

The West German Civil Aircraft Register from 1955 : Part Twenty-Seven

Robert Swan & Peter-Michael Gerhardt



In this instalment of the history of the West German civil aircraft register 1955-1959 we continue the review of aircraft which did not receive a certificate of registration and were not entered into the *Rollenbücher*.

D-EFAN Bü.181B-1 Bestmann 25087 Res 11/10/55
Deutscher Aero-Express, Hamburg Res Cx 08/03/56
- ex Fv 25087; to HB-USN, later OE-ABU;

D-EFEC Stark Turbulent D 145 Res 10/12/59
- not built Res canx 02/11/65

D-EFEW Klemm Kl.107B 107 Res 20/01/58
Res canx 30/06/59
- ff 09/03/59 at Nabern, CofA for export to Sweden 15/03/59; to SE-CHE, later OY-DDV; wfu 04/12/72 and scrapped

D-EFIW Klemm Kl.107B 108 Res 20/10/58
Res canx 11/02/59
- registered as D-EKAT as

D-EFOC Stark Turbulent D 146 Res 10/12/59
- not built Res canx 02/11/65

D-EFOR Auster J/5P Autocar 3191 Res 08/10/55
Aviawest Ludwigsburg c/o Hans Pfab
- new; ntu; registered 15/06/56 as G-AOHF, later EI-AJH, G-AOHF, VH-EDF

Above: D-HEDI was the prototype Borgward BFK1 Kolibri helicopter. It flew between 1958 and 1961 but the project was abandoned when the German Army declined to support it. (via PMG)

D-EFUC Stark Turbulent D 147 Res 10/12/59
- not built Res canx 02/11/65

D-EFUT Aero 45S Super 51186 Res 10/04/56
Aviawest Ludwigsburg c/o Hans Pfab Res canx 08/03/57
- built from parts by SPP as OK-INB; ex HB-EKN ntu; not imported; reverted to OK-INB, F-BKGY, G-ASY, N145SA

D-EFYN DH.82A Tiger Moth 85436 Res 21/11/55
Farbenfabriken Bayer AG, for operation by Luftsportclub Bayer Leverkusen
- ex G-AOEA, DE428; Permit 22/11/55; Crashed 06/12/55 at Ostende in unpowered take-off while on delivery from UK

D-EFYX Dornier Do.27A-2 2005 Res 1958
Res canx 20/02/58
- export certificate 20/02/58; exported as SAAF 5431, delivered by sea and arrived 21/03/58; Crashed 12/03/62 at Belfast, East Transvaal

D-EGAC Bü.181B-1 Bestmann 25001 Res 08/12/58
Herr Rennecke/Deutscher Aero-Express, Hamburg Res canx 03/11/65
- first aircraft licence-built by Hägglund & Söner AB; ex Fv 25001; not taken up, believed used for spares for the other refurbishments at Hamburg and later repairs

Left: Tiger Moth D-EFYN at Croydon on 10/11/55 with Rollasons hangar in the background. It crashed at Ostende on its delivery flight to Germany. (P. Clifton via PMG)

Below: Do.27 D-EFYX after delivery as SAAF5431 at Johannesburg-Rand on 30/06/61. (P.R. Keating via PMG)





Above: Laister-Kaufmann LK-10A D-EGOD, still marked as D-3006 despite already being motorised, at Bremen with Jan Eilers as pilot.

Right: D-EGIH was the prototype Raab Motor-Krähle c/n V-1 which later became D-KGIH.

D-EGAS Nord N.1203 Norécrin II 310 Res 03/07/56
 Arthur Frey, Marburg Res canx 03/11/65
 - ex HB-DAL; Permit issued 09/07/56; flown on Permit for some years, last noted July 1963; never fully registered, fate unknown

D-EGAZ Raab Krähe II V-3 Res 06/01/59
 G.Bauer, Feucht
 - re-registered **D-KGAZ** on 02/12/59; see below

D-EGEC Bü.181B-1 Bestmann 25002 Res 08/12/58
 Herr Rennecke/Deutscher Aero-Express, Hamburg Res canx 03/11/65
 - licence-built by Hägglund & Söner AB; ex Fv 25002; believed used for spares for the other refurbishments at Hamburg and later repairs

D-EGES Rhein Flugzeugbau RW3-C90 Multoplan V-4, later 091 Res 10/04/58 Res canx 05/11/65
 - Permit issued 03/07/58, expired 15/01/59; fate unknown

D-EGIC Bü.181B-1 Bestmann 25009 Res 08/12/58
 Herr Rennecke/Deutscher Aero-Express, Hamburg Res canx 03/11/65
 - licence-built by Hägglund & Söner AB; ex Fv 25009; believed used for spares for the other refurbishments at Hamburg and later repairs

D-EGIH Raab Motor-Krähle V-1 Res 22/06/57
 - Permit issued 22/06/57; re-registered **D-KGIH** on 02/12/59; see below

D-EGOD Laister-Kaufmann LK-10A 110 Res 04/09/56
 - 2-seat glider built in USA in 1945 (reg unknown), ex D-3006, converted by Jan Eilers at Bremen with 400 cc Lloyd car engine, not self-launchable; single-seater now, Permit issued 04/09/56, at first flown at Oerlinghausen, later in Segelflugschule Juist, named "Robinson"



(although because of the engine noise the nickname "electric razor" was known), 1958 moved to Jever Air Base. Permit expired 26/10/58. **D-KGOD** reserved on 22/12/59 but not used, not flown as such.

D-EHOP see **D-KHOP** below

D-EHUK see **D-KHUK** below

D-EJAL Himmelheiber Milan GS-5 01 (or V-1) Res 29/10/55
 Dipl.-Ing. M.Himmelheiber of Baiersbronn. Designed by the former NASA engineer Graf von Saurma-Jeltsch, built by Himmelheiber with a 70 HP Porsche car engine, permit to fly issued 29/10/55 and flown at Stuttgart, Res canx 16/06/56, wfu due to insufficient performance

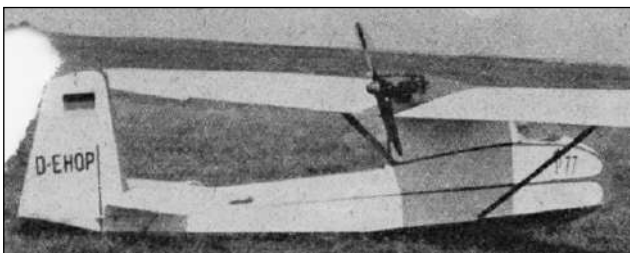
D-EKAT Klemm Kl.107B 103 Res 04/08/58
 ex (D-ENYX); f/f as **D-EKOD** on 16/12/58 without knowledge of LBA and not having a permit to fly, see below:

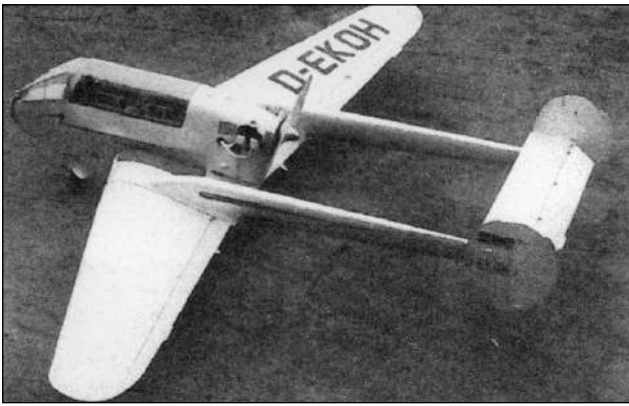
D-EKOD Klemm Kl.107B 103 Res 11/02/59
 ex (D-EKAT), (D-ENYX), see above (D-EKOD was intended for c/n 105), Permit to fly issued 18/12/58, see **CofR IV/102**

Left: D-EJAL was the unique Himmelheiber Milan GS-5, seen in a hangar at Stuttgart during 1956.

Below Left: D-EHOP was the sole Sterz P77. It first flew in April 1957 and was re-registered D-KHOP in July 1959.

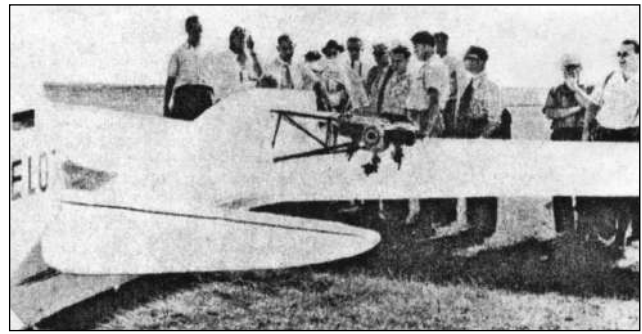
Below: D-EHUK was the prototype Scheibe SF-24A Motorspatz c/n V-1. It first flew in August 1957 was re-registered D-KHUK in August 1959. It was later fully registered in April 1961.





Above: D-EKOH was the sole Burgfalke M150 Schulmeister c/n V-1, rebuilt from the 1940-vintage Meindl-Van Nes A XV D-ECAB.

Above Right: D-ELOP was the unique Obermeier Illerfalke powered glider. Re-registered as D-KLOP, it remained active on Permit until 1986 but was never fully registered. Note the unusual positioning of the engine!



D-EKOH Burgfalke M150 Schulmeister V-1 Res 06/09/57
 Flugzeugbau Burgfalke c/o Martin J.Dahmen of Burglengenfeld
 Developed from the Meindl-Van Nes A XV (or A15), which had its f/f as D-ECAB at Wiener Neustadt, Austria on 23/09/40. Fuselage, wings and tail were built by Josef Bitz at Augsburg-Haunstetten in 1957. Permit to fly issued 12/09/57. En route Nürnberg - Regensburg on 07/05/58 had an accident (an engine baffle came loose and hit the propellor, then the wing and one tail boom). No further damage and no casualty in forced landing at Oberferrieden near Nürnberg. Not repaired. Canx 19/11/65.

D-EKYQ Fischer RW3-P75 023 Res 18/05/60
 - not built Res canx 16/11/65

D-EKYT see **D-KKYT** below

D-ELOP see **D-KLOP** below

D-ELUL Fischer RW3-P75 010 Res 01/07/58
 - reservation changed to **D-ELYV** 21/04/59, see below

D-ELYV Fischer RW3-P75 010
 - ex (D-ELUL). CofA for export to USA issued 30/05/59, to N4949E. Crashed 06/04/69 at Morrilton, AR.

D-EMIS Wimmer R-110 V-1 Res 19/06/57
 Maschinenfabrik Otto Wimmer of Sulzbach/Inn.
 Designed by Wilhelm van Neer and Ulrich Meindl at Klagenfurt. Construction began at Maiernigg, Kärnten, Austria in the early 1950s when the British occupation force had strictly forbidden it, therefore transferred to Caproni at Trento, Italy and after 1955/56 to Wimmer. Permit to fly issued 17/07/59, f/f at Passau-Kohlbruck (date unknown). Destroyed there when undercarriage retracted while taxiing after landing 29/09/59. Canx 26/01/66 as "project abandoned".

D-ENEZ Stark Turbulent D 126 Res 03/10/58
 CofA for export to Denmark issued 08/59, cancelled 11/09/59, registered as OY-AMI 08/09/59, later SE-CMW, destroyed at Torsby in 1962

D-ENIZ Stark Turbulent D 127 Res 03/10/58
 CofA for export to Denmark issued 08/59, cancelled 1959, registered as OY-EAS 30/10/59, later SE-COM, destroyed at Visingsö on 31/07/66

D-ENUG Zlin 381 376 Res 19/06/59
 W.Borkmann, ex OK-DRX, Permit issued 24/06/59 for ferry from Viechtach to Braunschweig, dismantled there and stored due to ownership dispute; intended for H.W.Sonnenberg and F.P.Wohlfromm at

Right: D-ENEZ was used as a test/export registration for Stark Turbulent c/n 126 exported as OY-AMI. The photo is from *Aeroplane Journal* dated 25/09/59.

Rendsburg, but instead Borkmann delivered D-ENUV c/n 174 to them (see below). A court concluded on 23/03/63 that c/n 376 (D-ENUG) was also the legal property of the club, which now had 2 Czech Bestmann aircraft (for 4 months). After D-ENUV's accident on 23/07/63 the club made D-ENUG airworthy, received a Permit on 16/04/64, and it was registered on 20/04/64 to Sonnenberg & Wohlfromm as CofR 2031. Ownership transferred to Aero-Club Rendsburg eV, crashed at Rendsburg 10/07/66, cancelled on 12/07/66.

D-ENUV Zlin 381 174 Res 08/10/59
 Aircraft G.Krautheim Nürnberg.

- ex OK-BDF. Sold to Sonnenberg & Wohlfromm via W.Borkmann in 1959, Rgd to Aero-Club Rendsburg on 12/11/59, **CofR V/127**, new **CofR 990** issued on 08/11/60, crashed at Wilhelmshaven on 23/07/63, cancelled 01/11/63.

D-ENUZ Stark Turbulent D 128 Res 03/10/58
 Ntu, became **D-ENEZ** - see **CofR V/094**

D-ENYP Stark Turbulent D 150 Res 10/12/59
 not built, reservation cancelled 02/11/65

D-ENYR Dornier Do.27A-1 27-1003-326 Res 19/05/59
 Aerodynamische Versuchsanstalt Göttingen.
 Became **D-EBOW** - see **CofR V/096**

D-ENYX Klemm Kl.107B 103 Res 26/06/58
 Res Cx 04/08/58
 - registration changed to **D-EKAT** prior to first flight

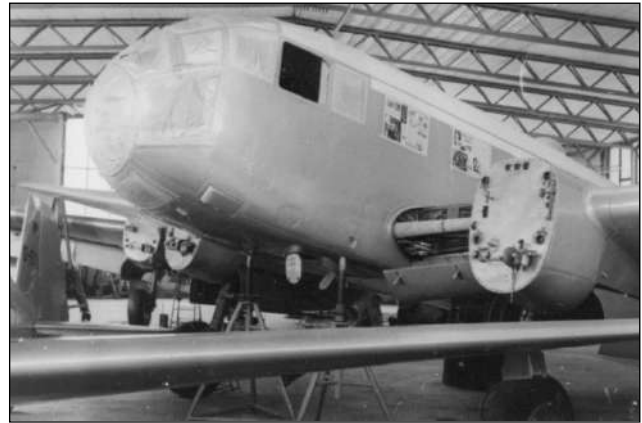
D-ENYX Stark Turbulent D 130 Res 03/10/58
 - CofA for export to Denmark issued 10/59, registered as OY-EAA 18/03/60, later LN-AET

D-ENYZ Stark Turbulent D 129 Res 03/10/58
 - to USA as N6550D, reservation cancelled 07/03/66

D-GENI Ringflügler B24A V-1 Res 05/02/59
 Magnet-Binder, Abteilung F at Villingen, under construction by Schemp-Hirth at Nabern with Continental C-90 engines. Not completed.

D-HEDI Borgward BFK1 Kolibri V-1 101 Res 07/06/56
 Prof. Henrich Focke, Bremen
 Constructed by Borgward car company beginning 01/08/56 and Permit issued 20/06/58 (fitted with a Lycoming VO-435 engine), first flight at Bremen airport 08/07/58, last flight 07/03/61. The German Army was not interested (preferring Bell 47 and Alouette helicopters). Borgward car company went bankrupt in 09/61. The aircraft was broken up, some parts remain in the Hubschrauber Museum at Bückeberg.





Above & Right: Three photos of Aero LC103A D-IBOC undergoing maintenance at Egelsbach on 23 Jan 1958, and (lower right) being painted there on 18 Mar 1958. Despite all this extensive work, the aircraft was never registered. (PMG)

D-HOCI Bristol 171 Sycamore 52 13501 Res 12/11/59
Deutsche Forschungsanstalt für Luftfahrt (DFL), Braunschweig
ex Luftwaffe CC+068, G-18-174 (unconfirmed), f/f 08/12/58, leased by DFL for research work (evaluation of survey tools, dropping of dummies, liaison flights), Permit issued 06/12/60, on the following day one rotorblade was damaged by a van at Braunschweig; cancelled 18/11/65, returned to Luftwaffe (as LB+104?), to GD+104 07/11/66, to 78+36 on 13/11/67, soc on 17/07/70, went to Braunschweig fire brigade, last seen hangared there in 09/71, fate unknown.

D-IBOC Aero LC103A 626 Res 27/09/57
Autohage Ludwig Kühn, Egelsbach
ex Czech Air Force, Siebel Si.204D-1 aircraft licence-built in Czechoslovakia, Permit issued 30/10/57 in advance for case of refurbishment (see photo), destined for Intraco of München 27/12/57, overhaul not completed; sold to Konrad Elsässer of Stuttgart 29/10/60 together with D-IDEH/IDIL/IGER and many parts (for in total DM168,000). All four went to Dätwyler in Switzerland, however still not airworthy in 12/64. D-IBOC was cancelled on 23/11/66 as ntu. Broken up.



D-IBUB Aero LC103A 622 Res 30/10/57
for Autohage Ludwig Kühn, Egelsbach
ex Czech Air Force. Never delivered, remained at Prague-Kbely for possible restoration for museum use. Never seen in the museum. Cancelled in Germany 23/11/66 as ntu.

D-IDEH Aero LC103A-F107 230 Res 01/10/57
for Autohage Ludwig Kühn, Egelsbach
ex Czech Air Force VK-02 (described as D.44A as well). Permit issued 29/10/57, arrived at Egelsbach from Prague-Ruzyně in 11/57 (see photo). Destined for Aero-Courier GmbH, but not refurbished, sold to Elsässer on 29/10/60 along with D-IBOC, sharing the same fate. Cancelled 23/11/66.

D-IDIM Beech E-18S Super 18 BA-349 Res 21/04/59
Travelair GmbH (Beech dealer at Bremen) intended for Friedrich Krupp of Essen
ex N5635D. Not imported (replaced by Beech 65 c/n LC-14 D-IDIM(2)). Remained N5635D and became N872L later.

D-IGER Aero LC103A-F107 605 Res 30/10/57
Autohage Ludwig Kühn.
ex Czech Air Force, arrived at Egelsbach on 12/09/57 (apparently by ground transport). Sold to Elsässer on 29/10/60 along with the others, cancelled 23/11/66, broken up.

D-IGOL Aero LC103A 329 Res 30/10/57
for Autohage Ludwig Kühn.
ex Czech Air Force. Not imported, cancelled 23/11/66

D-IGUL Aero Commander 560E 560E-592-33 Res 16/09/57
Hary von Rautenkranz, Celle Res canx 23/11/66
ex N6251B; US CofA for export to Germany issued 27/12/57; Permit issued 30/01/58 but not used. Not collected and remained as N6251B, later HR-AKF, HR-ALR, N6215B, YV-.....

D-ILES Beech AT-11 Kansan [unknown] Res 06/11/59
Aero Exploration KG, Frankfurt.

Left: Aero LC103A D-IDEH parked outside at Egelsbach on 23 Jan 1958, awaiting its turn for attention, which it never received. (PMG)



Above: LC103A D-IGER was the third of three seen at Egelsbach on 23 Jan 1958.

Right: The Czech chief engineer posing proudly in front of LC103A D-IGER also at Egelsbach on 18 Mar 1958. (both photos PMG)

Ex N10009, 43-10438. Arrived at Frankfurt as N10009 23/11/58 and converted to calibrator in 59/60. Permit to fly 11/02/60, registered 15/07/60 as **CofR 715**. Operated as calibrator until 11/64, canx 02/07/65 as due for scrapping, however given to a children's playground at Walldorf, where destroyed totally by vandalism. Finally broken up in 05/67.

D-ILIS Beech AT-11 Kansan [unknown] Res 13/11/59
Aero ExplorationKG, Frankfurt
ex N10008, 42-37036. Arrived at Frankfurt from Gander - Keflavik - Southend as N10008 in 10/57, destined as calibration aircraft, but overhaul and installation abandoned in 08/58, broken up at Frankfurt 09/60.

D-KABA Heinkel/Hütter H30TS Greif V-1 Res 17/09/59
Erwin Allgaier Canx 17/01/67
Converted from an unflown Hütter H30 Hidalgo glassfibre glider by fitting a BMW 8025 turbine in Maschinenfabrik Allgaier at Uhingen. Permit issued 19/08/60, f/f at Göppingen US Army airfield on 20/08/60. Last permit expired 05/03/62 because of cooling problems (the jet engine was too hot for the glassfibre). The H30 and H30TS were developed into the H301 Libelle and series production was undertaken by Glasflügel.

D-EGAZ/KGAZ Raab Krähe II V-3 Res as D-EGAZ on 06/01/59
G.Bauer, Feucht



with Brändl ZB300 engine (apparently because the weight of the intended Pollmann engine was too great). It was based at Beilngries (as replacement for D-EGIH), but ntu, not flown. **D-KGAZ** reserved 02/12/59 with the 16 (or 18) HP Brändl engine and received a Permit on 03/01/61; it had however previously flown at Köln-Butzweilerhof in the World Gliding Championship during July 1960. Suffered an accident at Schärding (Austria) on 04/09/60, badly damaged, pilot severely injured. Later repaired and finally registered on 15/06/62 as **CofR 1545**. Cancelled on 01/08/62 and became OE-9002 on 09/08/62 with Union Sportfliegergruppe Schärding.

D-EGIH/KGIH Raab Krähe V-1 Res as D-EGIH on 22/06/57
Fritz Raab

Fitted with Brändl ZB250 engine, Permit issued 22/06/57. Took part in motorglider meeting at Augsburg in 1959, but wfu due to underpowered engine. **D-KGIH** reserved 02/12/59 and rebuilt by Hans Husel at Neresheim in 1961 with wings from D-KGAZ, re-engined with a 400 cc Gogomobil car engine. The engine was certified for installation on 19/07/61. Crashed on take-off on its first flight in this configuration at Bopfingen-Sandberg on 25/07/61. The aircraft had neither a permit to fly nor insurance, the pilot had no motorglider licence and was an amputee with only one arm, the airfield was not certified for powered aircraft, and there were no other people present to help. Husel launched the aircraft with a winch (the Goggo engine was running as well), but the winch had no rope release installed. The winch towed the aircraft back to the ground until impact. [A remarkable collection of errors...]

Left & Below Left: Two Beech AT-11 Kansans were imported by Aero Exploration for use as calibration aircraft. N10008 is seen at Frankfurt on 9 Oct 1957, awaiting overhaul and registration as D-ILIS. (PMG)

Below Left: N10008 in the event was not converted and is seen here on 24 Oct 1960 being broken up. (PMG)

Below: N10009 arrived a year later and was converted for use as D-ILES. (Peter Bromley via NA3T)





Above: D-KABA was the sole Heinkel/Hütter H30TS Greif c/n V-1. It was developed into the Glasflügel H301 Libelle.

Above Right: D-KHOP was the unique Sterz P77 which originally flew as D-EHOP.

Right: Similarly, Obermeier Illerfalke c/n 1 was originally registered D-ELOP and later became D-KLOP.



D-ELOP/KLOP Obermeier Illerfalke 1 Res as D-ELOP 10/10/58
Built by Alois Obermeier at Altenstadt/Iller, designed and built as a hybrid of Mü 13E and Bergfalke II/55 gliders with 20HP AVA engine. Permit issued 06/04/59, changed to **D-KLOP** on 14/09/59, based at Illertissen. Type certificate no. L-604 was issued, but never led to full registry despite engine upgrade to 42HP. Last permit issued 28/04/86, expired after 3 months at Illertissen.

D-EGOD/D-KGOD - see **D-EGOD** above

D-EHOP/KHOP Sterz P77 1 Res as D-EHOP 20/03/57
designed by Horst Sterz with 25HP AVA engine, built by Augsburgener Verein für Luftsport from 1953-57. F/f as D-EHOP 20/04/57 and Permit issued to Segelfluggruppe "Günther Groenhoff". Permit as D-KHOP issued on 14/07/59. Took part in the meeting at Augsburg 1959, advertising for "Augustus Kaffee". Last permit expired on 07/09/62. Later sold to Hermann Jacob, who intended a proper registration, but failed. Fate unknown.

D-EHUK/KHUK Scheibe SF-24A Motorspatz V-1 (c/n 4001)
Res as D-EHUK 13/08/57
Scheibe Flugzeugbau GmbH, Dachau
Permit issued 24/08/57. Powered by Brändl TB300. Took part in the meeting at Augsburg 1959, named "Sputnik". Permit as **D-KHUK** issued 19/08/59. Fully registered on 28/04/61 as **CofR 1150** for Fliegergruppe Kornwestheim. The club interpreted the registration as standing for "das Flugzeug, das keucht, hustet und kotzt" - aircraft that pants, coughs and vomits). Based at Ludwigsburg USArmy Airfield until sale to Erich Schneider of München 08/68, cx 27/06/73 as wfu elsewhere. Apparently stored for 45 years. Res again on 13/06/18 (still valid 11/20). We appreciate its likely reappearance!

D-EKYT/KKYT Raab Motor-Krähe V-2 Res as D-EKYT 07/08/58
Application by Fliegerclub Roth eV on 27/07/58.
Permit issued on 27/10/58 quoting engine Pollmann-HEPU-KFM 40/3500. Permit changed to **D-KKYT** on 24/07/59 for Luftsportgruppe Amberg. Permit expired 29/12/59. Wfu at Amberg and cancelled 17/01/67.

Below: The end of the unregistered Turbulent built by Josef Halbeis, crashing after an unplanned take-off at Burgheim on 28 Sep 1958.



D-LEDA Prall-Luftschiff Simon Si 5 L-9000 Res 29/02/56
Albert Simon and partners of Sonthofen
Fuselage and tail built by Schempp-Hirth OHG at Kirchheim/Teck, covering by Ballonfabrik Augsburg, engine by 215HP Franklin. Destined for Leonard Monheim c/o Trumpf-Schokoladefabrik GmbH at Aachen. First flight at Stuttgart on 01/12/56 without Permit (advertising "Trumpf Pralinen"). Damaged beyond repair by storm at Stuttgart on 21/06/57. Cancelled upon request on 16/09/57 ("will not be repaired").

D-LEMO Prall-Luftschiff PL4360A ZW 01-V
built by Metallwerk Friedrichshafen GmbH and Ballonfabrik Augsburg as replacement for D-LEDA upon a Goodyear licence, type certificate no. L-9002, two 185HP Warner Scarab engines. Permit 12/07/58. first flight at Stuttgart 17/07/58. Later fully registered on 27/09/60 as **CofR 928**. Canx 29/05/72 as wfu. Envelope lost too much gas over the time, cause never found, dismantled at Essen (control car and tail section last noted there 04/80).

[unregd] Kolbenstetter Kolibri c/n unknown,
never reserved
designed and built by Wilhelm Kolbenstetter without knowledge of authorities, 1-seat aircraft with closed cabin and Volkswagen engine, had no pilot's licence or flying experience and took off with it at Ansbach on grass (no airfield) on 07/08/55. Crashed from 20 metres height when wings broke off while turning, severely injured.

[unregd] Halbeis (Druine) Turbulent no c/n
never reserved
Josef Halbeis had bought plans from Roger Druine via Walter Zuerl c/o "Aero" and had built the aircraft (not identical with Stark Turbulent D) without knowledge of authorities. He was glider pilot only and had amateur-built several gliders already. After oil change of engine undertook a taxiing trial only at Burgheim on 28/09/58. At that time gliding site only, not licensed for motorized aircraft. Suddenly was airborne but crashed when turning back too steeply. Severely injured.

All photos via PMG - Peter-Michael Gerhardt - unless otherwise indicated

This series documenting the histories of German Civil Aircraft from 1955-1959 will conclude with Part 28. Additions and amendments to the editor, please.