

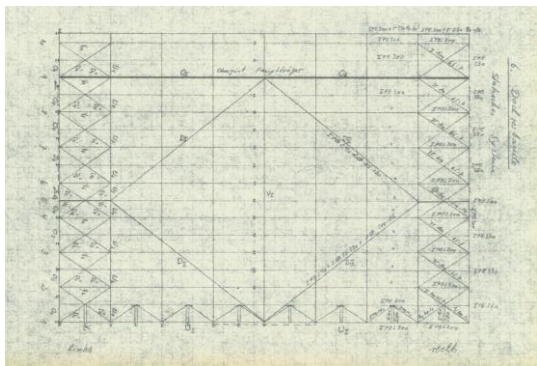
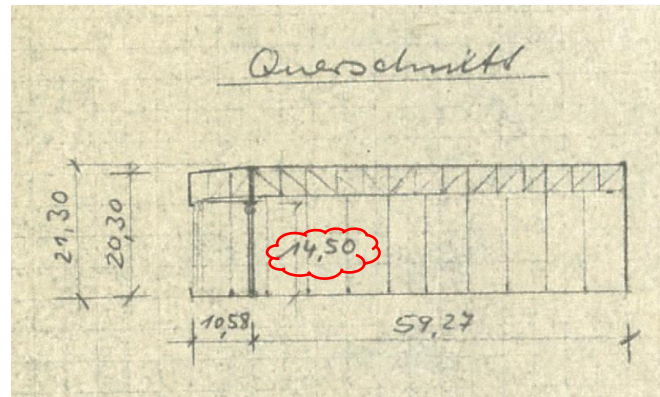
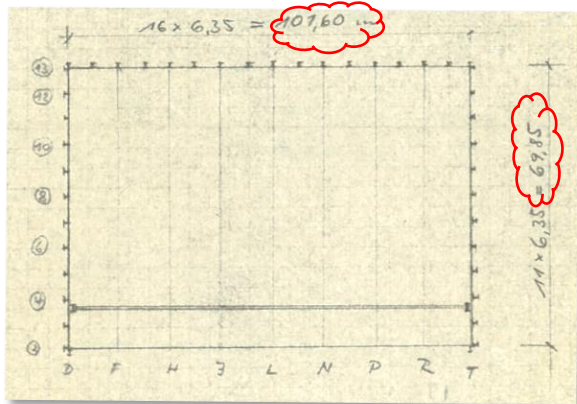
GEDACHT. GEPLANT. GEBAUT.

Von unserem Team.

GRBV SYMPOSIUM 14.09.2023

ANHEBUNG DES HANGAR-DACHS FZH1 AM FLUGHAFEN HANNOVER





	Airbus 400M	Airbus A340	Airbus A380	Boeing 747
Länge	45,10 m	75,27 m	72,73 m	70,66 m
Höhe	14,70 m	17,29 m	24,10 m	19,40 m
Spannweite	42,36 m	63,45 m	79,80 m	64,44 m

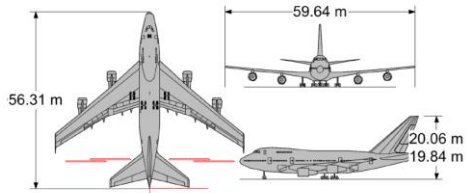
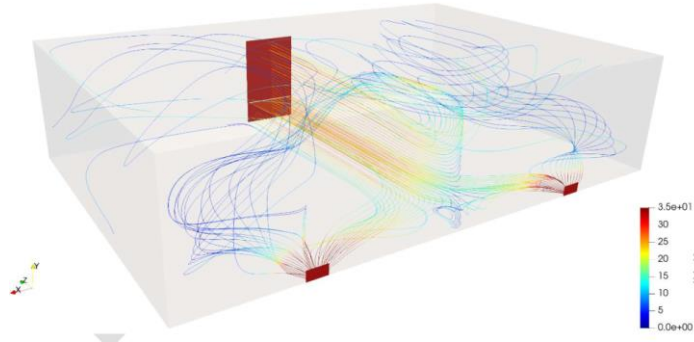
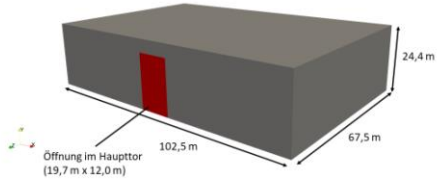
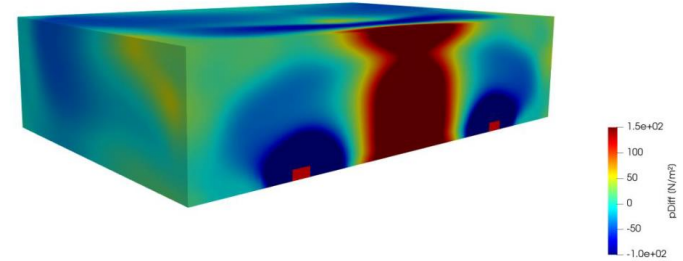
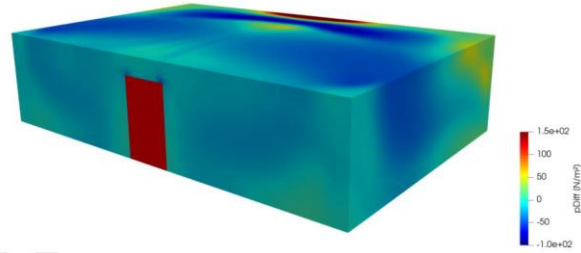
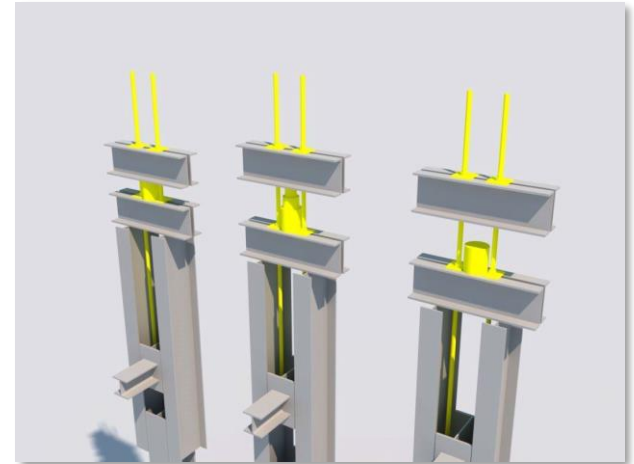
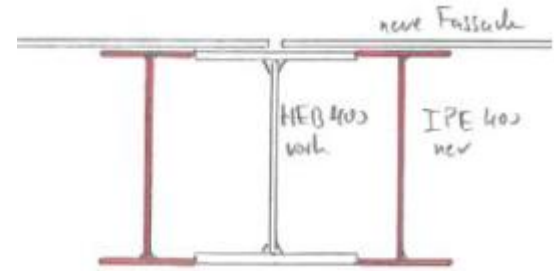
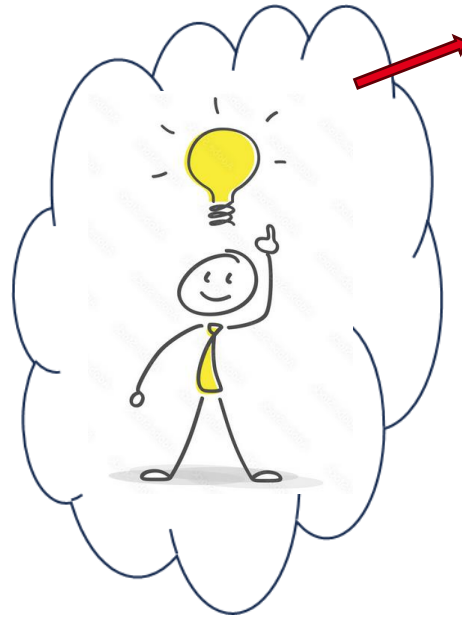
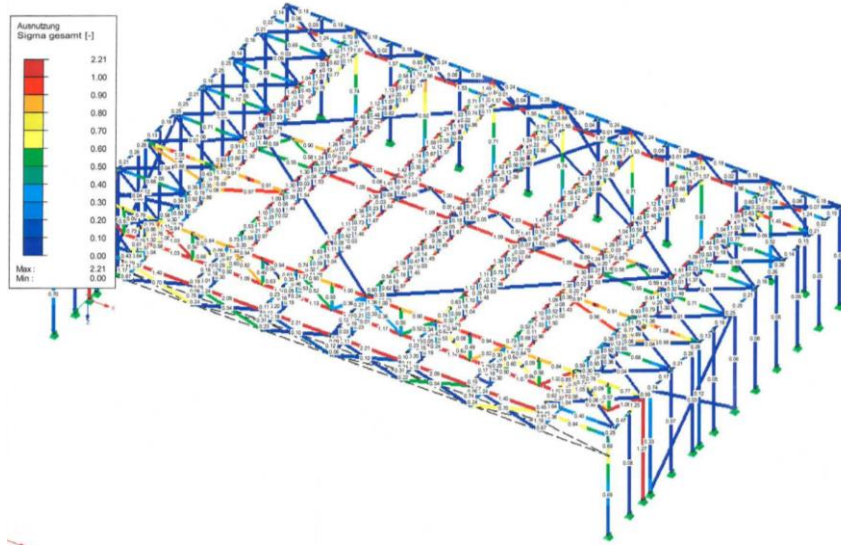


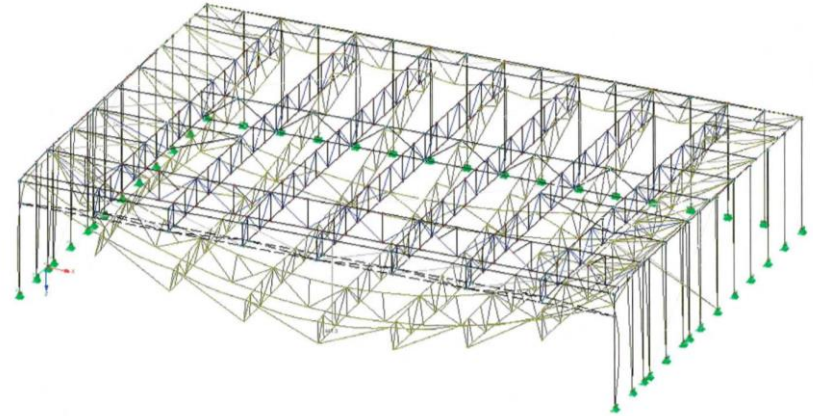
Abbildung 2-2: Bemessungsflugzeug 747-SP







Aufzeigen der kritischen Detailpunkte / Bauteile



Aufzeichnung der Gebäudeverformungen

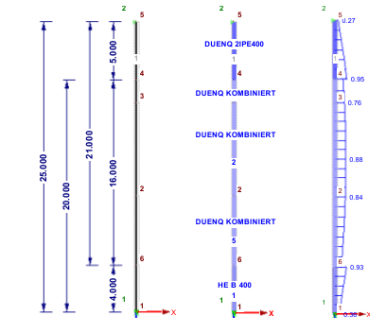
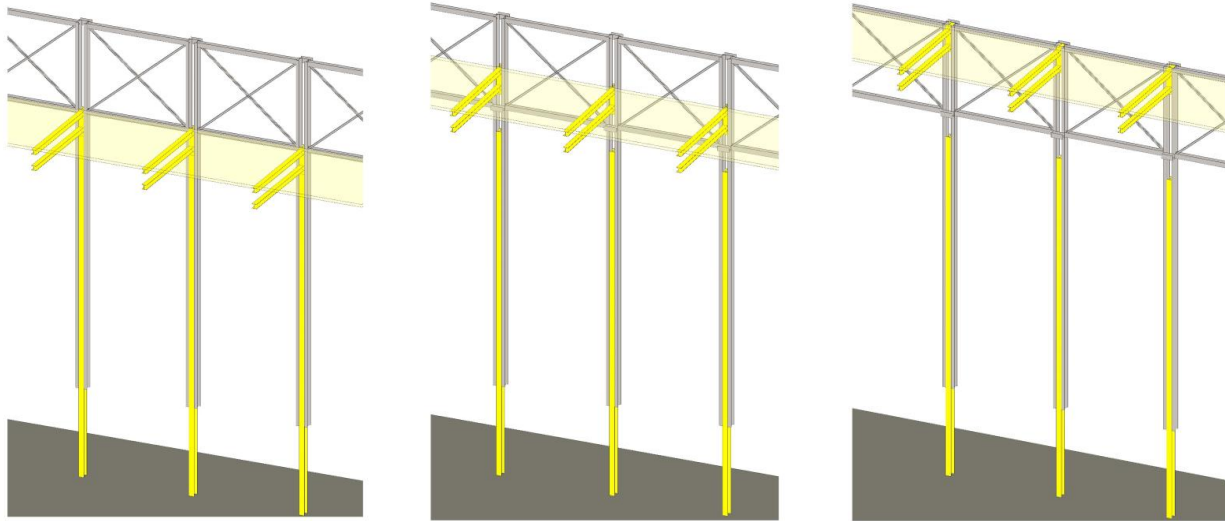
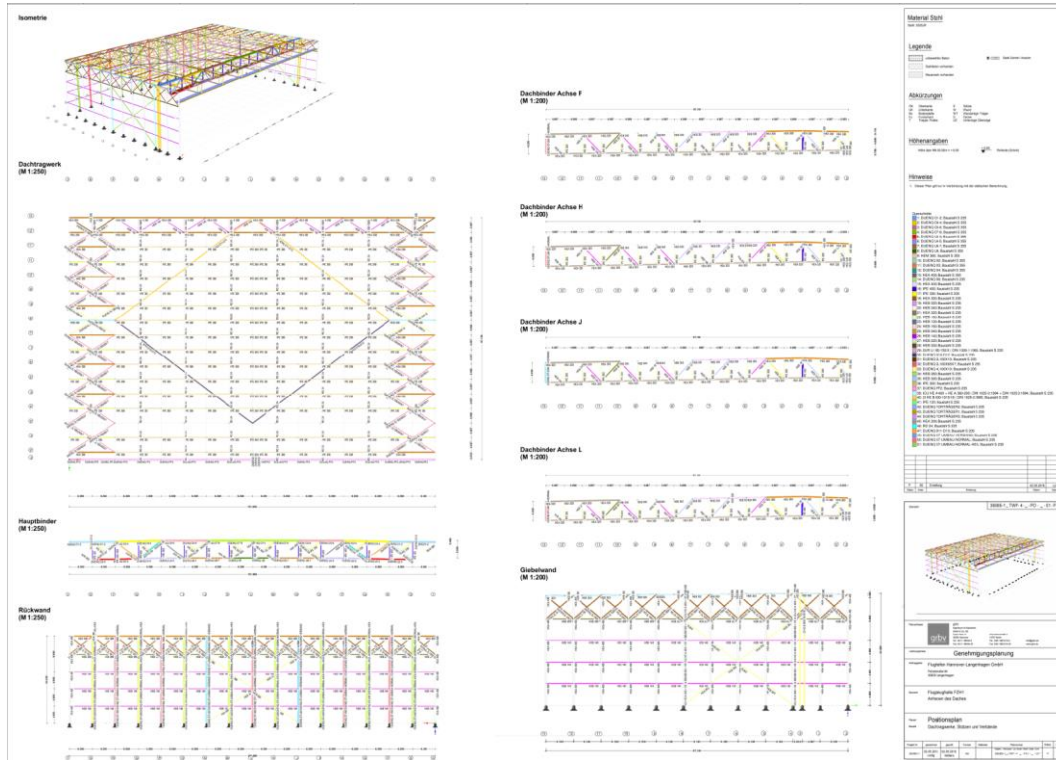


Abbildung 15 - Statisches System (links), Querschnitte (Mitte), Ausnutzungen (rechts)



Abbildung 16 – Biegemoment um die starke Querschnittsachse nach Theorie I. Ordnung (links) und Theorie II. Ordnung (rechts)

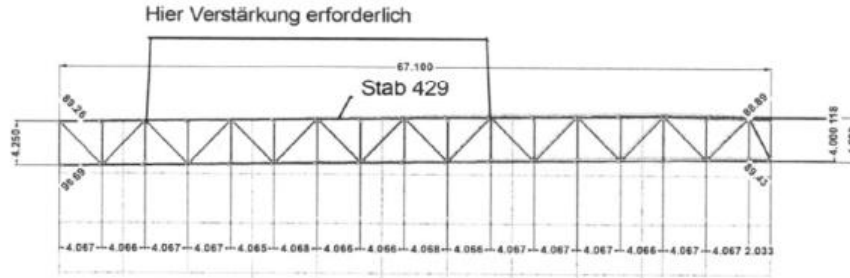
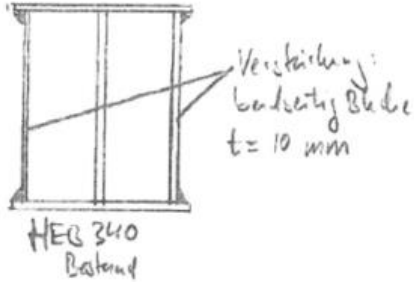




Trennschnitt

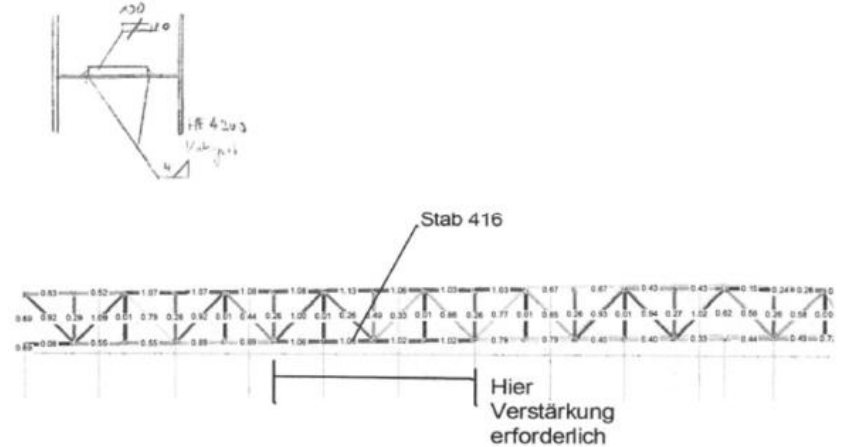


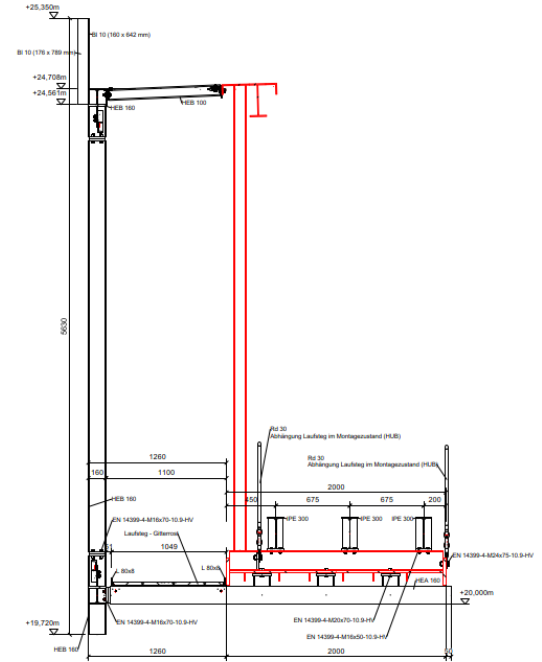
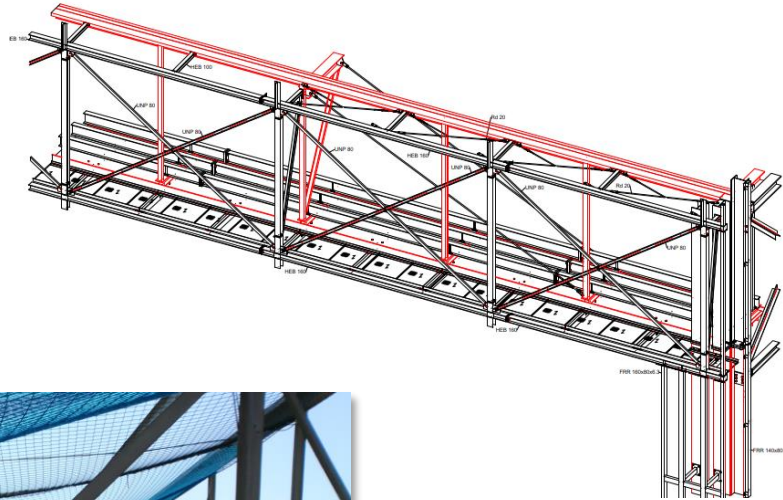
3.8. ST09-2 - Verstärkung Oberquert Fachwerkbinder



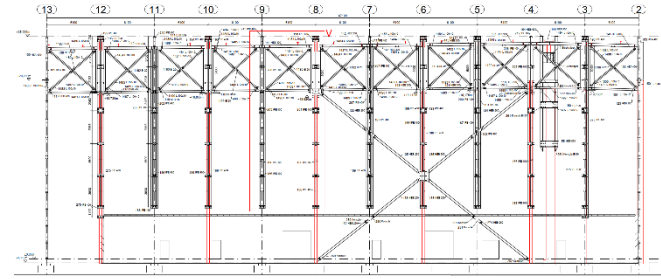
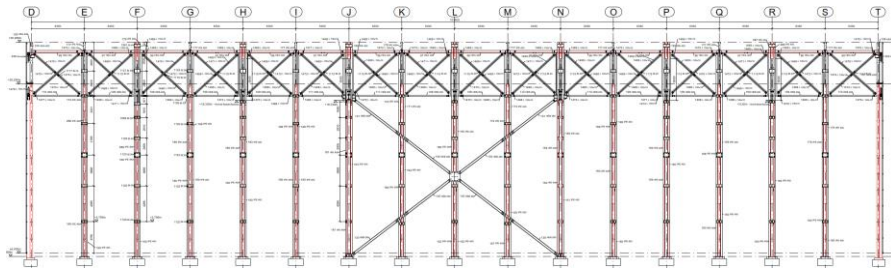
3.7. ST09-1 – Verstärkung Binder Unterquert Pos. B2

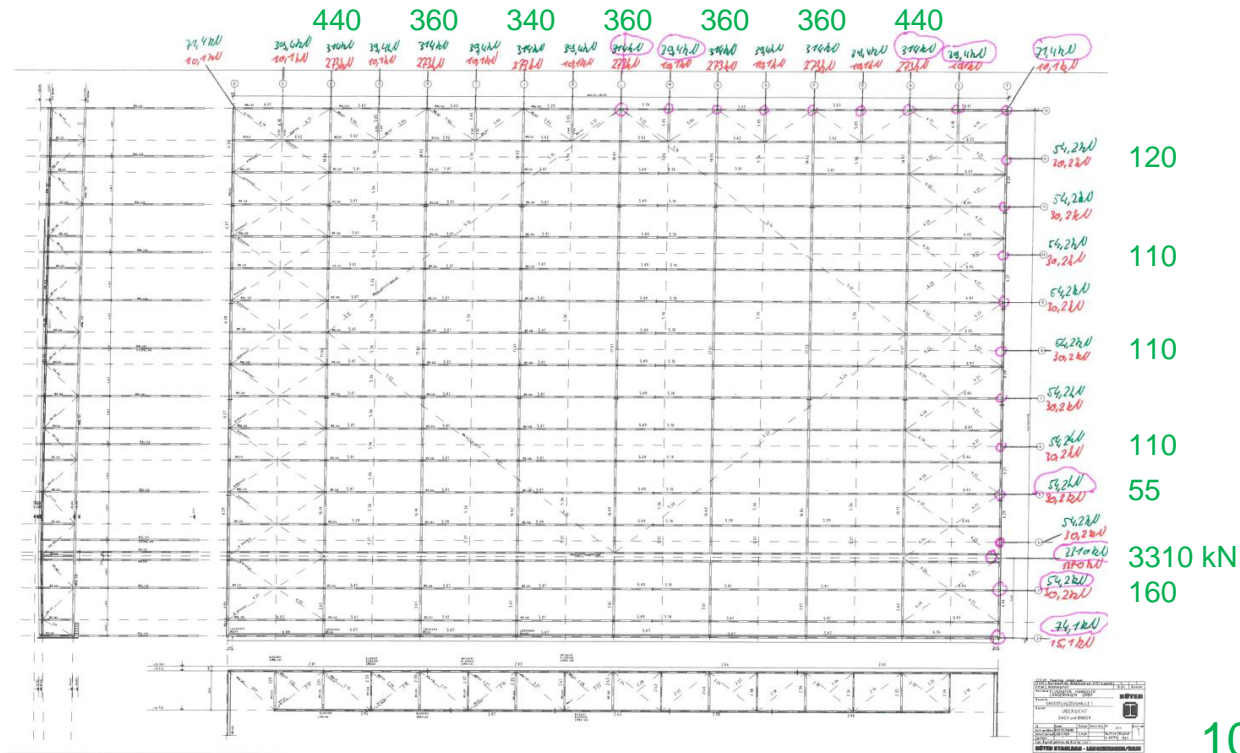
Ausführung gemäß Vorgabe grbv Ingenieure





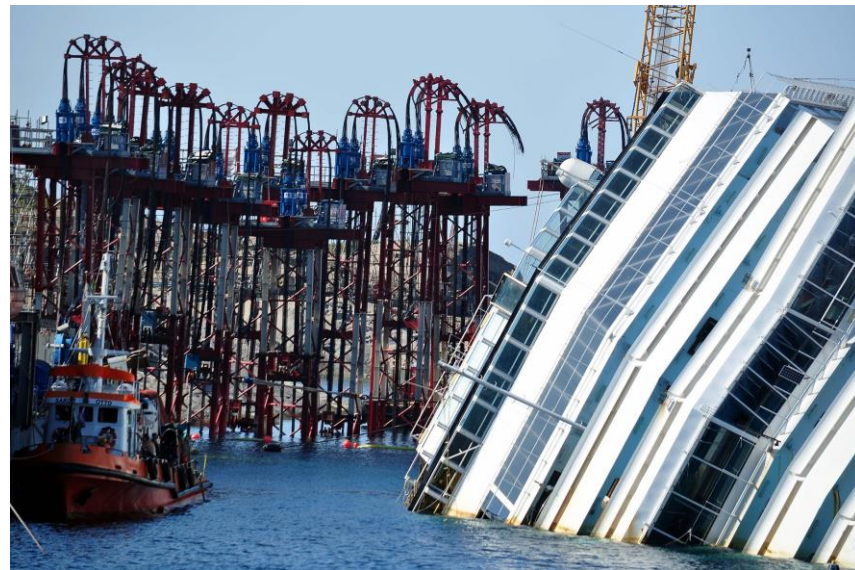
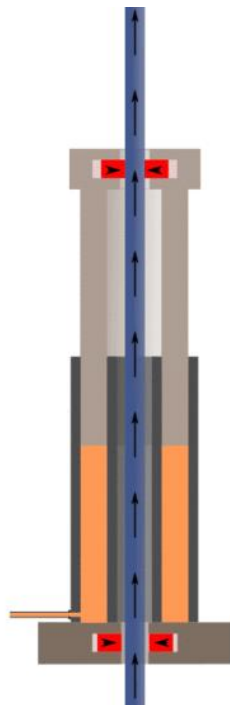


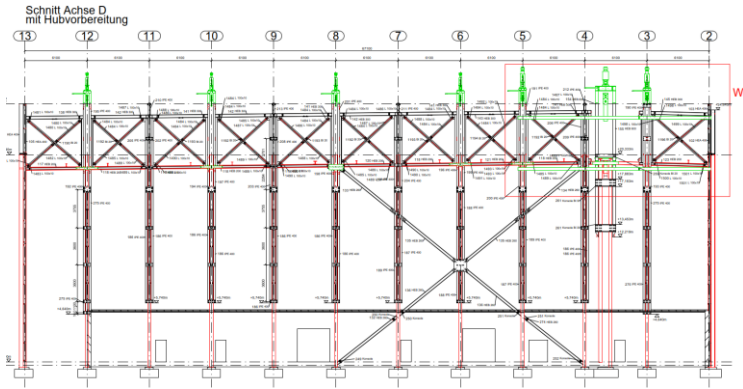




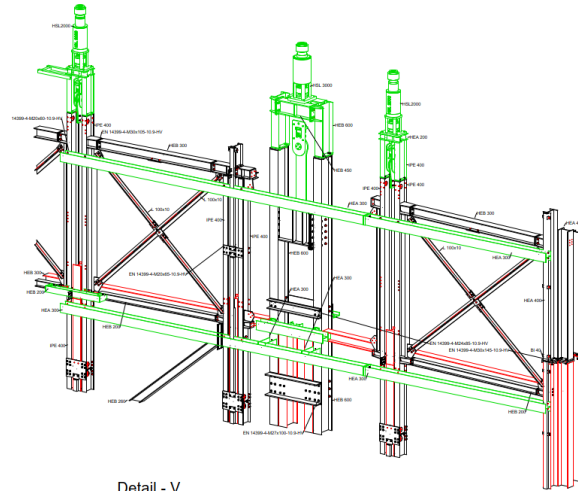
1 ständige Lasten

10.630 kN
1.063 to

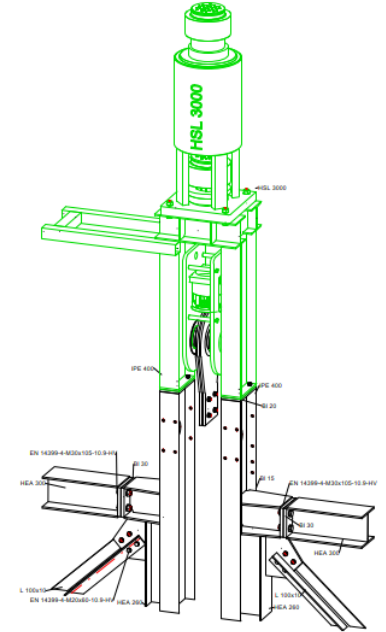




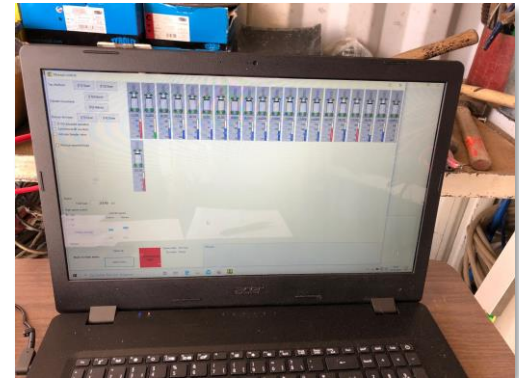
Detail - w
(1:50)



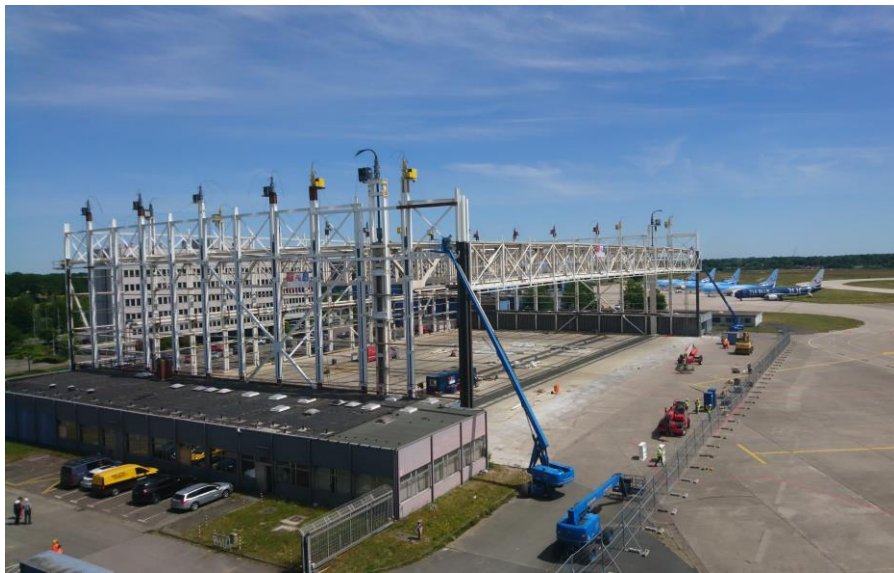
Detail - V
(1:50)













Hub 30 cm in 3 Minuten













SCHÖN, DASS SIE MIR ZUGEHÖRT HABEN!