



Lilienthal's
first
glider
1891

Through my long familiarity with air and wind I had come to the conclusion that a particular class of difficulties was next to be overcome... For this reason I gave up for the time being motor mechanisms altogether, and limited myself to the simplest form of flight – namely, gliding downward in an inclined direction. The object of this was to ascertain practically whether stable sailing and equilibrium was possible...



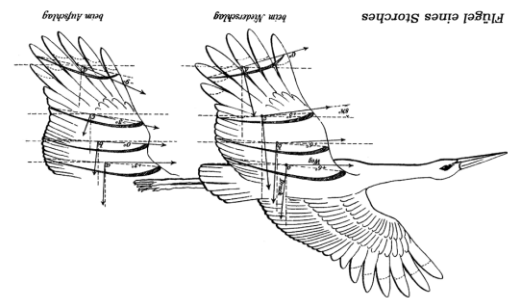
He's on stamps
AND on money!



Listen to Otto's frustration over wing shape in a paper he published in 1893:

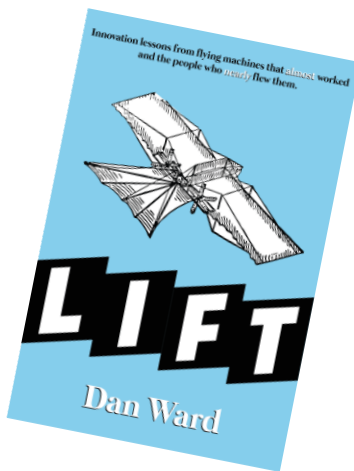
*"...to us who abandoned flat wings fully two decades ago, it seems almost **inconceivable** that experimenters should cling so tenaciously to... **the hopeless task of trying to fly with flat wings...***

Even now the flat wing does not show any sign of disappearing from the field very soon."



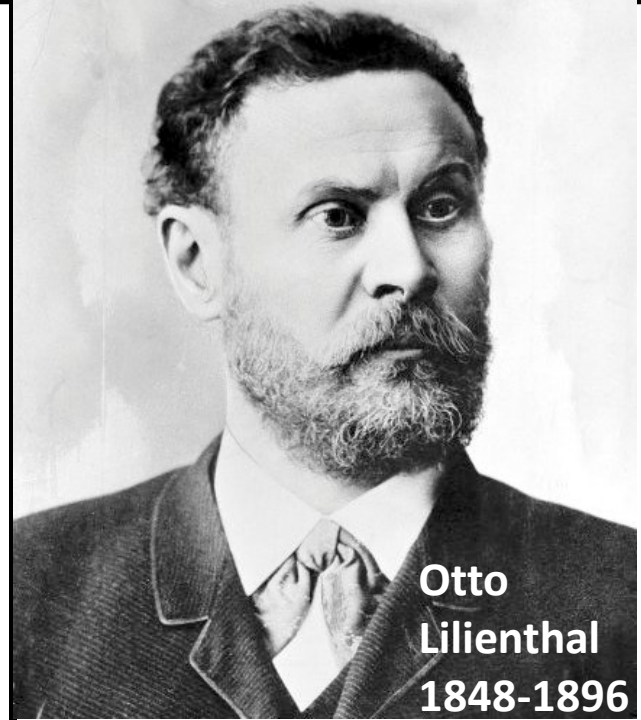
It includes the story of Otto & his brother Gustav's first flying experiment, when they were 13 & 14 years old

"Our first wings measured 2 meters by 1 meter and consisted of thin beach veneer with straps at the undersides, through which we pushed our arms. It was our intention to run down a hill and to rise against the wind like a stork."



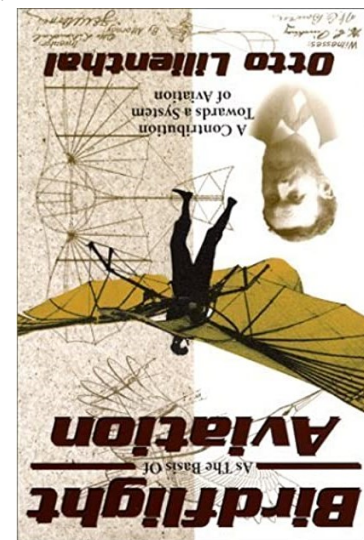
Learn more lessons from Lilienthal in Dan Ward's new book LIFT!

www.thedanward.com/LIFT



Otto
Lilienthal
1848-1896

Lilienthal's
book
Birdflight As
The Basis For
Aviation came
out in 1889.



After crashing his glider, his last words were
"Opfer müssen gebracht werden"
(sacrifices must be made)