LifterNews

Information about CargoLifter September 2008

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Mirko Hörmann, Managing Director of CL CargoLifter GmbH & Co. KGaA

Dear CargoLifter shareholders and friends,

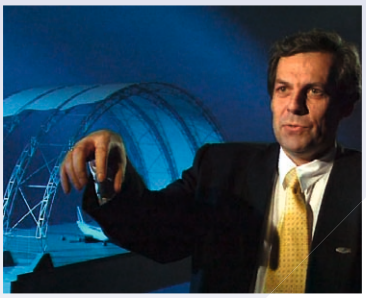
After one year you are receiving the new LifterNews; the traditional magazine of CargoLifter.
Whereas the last issue followed the former design, our newsletter now presents itself in a new image reflecting excellently - to my opinion - our new self-confidence.

A self-confidence based on business activities, which we were able to initiate thanks to a new financial engagement of hundreds of shareholders of CargoLifter AG, who trust in the newly funded joint-stock company's cautious step-by-step approach.
The fundamental CargoLifter-idea of lifting and transporting heavy and/or bulky loads by means of lighter-than-air systems is more up-to-date then ever before.

Due to the confidence of many CL-shareholders we are also able to provide the LifterNews in an electronic, very economic way. Following the call of "Initiative Zukunft in Brand" in the 2007 issue, more than 15,000 persons registered with their e-mail-addresses in the shareholders database. This was possible even though a remarkable part of these addresses was obsolete and their owners were not reachable at all, because the official receiver abandoned servicing the shareholders list in 2003. We take the opportunity to thank you for your cooperation and we are delighted in the huge interest of thousands of shareholders in a great business idea and in our stock corporation.

From feedback received we learned that there is still some confusion which roles and tasks relate to the old stock corporation, to the new company or to the association "Initiative Zukunft in Brand". For this reason we have set up a tabular overview (see pages 6 and 7).

12 years of CargoLifter



Up – over – down. Who does not remember the typical wave of the hand, wich Dr. Carl-Heinrich Freiherr von Gablenz, driving force and at that time Head of CargoLifter AG, used when he explained countless times the principle of "Cargo-Lifting"? It showed in a simple way what it was all about for us: Lifting loads/weights, moving, and delivering them precisely to their destination. A task that for over-sized goods can only be done by applying the Archimedes' Principle of uplift by air displacement. The CargoLifter AG development may have had a sad end in insolvency, but nothing has changed regarding the principle and the worldwide demand for such a transportation solution.

Among other things this is still sustained by the continuous inquiries coming from various industries. Please also read our report from Canada (page 4). Quote from a manager of a renowned German construction firm: "Of course we know that the stock corporation has gone bankrupt. But does that insight help us solve our tasks? No, we need a solution!".

more on page 2

Topics of this Issue

The most important findings learned by from CargoLifter-history can be summarized in four principles which will lead us this time to the desired solution:

1 A large group of individuals can set up something and move it. Real changes in thinking and acting can only be initiated from the very basics. Committees, authorities and administrative machineries have been shown as too dull to achieve really groundbreaking changes. Large companies, even though organised in industrial associations, utter wishes and needs but when it comes up to the deciding moment they doubt and hesitate. The "securities" banks ask for cannot be provided by a young company that is not selling any product yet. Nevertheless a great number of private investors when united in an association and coordinated are able to trigger an initial spark and develop incredible powers.

2 Before daring the big step, one should start with a few little steps. There were good reasons for motivating the management to start with *the* CL 160 immediately and not to interpose a smaller airship in between. At that stage it would not have been operated economically due to its restrictions and its position in competition with other means of transport. But delays in development progress and increasing costs which by no means are unusual in the aviation industry as examples like Airbus A380, A350 and Boeing Dreamliner show, could not be borne by a company without noteworthy revenues in a by then expanding economic crisis. That is the reason why this time a step-by-step process must be chosen, even though pushing the vision of a huge transporting airship further into the future. We were able to identify lighter-than-air units that are smaller but able to be operated economically: Fixed balloon systems for crane and short-distance transport usage; systems whose development was already begun by CargoLifter AG.

3 We will not do anything that could put the company's existence at stake. For this reason, the CL KGaA still has no permanently contracted employees and as a consequence no expensive facilities. Instead, we rely on contractors. To precede depending on cash reserve might slow down the development but offers a maximum of security. In case of not receiving further financing one could fall asleep like "sleeping beauty", and be "kissed awake" in due time and when receiving further financial support. If there are no liabilities to meet, there is also no risk of insolvency. Nevertheless there is a risk of oversleeping the development literally and to be out-competed by other companies. Fortunately this has not happened in the past six years, but we cannot be complacent.

4 The development risk of a large airship cannot be borne by many small shareholders. As soon as the young company is established in the market and stable revenues are available, development partnerships should be closed with industrial investors. Therefore we are already leading negotiations with potential investors, who on one hand have the necessary means, on the other hand have an increasing interest in making these new transport solutions come true.

View aback: CargoLifter hangar, now Tropical Islands

Concrete actions

The second set of tests with our 9-metre-balloon was performed successfully on the former airport in Neuhardenberg (report and pictures follow from page 8 on). For the first time the newly developed winch steering was used that enables the balloon to make a coordinated move carrying a load. For all participants this was a great moment, because after six years a hand could be set to a device by which assumptions made before and many a hundred working hours had to face reality.
A short conclusion at this point: under adverse conditions the system reacted exactly as anticipated by the previous simulation. The target was to investigate the performance of a balloon held and steered by three winches with a load adhered below.
In the further course for the balloon, a true to scale made mock-up of a rotor blade for wind power stations was lifted and moved. To crown it the entire wing was driven over the airfield. For this purpose the winches were situated on pick-up trucks. The total system proved utterly stable.

Where do we go from here?

This April, we signed a Memorandum of Understanding (MoU) with Nordex AG, an important manufacturer of wind turbines based in Norderstedt. The memorandum's content was the joint proceeding regarding the development and operation of a balloon based short-distance and assembly solution. The goal is to transport compared to their size relatively lightweight rotor blades to the already constructed towers and install them by means of the balloon crane. A balloon of 40 metres in diameter with accordingly high-performance components is needed for the rotors.

Both partners are confident that such a solution is a valuable contribution to the construction and maintenance of wind power stations and will present an alternative to classical cranes for special cases in the future. As the sites of wind power plants are located in more and more inaccessible districts, transport is thus getting more unpredictable and a classical CargoLifter solution is obvious. In the first step, we will not use a self-propelled system yet, but a cable hauled one. In this context in February, we held the first constructive discussions with the European admission authorities.

Balloon-Operating Company

In order to put the solution into practice we acquired an already registered operating company for captive gas balloons. For six years they had been operating an Aérophile30-balloon in Vogtland, Saxony, near the well-known Bridge of Göltzsch valley (see page 10). As generally known a balloon of identical construction was operated by CargoLifter World GmbH located at "Brand", the site of the CargoLifter hangar.

Due to a defect at the ballonet the Vogtland balloon had to be taken down. The means for re-filling and a continued operation were lacking, because a promotion partner backed out. Together with Initiative Zukunft in Brand, we plan to resume operation of the balloon, either at its original site or at a place more frequented by visitors.

"LTA-Saturday" 2008

The "Leichter-als-Luft-Samstag" (Lighter-than-air-saturday) is an annual event for the public.
It takes place in combination with the annual meeting of the association "Initiative Zukunft in Brand e.V."

Please pay attention to the announcements for 2009 on our web page!

Interesting talks and presentations at the LTA-Saturday 2008

In any case, the experience and licences of trained co-workers are especially valuable. They are going to support us when operating the viewing balloon, as well as with carrying out the tasks for Nordex and others.

We are on the cusp of developing, constructing and employing for a customer a lighter-than-air-device with a reasonable capital expenditure and time horizon. Once such a commercial order has been carried out successfully, this will act like a dam break and pave the way for more – we are convinced of this. The reactions received from potential clients in many discussions, for example at wind energy fairs, lead to the conclusion that we can count on orders from commerce, because the problems which can be solved by the balloon crane are not only encountered by Nordex. Furthermore we expect that other industrial branches will take an icreased intrest in the system.

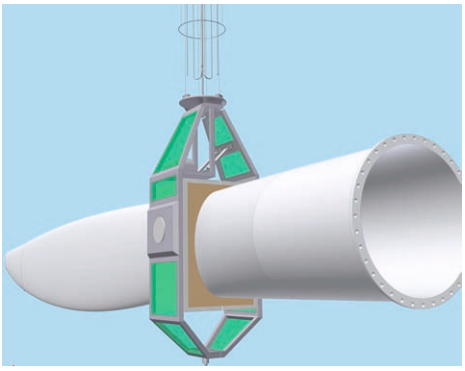
Of course this could smooth the path for our targeted self-propelling flying system (see also report on patents on page 11 and 12). As in many other areas, psychology plays a big role. Critics could always point out that CargoLifter was never able to show a operating product. This argument would be off the table instantly. Investors would be convinced by a step by step approach. Also by the reporting media attention would be drawn to us. However, we would like this to happen only at a time when we have something to offer. The only thing preventing us from starting right from the spot is insufficient capital. Based on our history we rely on the shareholders of CargoLifter AG who once financed the know-how and the patents we are today able to base on, giving them the opportunity to profit by entering into the new company at an early stage.

We placed the last capital increase with financial investors who paid the minimum amount legally prescribed and committed themselves to cede the shares of CL CargoLifter GmbH & Co. KG a.A. to interested and authorized persons at an issue price of 2,- Euro. At the moment this authorization applies only to investors who held CargoLifter shares till September 2003. As soon as this contingent is exhausted, we aim for a capital increase based on a higher issue price and also accessible to other investors. Inquiries regarding this issue subject already exist.

We are delighted to meet you

This year the general shareholders meeting of CL CargoLifter GmbH & Co KGaA took place in Berlin on 7th June. At 9:00 a.m. the Initiative Zukunft in Brand hosted a series of lectures during which our development team also explained the balloon crane testings of Neuhardenberg with audiovisual support. The technical chief operating officer of our aviation operating company introduced himself and reported on his practical experience with Vogtlandballon. Interesting speeches given on a autonomous airship and about the topic "Lighter-than-air" in aviation law (Paul van Daalen, EASA) completed the annual series of lectures.

We decided to open the general shareholders meeting to the public this time and to adapt the voting process accordingly. Thereby we intended to give potential investors, who were still reluctant to get involved, the opportunity to obtain a status report on the CargoLifter Company. As shown by the recent numerous new commitments of CargoLifter shareholders in CL CargoLifter GmbH & Co. KG a.A. this has been a complete success.

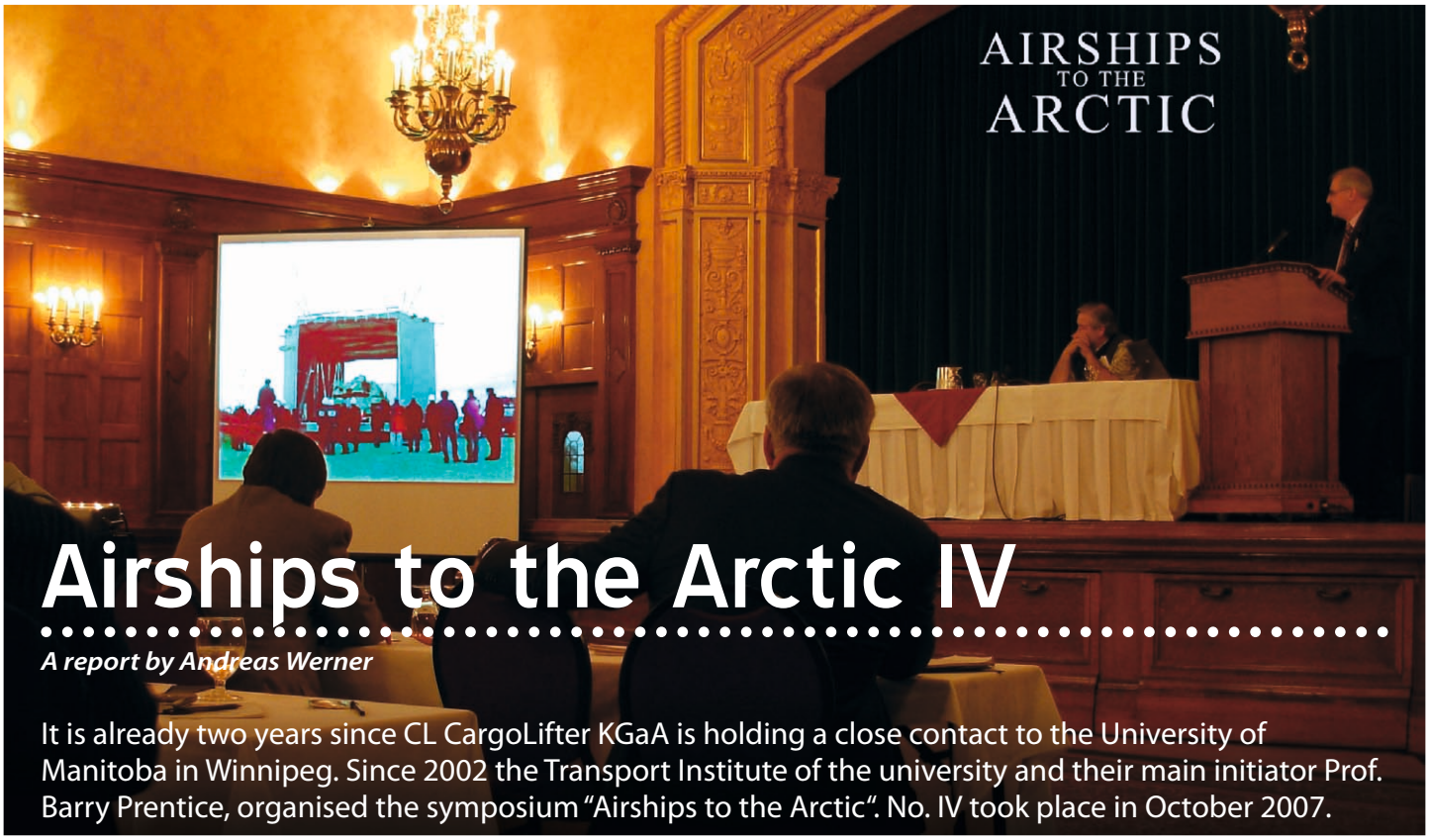


View ahead: CargoLifter crane balloon

At this point we would like to thank all our supporters and please accept our apologies when replies on inquiries sometimes take more time than desired. We are still a small team and sometimes the flood of reactions is difficult to handle. But this should not prevent you from contacting us.
We appreciate receiving any suggestions as well as criticism. We continue to be astonished and pleased to see the strong commitment of the CargoLifter-Community!

Best regards

Mirko Hörmann



Airships to the Arctic IV

A report by Andreas Werner

It is already two years since CL CargoLifter KGaA is holding a close contact to the University of Manitoba in Winnipeg. Since 2002 the Transport Institute of the university and their main initiator Prof. Barry Prentice, organised the symposium "Airships to the Arctic". No. IV took place in October 2007.

The background

Canada, the second largest country on earth, is very unevenly populated. Over 95% of the population live in the South within 350 kilometers of the United States border. The remaining 5% is distributed on the vast impassable territories in the North. Supplying those regions causes great difficulties. Often there are no all-weather roads. Many communities rely on so-called ice roads that can only be used in winter time. They are costly to build and each year all the work melts away and has to be repeated.

This way of supplying remote communities is getting more difficult. Due to global warming the ice roads cannot be used as intensively as they were used just ten years ago. Not so long ago a tribe of First Nations blocked the roads leading north on the eastern side of Lake Winnipeg, because they were not even supplied with the essentials. They wanted to draw attention to their dilemma. The other communities, which also depend on supplies, did not even complain about it but declared there solidarity. (The Indian natives of Canada are referred to as "First Nations".) The pressure on governments in Winnipeg, Toronto and Ottawa is increasing immensely, one can almost feel how urgent is the need for an alternative. Adding enabling transport by airships is the concern of the organisation ISOPolar, hosting the conference.

The speeches

The well organized symposium took place in the Fort Garry Hotel, built in 1913 by the Canadian National Railway company, which had been operating the transcontinental route Montreal – Vancouver. During the first day of the conference transporters, foresters and mine operators described their problems in getting goods to the corresponding site and bringing the resources over from there. Representatives and delegates from First Nations reported on how difficult it is getting supplies to their traditional residences. So for giving an example a litre ‚fresh' milk costs three times more at the most northern location of First Nations. Fresh vegetables can spoil before arriving. Processed foods and sweets have longer shelf lives, but have a detrimental effect on the health condition of the native people (e.g. diabetes). It takes three years to build an ordinary house in these remote communities. The transport of required material is the main problem but it also is a matter of luck. Sometimes the ice roads remain for just ten days, but sometimes only one truck gets to the destination. The First Nations are at the end of their patience. They are fed up with all the talking. Something has to be done.

Just as big is the demand of the mining companies. On one hand it is about getting the material for exploration to the remote districts, on the other hand the problem is getting the mineral concentrates out to the market.

There are plans to build wind power stations in some of the communities in order to get autonomic and environmentally friendly energy supplies. Aside from the transport problem there are also serious problems with the necessary cranes. Not only because they need to be delivered there but also because they are not at free disposal as in Europe, not to mention the fact that they would need to be available much longer. A major expense factor!

The government is planning to build a number of fixed roads, indeed, but to build a simple ice road costs 35,000 Canadian Dollars, a solidly built all-weather gravel road is a million dollars per kilometre! These so-called permanent roads are certainly not so permanent at all. If the permafrost melts the subsoil gives way leaving a large depression in the road. A single over-loaded truck could wreck such a road – alas this has been proved already.

So the need for airships and other transport facilities is real. The local authorities are starting to realise that floating aviation devices might be an alternative. They want to give a reward for the first company that succeeds in proving that airships are able to provide the First Nations. One idea discussed was a 10-year-contract worth 50 millions Canadian dollars that could be developed for a suitable project. People have not yet understood, though, that there is need for lots of research and development in order to construct airships for these operations. They try to take the second step before the first one.

The work on airships worldwide

The second day of the conference addressed the status of airship technology. It was a pleasure seeing the **Zeppelin NT** fly on video. Zeppelin is glad that by now small profits are made. There will only be new airships when a purchase agreement exists for them. Then production takes 18 months. Admittedly NT07 passenger airships due to their low payload are scarcely apt for freight.

Everybody was waiting eagerly for the speech of **Dr. Robert Boyd** of **Lockheed Martin**, because the developers in the famous Skunk Works

were working for years at a hybrid airship, whose downscaled prototype P-791 (see picture) had already had flown. Unfortunately the speech did not quite meet the expectations of the audience. There were no ideas for solving the Canadian problems. In the whole discourse there was no mention of the expected P-791. Inquiries addressed to the lecturer regarding the P-791 and his resemblances to the SkyCat were not answered. As learned later, the lecturer had been working for two years for ATG, the SkyCat Company of Roger Munks.

Lokheed Martin P-791

Picture:
Gerhard Plomnitzer

Hokan Colting, head of the company **21st Century Airships** presented a design that had a relatively simple structure. He showed the flight of a demonstrator and plans to build an airship still in 2008, which should be a third of the size of the actual type. His goal is to build a passenger airship with capacity for 19 persons.

Further speeches related to various details in airship development. Also a topic was the compression of buoyant gas. Some interesting approaches show that this could also be relevant in the future. A description of all ideas and plans certainly would go beyond the scope of this report. As soon as we got all corresponding speeches at our disposal we will publish them on our CargoLifter-website.

Yet one speech got to be mentioned:
The last speech of the symposium and at the same time one of the most appreciated bore the title **"Hydrogen Gas: Past and Future in Airships"** and was made by **Dr. Dirk Spaltmann**, member of the board of **Initiative Zukunft in Brand** and collaborator and employee of the **BAM** (Bundesanstalt für Materialforschung und –prüfung / Federal Institute for Material Research and Examination). Dr. Spaltmann proved in an impressive manner that hydrogen as a buoyant gas could bear a secure leading role in the future of airships and carrier balloons, which was received by all the people present with great interest and ovation.

Perspectives for the CL CargoLifter KGaA

Mirko Hörmann as Managing Director of CL KGaA took part in the symposium, supported by the members of the board of Initiative Zukunft in Brand, i.e. Dr. Dirk Spaltmann and Andreas Werner. The target of this co-occurrence was to show that the new CL-company is able to – with according support – contribute in solving the transportation problems in northern Canada. Furthermore having the chance to socialize and get valuable contacts in order to put into practice this possibility step by step but trustful. This was accomplished outstandingly. Prof. Barry Prentice succeeded in awaking the interest of three news channels for the event; three camera crews were on site. Mirko Hörmann gave a television interview and teased a newsman of CBC, who is responsible for the whole North in Canada.

CBC-interview with Mirko Hörmann

He was already amazingly informed and eagerly interested. The report was broadcasted by CBC at prime time!
On the initiative of Graham Starmer, president of the Chamber of Commerce of Manitoba, the video of the load exchange / lifting of the 55 tons heavy tank by the CL-75 (cover picture of the column). He wanted to show them all that the load transport with lighter-than-air-devices really works. Solely CargoLifter is able to show this on a world-wide scale! Mirko Hörmann also seized the opportunity and presented what CL can currently do. This did not fail to have the desired effect.

Step by step

The CL KGaA is now planning steps by which this important market can be captured. In order to tap further capacities for development there might be undertaken a balloon transport already next year. In line for the transport could be comestible goods, Diesel, building materials, perhaps also the back haul of waste. The food transport is being subsidised with 42 Mio. Can.-$ per annum. Many other conditions suggest building up this business in Canada. The admission boards in Canada show themselves very cooperative. They take their job serious naturally, but also know about the demand, a fact that increases the interest in admitting unusual solutions.
Currently the company Manitoba Hydro begins with the allocation of possibilities for obtaining energy from hydrogen. As far as hydrogen could be used as buoyant gas, at its destination after setting down the load it arises as „exhaust gas"!

Conclusion

The idea of a step by step approach with the target to place a turnover generating product on the market in good time and without great development effort has been verified. Even though many still seem fantastic. If we make the possible every day, one day we will succeed in doing the seemingly impossible.

Ice Roads / Winter Roads

Ice roads are transport ways leading over frozen lakes, rivers and oceans or are constructed by spraying water on frozen soft ground. Not only in Canada, but also in other countries in which climatic conditions allow it, like Sweden, Finland, Russia and the United States (Alaska), where in winter weather conditions ice roads are layed.

Often they serve to shorten ways and substitute ferry connections if the corresponding waters are frozen. Also ice roads are able to lead to far away places where no ways exist. This applies to all regions in Canadian northern territories, which can only be reached by airplane in summer due to the marshy muskeg-tundra soils.

Ice roads established by the authorities are public roads, on which special traffic rules apply. So for reason of security there is a maximum weight for vehicles. Also there is a speed limit, because fast moving vehicles can provoke waves under the ice that can lead to dangerous fissures. The installation and maintenance of the ice roads is intricate. The surface has to be prepared and fostered; the status of the ice is controlled constantly.

Who is Who? - Who does What?

CargoLifter AG in insolvency (CL AG i.I.)	*CL CargoLifter GmbH & Co. KG a.A. (CL KGaA, or "CargoLifter new")*	*Initiative Zukunft in Brand e.V. (IZiB)*
	Company / Organization	
The CargoLifter AG, today with the affix "i.I." for "in insolvency" or "i.L." for "in liquidation" was founded in 1996; by the year 2002 had gained 70.000 mainly small shareholders. In the summer of 2002 the company had to declare insolvency. Since then it is under the control of insolvency administrator Dr. Mönning and the board of creditors, composed of delegates of the politic entities of Brandenburg.	CL CargoLifter GmbH & Co. KG a.A. was funded in September 2005. As the old CL AG cannot be leaded out of insolvency in a nearer future, there was the need to create a platform enabling an enterprising restart of the CargoLifter-idea and at the same time by a privileged new investment possibility for the old shareholders of CL AG giving them the chance to compensate their losses. The strategy compared to CL AG is a process by slow degrees.	The "Initiative Zukunft in Brand e.V." is an association of CargoLifter-shareholders and supporters. In May 2003 it was registered in the registry for associations and at this current day counts about 750 members. The main focus is set in keeping the interests of the shareholders in the insolvency process of the AG, the accounting and clarification of the reasons for insolvency and especially the handling of insolvency as well as the support of the new start of lighter-than-air-technology in favour of all shareholders.
	Management / Boards	
The shareholders are represented by the board of directors, which was presided by Dr. Carl-Heinrich von Gablenz* and the supervisory board, formed by Arnd Middelmann (chm.), Mirko Hörmann, Martin Leithäuser*, Christoph von Kessel, Monika Wolf* and Hans-Helge Westerholt. The authorisation of the board of directors and the supervisory board of an insolvent AG only relate to a so-called insolvent-free interior of the AG and are therefore severely restricted. * modified October 1, 2008	Management: CLifter GmbH (complementary of CL KGaA), Managing Director Mirko Hörmann Supervisory Board: Dr. Carl-Heinrich von Gablenz (chm.), Christoph von Kessel, Arnd Middelmann (as surrogate Dr. Dirk Spaltmann)	The managing board of directors of the association according to §26 BGB (Civil Code) is composed by Wolfgang Pest (chm.), Andreas Werner (vice chm.) and Roland Grün (treasurer). It is amplified by the board members Rolf Böger, Klaus Ehlers, Peter Hilgenberg, René Schulze and Dr. Dirk Spaltmann.
	Contact to the shareholders	
The contact to the shareholders of the AG is only kept based on the shareholder database of the supervisory board, because unfortunately the administration of the stock register was abandoned at the insolvency administrator´s instigation. Therewith to re-establish direct contact to the shareholders the supervisory board is depending on the shareholders themselves to register on the website *www.cargolifter.info* **Only the registered shareholders** can be informed further on.	There also exists a shareholder database for the shareholders of the new CL CargoLifter GmbH & Co. KG a.A., kept up to date by every single shareholder on *www.cargolifter.de* **You can find the exact contact details in the imprint on the last page.**	For reasons of privacy it is not possible for the association to interchange shareholder data with CargoLifter. It is therefore absolutely necessary that the shareholders of the AG report there resp. register in the local database there. If you only report at the association this can lead that you are not listed at the AG and as a consequence you will not receive important information. To be sure the association tries whenever noticed to advise the all the persons concerned, but a guarantee cannot be given. Vice versa the same applies of course. A registration in the database of the AG does not implicate an automatic membership and representation by the association.
	Share / Paticipation	
The shares of the AG are dealt at a very low price at the German stock exchange. From time to time the quote is bidden up specifically by "gamblers" in order to mislead clueless people to buy outpriced shares, which were bought ahead economically by the originators. We recommend regularly not reacting to these deeds and also do not buy further shares. In the foreseeable future there is no basis for a fundamental rise. We furthermore recommend holding the shares, provided that this does not generate any costs. The association offers a solution to everybody who does no longer want to hold their shares in their custody. Please contact our association for this purpose.	Shares of CL KGaA are not dealt on a stock exchange. The only way to acquire shares is over financial investors, who assumed a great contingent form the capital increase of CL KGaA for distribution to other interested parties. Please contact the CL KGaA for this purpose. In order to create an advantage for the shareholders of the CL AG the shares of KGaA will only be distributed to this social circle and under favourable conditions. The premise is to prove the identity as a shareholder of the AG over the mentioned shareholders` database. Therefore an entry in the database is absolutely necessary. IMPORTANT NOTICE: A conversion of shares of the AG in new shares of the KGaA is not possible.	A membership in the association is possibly anytime by inquiry and an annual fee of 30,-€. You can obtain all necessary documents on the website www.zukunft-in-brand.de under Association / Membership or by post via the association. A membership in the association is explicitly desired by CL KGaA, since the association understands itself as a shareholder trade union and thus plays a decisive role for the success of the company and had played and will play for the lighter-than-air technology. Furthermore you receive access to exclusive information and each particular shareholder´s role will be reinforced by the community.

Adresses & Company Logos

In addition to the table you can find below the internet addresses and short descriptions of the logos.

CargoLifter AG i.I.

Website: www.cargolifter.info
E-mail: info@cargolifter.info

The well known logo of the CargoLifter AG consists of a stylized “C” (the silhouette of the airship) and a stylized “L”, the bands, blue for the sky, green for the earth and grey for the cargo.

CL CargoLifter GmbH & Co. KG a.A.

Website: www.cargolifter.com
E-mail: info@cargolifter.de

The new logo of CL KGaA is leaned to the old AG-logo. The goal of design is to show the continuation of the fundamental ideas of CargoLifter. There is a stylized “C” and a stylized “L” as well.
The airship outline is ceased, because the “CargoLifter” is not primary the goal of the company, but the use of any lighter-than-air vehicles for cargo transport.

Initiative Zukunft in Brand e.V.

Website: www.zukunft-in-brand.de
E-mail: info@zukunft-in-brand.de
Mail:
Postfach 280115, 01141 Dresden, Germany

This logo arose at the very beginning of the fight of the shareholders for “their” company in 2002. It consists of the airship outline from the old CL-logo, completed with a balloon outline. At this time the continuation of CargoLifter AG with concentration of the balloon CL-75 “AirCrane” was relevant. In 2003 this logo becomes the official logo of then founded association.

CargoLifter – Six Years Up and Six Years Down and – Up Again!

A column by Dr. Carl-Heinrich von Gablenz

Unbelievable but true – six years passed since CargoLifter AG was fighting for survival in May 2002! Although the CargoLifter team and thousands of shareholders – amongst them specifically the people of the initiative “Zukunft in Brand” (Future in Brand) were fighting for the rescue of CargoLifter, in the end we had to declare insolvency. The receiver has now taken more time in destruction than we had time for construction of the company! It is amazing how many senseless things one could do in six years time – but also just the other way around – what one could build up in six years time! Those who were following the progress of CargoLifter in the years between September 1996 and May 2002, these years seemed much longer. After all, driven by the power of the founders along with the help of 70.000 shareholders, in the end there was created something that had not existed before and which had no one taken for real. We stood at the edge of building an urgently needed new transport medium which was not only a solution for transporting large components but also a step towards a new generation of environmentally means of transport.
Of course now there might be many thinking: Yes, but this was all bad or one should have done this and that in a different way, etc. Well – certainly one would have been able to do many things better, but what has happened with those who said they could do things better? What is happening in Brand, Brandenburg, the North of Germany, the East, the South or the West besides investments in leisure time recreation? Where is the solution to the real problems? If everything was so bad, why has there not been anybody who did it better? The idea of CargoLifter was (and is) good – no doubt about it – the market is in need for the solution more than ever and the world is in urgent need of more energy efficient means of transport! The CargoLifter was and is feasible – this was even admitted by the critics. But how comes it that this solution does not exist yet in Germany, Great Britain or the United States? Well, the usual answer of course: the armed forces are worrying about other things, and for sure the money is missing - so the standard answer: After the bankruptcy of CargoLifter nothing is possible in this segment any more.

Certainly, 300 m. Euros of private money were spent (or mucked up in the sandbanks of Brandenburg - it depends on the view). 300 million government loans were denied, because there were “doubts about the feasibility“ (even though Boeing signed a Letter of Intent with CargoLifter in May 2002!). If one is having in mind the astonishing indifference of politicians and functionaries (and unfortunately also the media and even the normal citizen) who are ignoring billions of losses just of the public banks alone and how big the cost overrun is at Airbus and Boeing – with any of those positions the CargoLifter would have been able to fly – even if it might have been more than the requested 0.3 bn.! What said a functionary so nicely at the beginning: „For each private Mark you will get a public one on top“. If this would been the truth it would have been a real Public-Private-Partnership! But if!

Well, all right – yammer does not help and head-shaking either. The process of clarifying the past of CargoLifter (and here particularly the sometimes breathtaking actions of the receiver) is a topic that is coming to its conclusion. Today the idea of the CargoLifter is more up to date than ever and our fighting spirit is unbroken! Meanwhile we have set up a new CargoLifter-core and ensured the patents – and more, we even created new ones. The market reacts and the certification department still remembers very well our successful cooperation: In the world of certification people are talking about a „CargoLifter class“ as if talking about a Boeing 747 class. We still miss the verve of the start-up years yet and sometimes we have the tendency to not even think in big scale any more – everything should be done in little pragmatic steps! This is certainly true – but we better not lose sight of the goals and these are by no means little, even though one tries to play them down. Even a 40-m-balloon is higher than a 12-story building! Maybe also these six years are finally enough for licking the wounds of insolvency or dreaming of good old times. Perhaps we should set a goal consciously – what do we want to accomplish within six years time? In six years one can accomplish many things, we all know – if one really wants to and many people lend a hand. Today we are on the way to build our new concepts based on experience (negative as well as positive) made in the past. We know how to proceed and we are certain that these concepts are good – maybe even better than in the past. Now it is time for opening the blockades and starts moving forward! If Germany is not moving, we will get the Cargo lifted!

Nordex Gives Wings

A report by Dr. Dirk Spaltmann

Expectation

Getting up early on an especially requested vacation day normally does not belong to my favourite habits. But on December 11th, 2007 everything was different. I even awoke before the alarm clock rung. It must have been because I had an appointment with Christoph von Kessel at seven o'clock. Christoph is one of the chief developers of CargoLifter and the chance to discuss exciting issues with him arranged it so that many things took less time than usual.

On this day everything should be far from usual. The task force had been convened in order to do the decisive testing in Neuhardenberg. Would the weather be on our side? On the first try in November the weather was on our side, but not the supplier for hydrogen. He had not delivered a plain adapter unit and was not able to deliver it before the flight permission expired. These times nothing had been left to chance. Everything was at its place, revised again and again. But what about the weather, would the weather be steady?
On the way to Neuhardenberg it seemed not to get light at all. Then it even began to rain. While I was flooring the accelerator Christoph was on the phone constantly. ‚Tony, how's the weather?', Christoph wanted to know. It drizzled lightly, but besides that the view was okay, and the wind was still acceptable. The balloon had already been laid out. One was only waiting for the boss to come. Christoph addressed them "Please begin, we will be there with you any minute!" Just a few short and precise instructions to add. No signs for tension at all. Tony Eden, leader of the task force, already was on site, as well as the whole team of Richard Martin. Since four o'clock they had been on duty, providing pick-up trucks, converting and assembling winches, bringing the balloon to Neuhardenberg. This time the hydrogen was already there, and the rising permission granted.

It begins.

It took nearly 1½ hours until the balloon was filled (see picture above). The first result of the test was already visible: the connection tube had to be considerably thicker to fill a 40m-Balloon in an acceptable time frame.

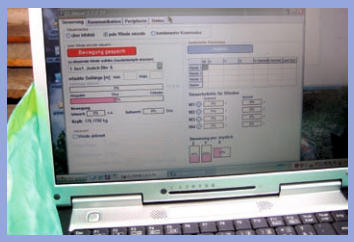
Totally relaxed a team member leaned against the pressure tanks for almost 300 m³ hydrogen with the outlet fully opened. In the meantime the balloon was completely filled and clinged at a winch. Forces were measured, density controlled and started to work off the testing program point by point. Now it was the turn for simulating great wind forces. This was something for me. Together with four other team members we pulled on a rope and tried to tow the balloon at 45°. This was not so simple and would signify clearly more than wind force 5 indeed. By command we let go the balloon. The oscillation altitude would help Dr. Martin Kraska to optimize the parameters in his simulation program. The most astonishing for me was the suspension of the actual load. It made sure that the load was as good as not moving in spite of the oscillating balloon.

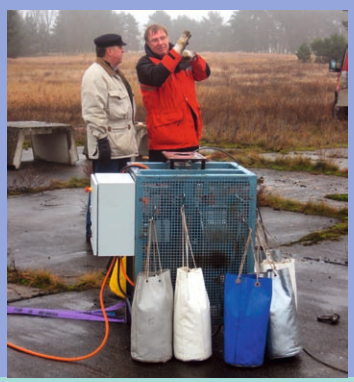
The thing with the wing

Now it was time for the test with the wing. A prestigious German manufacturer for wind turbines, the company Nordex, had made a true to scale rotor blade exclusively for the test with our balloon. If this test was successful we would be able to move real rotor blades with a 40m-balloon.

This was the baptism of fire for the steering system developed by Richard Martin and his team – and it succeeded. The faces lighted up and you were able to see an adventuresome sparkle in the eyes of the team workers. Would we get one better? In the meantime Mirko Hörmann, managing director of CL KGaA arrived at the proving grounds, too. For a moment he argued with Christoph and then it was clear, we would challenge it. The winches were fixed at vehicles in particular. This should allow simulating driving on serpentine roads – with balloon in tow together with the rotor blade mock up! As if taken for granted the vehicles started to move and conducted the majestically gliding balloon with its precious load with surprisingly facility. It was done, the evidence was proved, and the target of the testing achieved – the proof of concept! And I was a witness.

It only remains for me to mention that the balloon deflated within five minutes from opening the outlet. Handled properly the hydrogen conducted completely unproblematic.
Until late at night the build-up team was occupied with removing all traces of the test, hauling in the balloon, dismantling the vehicles and of course first reports had to be written. So after all on our passage back I had the chance to discuss things with Christoph.
A beautiful day!





News

July 8, 2008 - Boeing Teams With Canadian Firm to Build Heavy-Lift Rotorcraft

The Boeing Company and SkyHook Intl. Inc. announced a teaming agreement to develop the JHL-40 (Jess Heavy Lifter), a commercial heavy-lift rotorcraft designed to address the limitations and expense of transporting equipment and materials in remote regions. Boeing has received the first increment of a multiyear contract from SkyHook to develop the new aircraft. The neutrally buoyant feature allows SkyHook to safely carry payloads unmatched by any rotorcraft in existence today. The helium-filled envelope is sized to support the weight of the vehicle and fuel without payload. So the lift generated by four rotors is dedicated solely to lifting the payload.

The SkyHook JHL-40 aircraft will be capable of lifting a 40-ton sling load and transporting it up to 200 miles without refueling in harsh environments such as the Canadian Arctic and Alaska.

Boeing is designing and will fabricate two production prototypes of the JHL-40 at its Rotorcraft Systems facility in Ridley Park, Pa. Skyhook will own, maintain, operate and service all JHL-40 aircraft for customers worldwide. The new aircraft will enter commercial service as soon as it is certified by Transport Canada and the U.S. Federal Aviation Administration.

Boeing image by Joe Naujokas

Boeing Airship Project Confirms CargoLifter-Principle

Lighter-than-air-technology likely to be implemented first in foreign countries
Press release by CL CargoLifter GmbH & Co. KG a.A. July 14, 2008

The American aviation company Boeing recently announced that it will be developing, constructing and operating a crane airship together with the Canadian company SkyHook. The aviation device, a kind of mixture between helicopter and airship, is to be able to transport up to 40 tons. The CL CargoLifter GmbH & Co. KG by shares and the Initiative Zukunft in Brand e.V. do appreciate this development. “CargoLifter had set the topic transport by lighter-than-air technology in the minds of logisticians worldwide. This nearly is a synonym and prevails now – unfortunately once again first in foreign countries”, said Mirko Hörmann, Managing Director of CL CargoLifter KG.

With the planned JHL-40 one of the biggest aviation corporations of the world is confirming that the market investigations made by CargoLifter are applicable. Especially in secluded regions there is a significant gap in the present-day transportation technique, which can be filled by the airship technology. Using the know-how of the old company CargoLifter itself did develop a concept that covers the transport of 20–80 tons. In contrast to the project of the Boeing-helicopter-division respective energy consumption CargoLifter relies a mere airship solution. “The CargoLifter KG broke away from a focus on large general plant construction and is following a step by step approach of balloon crane systems over modular built AirTruck with 20 to 40 tons right up to a 80-tons-airship”, said Mirko Hörmann.

“With Boeing and the Canadians it is the partners who point a way to a new beginning, wanting to work closely with CargoLifter in 2002. It should make us wonder in Germany that once again a good idea coming from Germany is implemented in other countries”, so the founder of CargoLifter, Carl von Gablenz. Although in the end of April 2002 Boeing signed a Letter of Intent with the CargoLifter AG the ministry of economy declined any support because of asserted “doubts in feasibility”. In the middle of a general insolvency undertow in spring of 2002 nobody was interested in even the positive. There was barely paid attention to the successful testing of the load exchange procedure with the 55-ton-mine area tank in the load frame of CL75.
With a fractional part of the cost overrun at the projects A380 or A400M one would have been able to preserve at least the core of the CargoLifter-technology and the worldwide singular infrastructure and would be sitting pretty by now! “With the commitment given by Boeing the moment is come in Germany for thinking officially once again about transportation technology”, said Dr. von Gablenz, if not the CargoLifter gets in the long line of technical developments, whose origin lays here but whose production and commercialization will be done elsewhere.

An Experience Balloon as a Business

by Andreas Werner

The CL HighRise

Many CargoLifter visitors will certainly still have strong memories of the captive balloon "HighRise" at the CargoLifter premises at Brand. This Balloon type Aérophile 30 was operated first as a viewing balloon for visitors, and later as a testing carrier for the AirHook. Not least because of the search for a business model for the new CL-company the idea was born in the "Initiative Zukunft in Brand e.V." to operate such a balloon in a touristic interesting city. The idea is that this way the CL KGaA would start a business which in only a few years could yield a profit since no development needs to lead the way for it. Operation will not take place on unknown territory, one can rely on established paragons, the balloon in Berlin ahead, alongside with another 30 specimens worldwide. Another German balloon is based in Hamburg (see pictures above).

Earnings outlook

Therefore ample inquiries were made, manufacturers were consulted and also operators of this type of balloons were visited. On this basis a detailed business plan was set up, proving attractive perspectives for profit at assessable risks. The prime costs for a brand-new balloon would come to slightly more than 1 million Euros, adding ca. 800,000 Euros starting costs to it. This balloon could be exploited profitably by selling tickets and advertising contracts at tourist locations. However with a very economic used balloon system there would be enough scope for accepting a little less attractive site or generate peculiarly high income returns at a first-class site.

The opportunity...

... arose unexpectedly in August last year. The captive gas balloon at the Bridge of Göltzsch valley (near Reichenbach / Vogtland), the so-called Vogtlandballon, was rendered useless due to a defect at the ballonet. A repair at a deflated envelope would have been possible for sure, but neither a repair nor the needed helium for refilling it could have been paid by the operating company. The reserves would not have been sufficient, because the balloon was operated with improper advertising contracts at an as to business awkward site. But the operating staff was first-class and the technique very well-tended. This balloon holds the record in 7 years of continuous operation (without jettisoning the helium)!

For this reason the association contacted the operator of the balloon and established a connection to the CL KGaA.

CL KGaA takes over a registered operating company

On September 9, 2007 negotiations took place directly at the site of the balloon. The CL KGaA showed its interest in taking over the balloon technology as well as the whole operating company, since the company had already passed the long-winded process of registration as an aviation company for captive balloons. Otherwise CL KGaA would have to found such a company and pass through the registration procedure anyway in order to be able to operate carrier and crane balloons soon. Amongst others for doing so there needs to be permanent employed workers. Germany-wide there are only a few persons with the necessary skills. As a result of these negotiations the CL CargoLifter GmbH & Co. KGaA acquired the company preponderantly, the Initiative Zukunft in Brand also joined in. The original associates remain involved with small contingents.

Site selection

Already since the beginning of 2006 Initiative Zukunft in Brand started with intensive discussions about sites in various, touristic attractive German cities; contacted authorities and owners of landed property, analysed weather data and tourist figures, set up brochures and CAD-models. This time-consuming, until now unremunerated work now comes to fruition. There are several premises at hand, which meet the requirements. The discussions with potential advertising partners can now be intensified. Until now particularly promising are sites in Dresden, being close to the inrush of tourists so that many will face the opportunity and catch a glimpse of the historic town center and the river Elbe. There the operation of a lucrative balloon business could be started in the year 2009. For the repair and modernization of the balloon as well as for the projecting and the construction at the moment there are no sufficient means at disposal. The sounding and negotiations with partners were also started in one town in the West of Germany.

The countdown begins – in addition to the development of the crane balloon CL can set a sign that is lighter than air, attractive and profitable! Besides the crane development and individual crane orders the company is generating surpluses.

pictures above: Vogtlandballon
from top:
Bridge of the Göltzsch valley, balloon in low mooring, details of mooring system

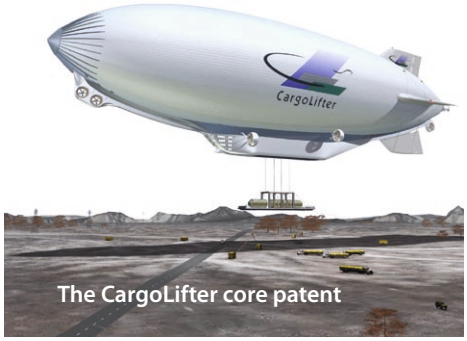
below: start of negotiations, (left to right) *Dr. v. Gablenz, Mr. Weck (Vogtland Kultur GmbH), Mr. Reichert (Manager of Vogtlandballon), Mr. v. Kessel (CL KGaA)*

The Patent Status

Christoph von Kessel

The new CL CargoLifter KGaA today is a pool for patents concerning cargo and lighter-than-air-technology – a good basis for the future

Some things develop in secrecy or are slightly underestimated in scope. To these things also belongs for sure the topic CargoLifter new and property rights. Whereas the media awoke the impression that the insolvency administrator gave all patents to Friedrichshafen as well, de facto these were acquired by CL CargoLifter step by step. First of all the old core patent for lifting loads (see picture below) and later all the other property rights.



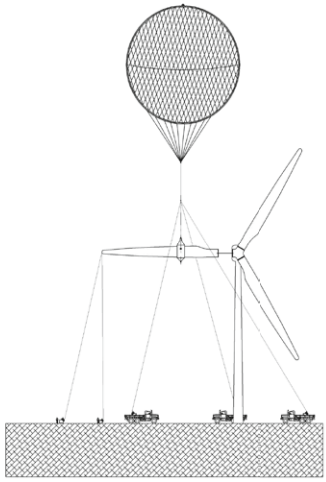
The CargoLifter core patent

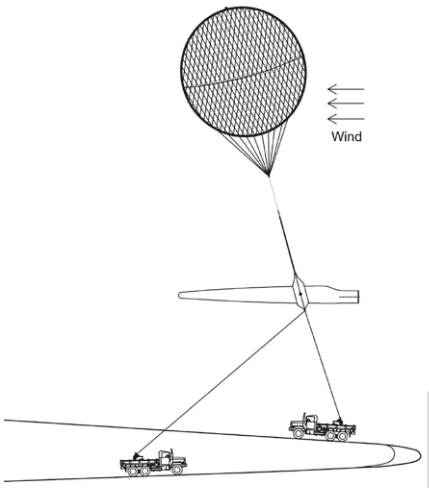
At the same time CL CargoLifter KGaA applied for several patents in the area of lifting and transportation of freight by carrier balloons (see pictures below and on the right) and most recently the CL KGaA took over all property rights related to the so-called "aerial transporter" (see pictures on following page).

Thereby the CargoLifter new today is a pool for patents in topics freight and lighter-than-air-technology!

This cannot be valuated too high in various aspects: Patents are first of all a sign for technical know-how. The CargoLifter AG already had a very good reputation in (real) professional circles. This was confirmed again lately in Cologne as the question of registration of the crane balloon system was discussed with the European Aviation Safety Agency (EASA) being in charge now. The CargoLifter team´s collaboration with the admission boards in Germany, the Netherlands and USA then in charge lead to the Transport Airship Regulation (TAR), today´s standard works for large airships – or as the gentlemen said: the "CargoLifter-class". This had been the same as the Jumbo – the paragon for a new, larger generation aircraft.

The second aspect is that without having property rights one is fast exposed to the temper of copycats or blockers. If one does not want CargoLifter then it would be useful to acquire the property rights – not in order to use them, but to block a new start if applicable! Therefore first all property rights were taken over in order to select in peace which ones should be hold up – for property rights cost money all the time! Here on the part of CL new it was necessary to verify if there was to be obtained a economic advantage with the sufficient probability, or if it will grant a monopoly criterion and is essential for defending a possible competitor. And whether this ultimately increases the value of the CL KGaA.

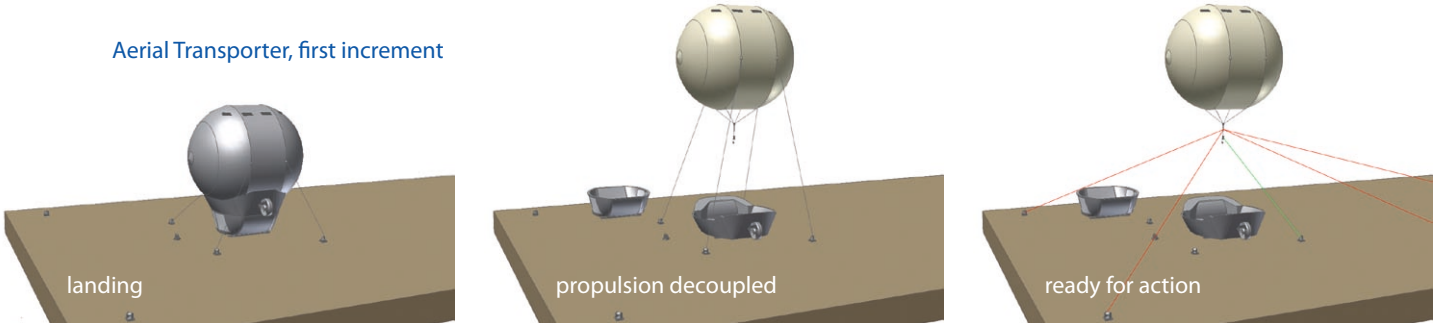




On the other hand other patents were added ensuring the employment of balloons as a means of transportation and lifting for the CL KGaA and to be deployed first in the area of wind power stations. After the successful testing in Neuhardenberg with the Nordex-mockup 1:8, on 13th February this year the patent for transportation and for assemblage of large-volume pieces as e. g. rotor blades was presented to the EASA in Cologne. It was accepted favourably and discussed in common which way to take for the development.

Favoured by the CL KGaA is the way via a construction of a minimum variant of a development company in order to have the possibility to react faster on modifications.

Aerial Transporter, first increment



CL would remain TC-Holder (holder of the prototype certification). Other than that the CL KGaA would have been completely subordinated to the manufacturer and pay dearly for every modification. The manufacturer would be the TC-holder and could direct the future of the system.

Next to the division crane balloon systems CargoLifter new in close collaboration with the DELCON Deutsche Luftfahrt Consult GmbH invested a lot of time and intelligence in a concept for a gradual setup of carrier transportation airships. This internally denominated "aerial transporter" aviation devices (see picture series above) are above all apt for providing the mining industry and the population of Northern Canada. They ought to be able to transport unmanned with 60 km/h between 20 to 40 tons over various hundreds of kilometers and help to solve the in this issue of LifterNews described provision problem in Northern Canada.

These transporters can be amplified step-by-step and ultimately form the basis for a modern large airship, approaching the "CargoLifter" at the end.
The CargoLifter "new" has now taken over all until now existing property rights in order to take care of their international progression.

This way there is also given the basis for the setup of the area carrier transportation by airships!

New Web Pages for CargoLifter

Andreas Werner

As already communicated, the original internet addresses of CargoLifter are now owned by the new CargoLifter KgaA. This hence refers to the original addresses cargolifter.de, cargolifter.com and the newer address cargolifter.info set up by the managing board after the insolvency. The opportunity was used to completely review the website of all CargoLifter companies. In order to guarantee a neat presentation on the internet, all addresses now lead to a page with links, where you can choose whether you would like to visit the pages of the new CL CargoLifter KGaA or

whether you would like to be informed of the status of the insolvency process on the pages of the managing board and the supervisory board of the old CargoLifter AG.
The new pages aim to inform completely about the new CL-Company and to stay in close contact with the shareholders keeping them up to date. There also exists the direct access to the shareholders´ database, an inquiry form, a page with frequent questions and answers of course, sections for the press as well as technically interested visitors.
Before long there will be a closed user section for shareholders of CL KGaA, where there will be always placed current information at their disposal. The access data will correspond to the shareholders´ database of CL KGaA.
By the way: A click on the CL-Logotype will lead you back to the cover page with its links.

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