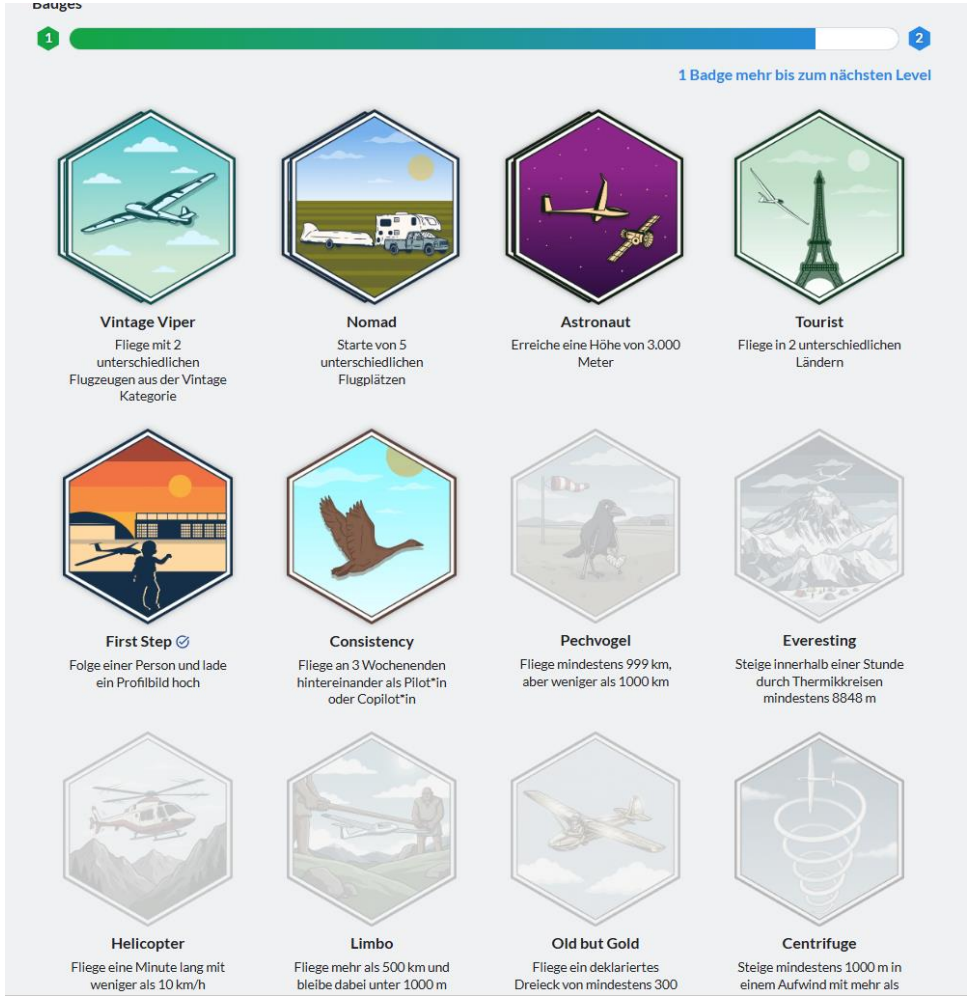
Part -66 technical licenses



Expeditions ;-)

Not beeing left alone...

WeGlide!



„guided“ flying after license: reduce the fear of leaving the known area – „soft start into cross-country-flying“



Not beeing left alone...

WeGlide!



Vintage Viper

- Fliege mit 1 unterschiedlichen Flugzeugen aus der Vintage Kategorie
- Fliege mit 2 unterschiedlichen Flugzeugen aus der Vintage Kategorie 3
- Fliege mit 5 unterschiedlichen Flugzeugen aus der Vintage Kategorie
- Fliege mit 10 unterschiedlichen Flugzeugen aus der Vintage Kategorie
- Fliege mit 20 unterschiedlichen Flugzeugen aus der Vintage Kategorie



Nomad

- Starte von 2 unterschiedlichen Flugplätzen
- Starte von 5 unterschiedlichen Flugplätzen 7
- Starte von 10 unterschiedlichen Flugplätzen
- Starte von 25 unterschiedlichen Flugplätzen
- Starte von 50 unterschiedlichen Flugplätzen



Consistency

- Fliege an 3 Wochenenden hintereinander als Pilot*in oder Copilot*in 4
- Fliege an 5 Wochenenden hintereinander als Pilot*in oder Copilot*in
- Fliege an 10 Wochenenden hintereinander als Pilot*in oder Copilot*in
- Fliege an 20 Wochenenden hintereinander als Pilot*in oder Copilot*in
- Fliege an 40 Wochenenden hintereinander als Pilot*in oder Copilot*in

Not beeing left alone...

WeGlide!



Astronaut

- Erreiche eine Höhe von 2.000 Meter
- Erreiche eine Höhe von 3.000 Meter 3.419
- Erreiche eine Höhe von 5.000 Meter
- Erreiche eine Höhe von 7.000 Meter
- Erreiche eine Höhe von 9.000 Meter



FAI- Silver, Gold, ….

Not beeing left alone...

WeGlide!

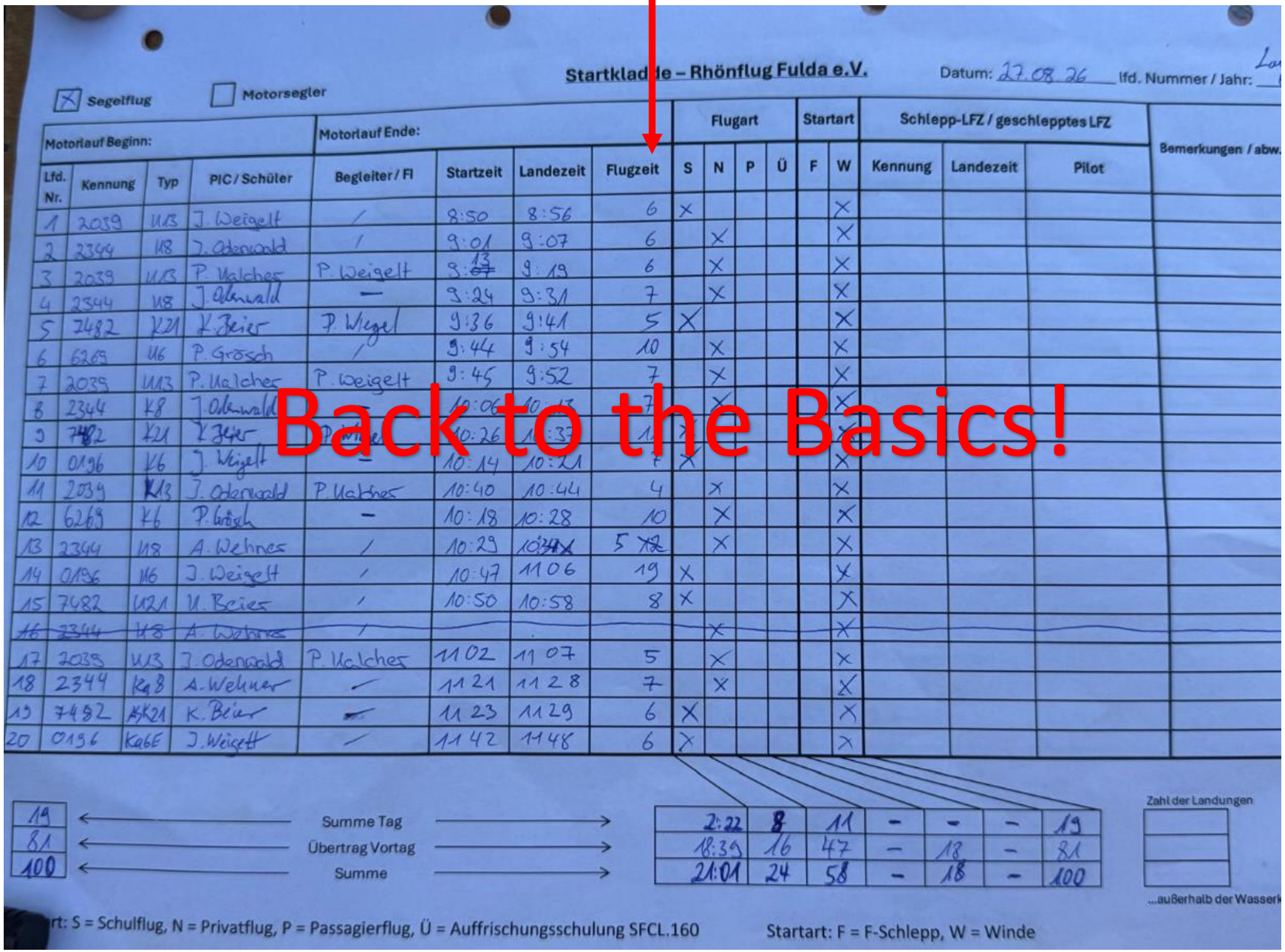


Astronaut

- Erreiche eine Höhe von 2.000 Meter
- Erreiche eine Höhe von 3.000 Meter **3.419**
- Erreiche eine Höhe von 5.000 Meter
- Erreiche eine Höhe von 7.000 Meter
- Erreiche eine Höhe von 9.000 Meter



A successful flying day?



Startkladde – Rhönflug Fulda e.V.

Datum: 27.08.26 lfd. Nummer / Jahr:

☒ Segelflug ☐ Motorsegler

Lfd. Nr.	Kennung	Typ	PIC / Schüler	Begleiter / FI	Motorlauf Beginn: Startzeit	Motorlauf Ende: Landezeit	Flugzeit	Flugart S	Flugart N	Flugart P	Flugart Ü	Startart F	Startart W	Schlepp-LFZ / geschlepptes LFZ Kennung	Schlepp-LFZ / geschlepptes LFZ Landezeit	Schlepp-LFZ / geschlepptes LFZ Pilot	Bemerkungen / abw.
1	2039	LK3	J. Weigelt	/	8:50	8:56	6	X					X				
2	2344	K8	J. Odenwald	/	9:01	9:07	6		X				X				
3	2039	LK3	P. Walcher	P. Weigelt	9:13 ~~9:07~~	9:19	6		X				X				
4	2344	K8	J. Odenwald	—	9:24	9:31	7		X				X				
5	7482	K21	K. Beier	P. Weigel	9:36	9:41	5	X					X				
6	6269	K6	P. Grösch	/	9:44	9:54	10		X				X				
7	2039	LK3	P. Walcher	P. Weigelt	9:45	9:52	7		X				X				
8	2344	K8	J. Odenwald		10:06	10:13	7		X				X				
9	~~7482~~	K21	K. Beier		10:26	10:37	11	X					X				
10	0196	K6	J. Weigelt	—	10:14	10:21	7	X					X				
11	2039	LK3	J. Odenwald	P. Walcher	10:40	10:44	4		X				X				
12	6269	K6	P. Grösch	—	10:18	10:28	10		X				X				
13	2344	K8	A. Wehner	/	10:29	~~10:34~~	~~5~~ 12		X				X				
14	0196	K6	J. Weigelt	/	10:47	11 06	19	X					X				
15	7482	K21	K. Beier	/	10:50	10:58	8	X					X				
~~16~~	~~2344~~	~~K8~~	~~A. Wehner~~	/					X				X				
17	2039	LK3	J. Odenwald	P. Walcher	11 02	11 07	5		X				X				
18	2344	K8	A. Wehner	/	11 21	11 28	7		X				X				
19	7482	K21	K. Beier	/	11 23	11 29	6	X					X				
20	0196	K6E	J. Weigelt	/	11 42	11 48	6	X					X				

19	Summe Tag	2:22	8	11	–	–	–	19
81	Übertrag Vortag	18:39	16	47	–	18	–	81
100	Summe	21:01	24	58	–	18	–	100

Zahl der Landungen

...außerhalb der Wasserk

...rt: S = Schulflug, N = Privatflug, P = Passagierflug, Ü = Auffrischungsschulung SFCL.160 Startart: F = F-Schlepp, W = Winde

A successful flying day?



Traffic Circuit

Lade 20 Flüge hoch, die kürzer als 10 Minuten sind

Back to the Basics!



Conclusions?



We have to work on it & ourselves, but it is possible:

- Have a good and healthy structure in training and club life.
- Take students and (new) members by the hand.
- Know people from other airfields (Fliegerlager, Youngtimertreffen)!
  → jour-fixes needes and planed in time (gliding camps etc…)
- healthy club size???