

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

Robert Swan & Peter-Michael Gerhardt



We had intended Part 27 to be the concluding instalment of the history of the West German civil aircraft register 1955-1959, but new research has revealed additional aircraft which did not receive a certificate of registration and were not entered into the *Rollenbücher*. Part 28 will thus now be the final part of this saga.

D-EGOL Pützer-Horten Ho 33 V-2 (001) res 20/09/55
Alfons Pützer KG, Bonn.

Second prototype of the all-wing aircraft designed by Walter Horten 1953-54 from the wartime powered glider Horten Ho III d/e and built by Pützer after Ho 33 V-1 D-EJUS (see below), initially with 65HP and later converted with 75 HP Porsche engine. Earlier than the other (which flew as a glider at first) it received a Permit to fly on 06/07/56. Suffered damage taxiing at Bonn in 06/57 (owner and operator being LSV Bonn at the time). The wings went to Fa.Frosch at Lutherbeck near Unna. Central fuselage to Rüdiger von Elm. Remaining parts used to rebuild D-EJUS as engineless hybrid in the museum at Wasserkuppe.

D-EGUB Pützer Dohle (c/n unknown) res 1956
Alfons Pützer KG, Bonn.

Below: Horten Ho 33 V-2 D-EGOL at Hangelar in 1956 with Bruno Weber in the back seat and Alfons Pützer at the left. (HDS)

Below Right: D-EGOL in flight in 1956. (Klaus Kruber via HDS)



Above: Nord 1002 c/n 163, reserved as D-EHUX but not taken up and later D-EOAR, exhibited at Stuttgart airport terrace on 12 Jun 2009 with fantasy registration "D-EFAG" (Dave Harris via ABPIC)

Developed in cooperation with Institut für Triebwerksmechanik of Aachen University (Prof.Lürenbaum) and Deutsche Versuchsanstalt für Luftfahrt (DVL) as proof-of-concept prototype of a powered glider with pusher propellor in the tail. The aircraft used was a new Doppelraab VI glider with a 13HP 400cc 2-stroke Lloyd car engine in place of the back-seat. Permit to fly date unknown. F/f happened at Bonn in 01/57. The aircraft was underpowered, thus not self-launching always, and suffered vibrations of the long driving shaft. Abandoned on 09/01/60 in favour of the Pützer MS60/65 (D-KACO). Fate unknown.

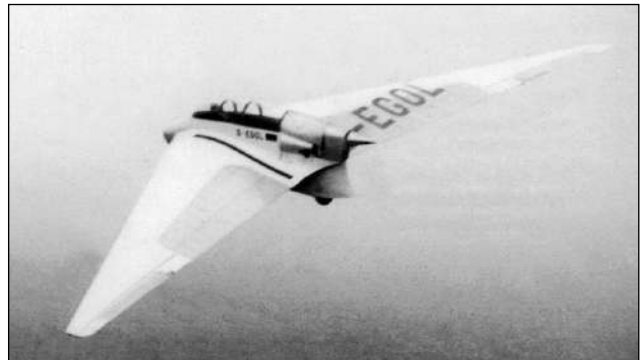
D-EGYC Bücker Bü 181B-1 (25090) res 12/58 (08/12/58?)
R.P.Rennecke/DAE, Hamburg.

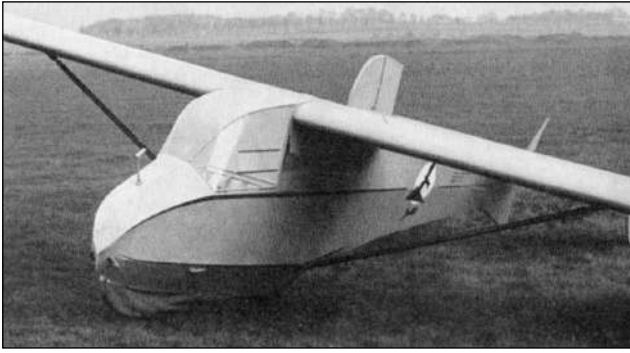
Ex Fv 25090. Imported and salvaged for parts for the many other examples of the type registered at this time. Broken up prior to 1962.

D-EGYX Klemm Kl 107B (119) res 10/02/59
Apparatebau Nabern.

f/f 21/08/59, h/o 27/08/59 (DM37,000), 28/08/59 approved for export, LTZfdA to Sweden 09/59, 01/10/59 registered as SE-CHI. 11/04/64 crashed during start from Baksjöns island (Vilhelmina). The three passengers on board were killed (pilot Isaksson). Took off from a frozen lake. TT1147. Cancelled 26/10/64.

D-EGYX(2) FW-Piaggio FWP149D (100) res 09/11/59.
Deutsche Lufthansa AG (Fliegerschule Bremen)





Above and Right: Three images of the experimental Pützer Dohle D-EGUB all taken at Bonn-Hangelar in 1957 Moraa's in background Hangelar 1957 (above from a magazine via PMG, others HDS)

ex AS+441. Not taken over (for joint civil-military flying school). Became SC+404, SB+214, 90+81, D-EFNS. Crashed 01/08/82 at Soest

D-EHAT Klemm KI 35 (1711) res 06/04/56

Metallverarbeitungs-Werkstätten Hegnabrunn.

Ex SE-AKH (rgd on 23/02/40), Fv 5080 (impressed as model Sk15A during war), SE-AKH (canx 28/02/58). Apparently existed in Germany in 1958, but never flown. Wings and other parts sold by Lars de Jonge to California in 1976, used as spares for c/n 1979 N505Q (ex SE-BGD). Reservation as D-EHAT cancelled 1965.

D-EHIN Dornier Do 27A-1 (27-1003-229) res 14/05/58

Dornier-Werke, Oberpfaffenhofen.

Leased from Ministry of Defense, ex Luftwaffe model Do 27H-1 (or H-2) with high-altitude engine Lycoming GSO-480-B1B6, ex-reg unknown). Permit to fly issued 09/12/59 after reconversion to model Do 27A-1. Permit expired 08/04/60. Returned to Luftwaffe 03/11/65. Became YA+906, 55+82, wfu 12/10/70, for a while instructional airframe with LwDplnstGp2, sold by government 03/73 at Wunstorf, roaded to Kiewit, Belgium 29/06/73 as "wreck".

D-EHIV Pützer SR57 Bussard WH (1) res 19/12/58

Alfons Pützer KG as Bussard 1

f/f 02/59 with Klaus Gruber from Köln-Bonn/Wahn airfield with Continental C90-12F engine; 02/59 evaluation by FVA RWTH Aachen; first Permit to fly 1962 (all previous flights were illegal); 1962 conversion to Lycoming O-320 engine and ring propeller unit; 06/12/62 f/f with ring propeller as Bussard 2; 22/03/63 Permit for development contract by



BMVg; 10/64 wfu; fuselage stored in Hangelar; 1970/71 conversion to front-pull propeller by Oskar Ursinius Vereinigung/Walter Horten ; 04/71 fully regd with CofA 5449 for Walter Horten and Otto Kleist as Bussard 3; 02/72 Kleist only; 27/06/77 cancelled; destroyed by hangar fire

D-EHIW Jodel D9 Bébé (136) res 19/10/59

Herr Kössler, (Saarbrücken).

ex F-PFBD. Bought for frs 250.000. Ntu. Sold to Herr Werner, (Ottweiler) on 21.04.66. **D-EKHA** later.

D-EHOD Fairchild M-62A Cornell (no c/n, "43-36256") res 14/08/56

Autohage, Egelsbach.

Ex PT-26B-FE 43-36256 > RAF FZ206 > RCAF 10759 > RNoAF 209 > LN-BFH. Built by Fleet at Fort Erie, Canada for RCAF for use as Cornell III. Bought by Pracht at Egelsbach with 2 others (PT-19 D-EGOM and PT-26 D-EJAM) from Fjellfly at Drammen for resale. NTU and used for spares for D-EJAM. Cancelled 22/01/63.

D-EHOR Luscombe 8E Silvaire (5650) res 24.05.58

Hezinger, Stuttgart.

ex N2923K. NTU. Stored in Stuttgart City. Cancelled 10/11/65. Then sold to Gerhard Hendrich, (Obererlenbach) and seen at Egelsbach in Röder's workshop on 24/08/66, white/red/unrgd (D-EHOR under wing). See photo taken as such on 01/03/67. Became **D-EMMF** later, **CofR 4023**.

D-EHPU Piel CP301A Emeraude (c/n unknown) res date unknown

Destroyed by fire at Karlsruhe-Forchheim, no further info

Left: Pützer SR 57 Bussard V1 D-EHIV in its original configuration at Köln-Wahn in 1959. (Klaus Kruber via HDS)

Below Left: Pützer SR 57 Bussard V1 D-EHIV now with ring tail at Pützer workshop in Bonn in 1963 (Klaus Kruber via HDS)

Below: Pützer SR 57 Bussard V1 D-EHIV after conversion to nose propeller in 1971. (Pletschacher via HDS)





D-EHUR Jodel D9 or D92 Bébé (Bauplan Nr. 211, envisaged c/n believed to be AB21) res 31.05.58
Rudolf Feichtner, Ruhpolding.
Was under amateur construction since 07/53, Feichtner died on 05/04/63. Not completed.

D-EHUW Piaggio FWP149D (101) res 09/11/59
Deutsche Lufthansa (Fliegerschule Bremen)
ex AS+403. Not taken over (for joint Lufthansa/Luftwaffe pilot school). 59/60 went to LwGrpS as ND+103 and used by fighter wing JG74, later 90+82, D-EFYZ(2).

D-EHUX Nord N1002 Pingouin (163) res 10/06/58
G.Kühn, (Berlin).
Ex HB-OAR. Not imported. Remained as HB-OAR, later D-EOAR, D-EACS, "D-EFAG".

D-EHYB de Havilland D.H.82A Tiger Moth (3375) res 15.10.57
Overseas Motor Sales GmbH, (Frankfurt)
ex G-ADHV > BB375 > G-ANBV. Last owner was Overseas Aviation Ltd., Croydon. Not imported. Reservation cancelled 31/01/58. Repainted as G-ANBV in 05/58 after uncertainty and went to Hilversum, now fitted with the enlarged Dutch tail. Cancelled 02/06/64 as sold to Canary Islands. Fate not traced.

D-EHYL Beech 35 Bonanza (c/n unknown) res 1956
Pracht, Egelsbach
Sold to Switzerland on 19/11/56. Could had been c/n D-4515 HB-EGN (later D-ECYM).



Left: Luscombe 8E Silvaire c/n 5650 D-EHOR at Egelsbach on 16 Nov 1966, still marked D-EHOR beneath left wing. (PMG)

D-EJAR Zlin 226T Trener 6 (45) res 25/09/57
Autohage Egelsbach
ex OK-KNQ. Arrived at Egelsbach as OK-KNQ in 2ndQ57. Permit to fly issued to Willy R.Rudolph 23/10/57, op. by Deutsche Reklameflug Christa Vollhardt, base Egelsbach, used for banner towing. w/o at Darmstadt on 12/01/58 on a demonstration flight. The pilot K.Müller was demonstrating aerobatics to the passenger. Pilot injured, passenger (owner W.R.Rudolph) killed.

D-EJAS Fischer RW3A-1 (V-1) res 02/02/56
Hans-O."Hanno" Fischer (of Rhein-West-Flug)
f/f 07/09/55 at Köln-Bonn (without registration, piloted by Fischer). Proof of concept prototype for engine (at first model Nelson) in the centre of gravity and push propeller within a tail slit. Metal wings with textile over it. Permit to fly 14/02/56 (with Porsche engine now?). w/o 11/06/56 on landing at Köln-Bonn after aerial demonstrations over Bonn in glider configuration. Intended to take part in Deutschlandflug rally 1956 as "H4" but did not take part because of crash landing. Remains used for static strength tests for the type certification later (avoiding building a non-flying prototype).

D-EJED Weiss Jodel D9 Bébé (AB16) res 20/08/58
Nitzsche (for Knörnschild & Peschel of Heidenheim)
Amateur construction began in 05/54 by Herr Weiss at Erding. Not completed. Cancelled 1970.

D-EJEM Cessna 170 (c/n not quoted) res 09/04/57
Herr Koch, (West Berlin)
Not imported. Cancelled 12/11/65.

D-EJIK Klemm KI 107B (122) res 10/02/59
Apparatebau Nabern
Permit to fly 14/10/59 and f/f at Nabern on same day. CofA for export to Sweden 01/60. h/o 07.02.60. Temp. rgn as SE-CPC to Kommanditbolaget Sveli-Flyg c/o Inga-Greta Lindberg, (Ersmark) 08/03/60. Damaged in forced landing 31/05/60 50km NE of Kiruna . On 29/01/64 it was declared as not airworthy for three years; cancelled in Germany 12/11/65.

D-EJOM de Havilland D.H.87B Hornet Moth (8091) res 05/57
Franz Morat, Freiburg
ex G-ADSK > AV952 > G-ADSK > AP-AES. The latter belonged to Richard Loose, a German at Lahore in Pakistan in 1956. German Permit to fly issued 05/57 for delivery to Germany, a real adventure at that time, but the flight ended at Stapleford on 13/05/57, where Morat sold it to Herts & Essex Aero-Club Ltd in exchange for Tiger Moth c/n 84717 G-AIDT/D-EJOM(2) (see **CofR III/140**). Restored as G-ADSK on 01/08/58.

D-EJON Stark Turbulent DV-1 (101) res 26.07.56
Stark Flugzeugbau, Minden
f/f at Minden 20/07/56 (unrgd), Permit to fly issued 27/07/56, w/o at Bielefeld 02/11/56. Pilot Theodor Linnemann severely injured. TT75 hours. Rebuilt as D-EJON(2).

D-EJON(2) Stark Turbulent DV-2 (102) res 57
Stark Flugzeugbau, Minden
ex D-EJON(1). Permit to fly 18/03/57. Took part in Deutschlandflug rally 57 as "T9" for Aero-Club Osnabrück. w/o Vörden 13/11/57.

Above Left: Zlin 226T Trener 6 c/n 45 D-EJAR in front of hangar and "C" bureau at Egelsbach on 30/06/57 as OK-KNQ (PMG)

Left: The wreckage of Zlin 226T D-EJAR at Egelsbach on 23/01/58 having crashed there on 12/01/58. (via PMG)

Below: Fischer RW3A-1 V-1 D-EJAS with Hanno Fischer at the controls at Hangelar in 1956. (HDS)





D-EJUC Aero 45S (4906) res 08/09/56

Herr Nonnenberg c/o Transair Colombier
6th aircraft built as Aero 45 in 1949, ex HB-EKF. Nonnenberg was intended as "Flugbetriebsleiter" (CEO now) for Pracht at Egelsbach, bought for DM45.000. Seen at Egelsbach on 16/08/56 as HB-EKF, then on 13/12/56 as D-EJUC, but not taken over and returned to HB-EKF, where it was finally cancelled on 27/12/71.

D-EJUG Merckle LF-2 Kiebitz 501 (1) res 59

Merckle Flugzeugwerke GmbH, Oedheim
Designed by Prof. Winter of Braunschweig University. Permit to fly 30/09/59. LF means "slowly flying aircraft". f/f 01/10/59. Last permit expired 15/05/63. Broken up 1965. Cancelled 20.12.68. Remains still preserved by Braunschweig University.

D-EJUS Horten Ho 33 (V-1) res 23/03/57

FVA Aachen
See D-EGOL above. ex D-5331 as glider, then motorized with 50HP Zündapp engine. Permit to fly 26/03/57. Permit expired 26/07/57. Herr Panek in Fa. Klein told me that he had contact with the Horten brothers over decades and also with Alfons Pützer before his death ca.93. He had been building himself an ultralight all-wing 12m span aircraft at Nastätten/Taunus. Pützer had told him, that the Ho 33 did not go into series production because of too complicated (costly) production. The wings were too heavy. Wolfram Horten died in 1940), Reimar Horten in 1993 and Walter Horten on 09/12/98. Hence no future for all-wing aircraft any longer...until Lift Air revived the idea in 2019.

D-EJYG Stark Turbulent D (148) res 10/12/59

Stark Flugzeugbau.
Not built. Cancelled 02/11/65.

Below: Stark Turbulent D c/n 101 D-EJON(1), newly constructed in 1956 at Bielefeld-Windelsbleiche. (HDS)

Below Right: The wreckage of Turbulent D D-EJON at Bielefeld on 2 Nov 1956, from the accident report. (via PMG)



Above Left: Fischer RW3A-1 V-1 wearing no registration for first flight from Köln-Bonn airport 07/09/55. (HDS)

Above: D-EJAS with Hanno Fischer at the controls, 1956. (HDS)

Left: De Havilland D.H.87B Hornet Moth c/n 8091 D-EJOM at Stapleford in May 1957. (P.Clifton via PMG)

D-EJYH Stark Turbulent D (149) res 10/12/59
as D-EJYG.

D-EKAB see CofR II/094

D-EKAG Piaggio FWP149D (102) res 09/11/59

Lufthansa (Fliegerschule Bremen)
ex AS+406. Not used, returned to Lufwaffe as JB+394 on 07/04/60, later AC+436, 90+83, HB-EFW.

D-EKAP Dornier Do 27B-1 (27-1104-299) res 26/08/58

Dornier
on loan as demonstrator, ex PL+406. Permit to fly 05/09/58. Cancelled 23/09/58. Returned to German Army as PL+406, later PQ+111, QA+105, 56+27, D-EDFB.

D-EKAV Stark Turbulent D (131) res 14/02/59

Stark Flugzeugbau
CofA for export to Australia issued 11/59. To VH-UEO.

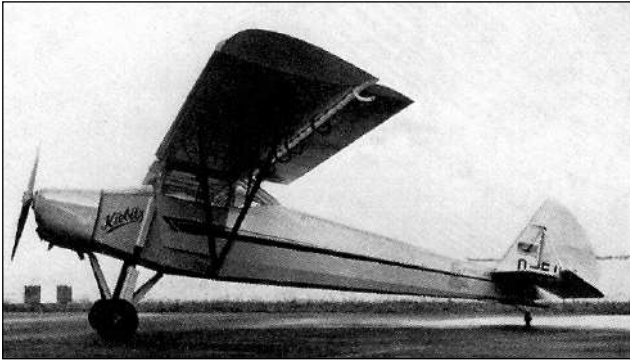
D-EKEL Auster J/5B Autocar (2912) res 20/12/55

Johann Doppelmann, (Lorsch)
ex HB-EOU. Not used by him (but Piper Cub D-EGAR instead, see I/158). Resold to Nudia Feinstrumpf, (Krefeld) on 06/03/56 but ntu as well. Later became **D-EMVD** - see **CofR III/119**.

D-EKER Dornier Do 27B (27-0202-102) res 12/09/56

Dornier
First Do 27 built at München-Neuaubing. f/f at Oberpfaffenhofen 17/10/56, Permit to fly 09/12/56. Development aircraft modified to Do 27B-1 in 1967 (c/n changed to 27-1104-0102).
w/o Herrsching on 18/06/59 after engine failure on test flight. Nosed over in forced landing in swampy farmland. Not repaired. Finally cancelled 19/11/65.





Above: Merckle LF-2 Kiebitz 501 c/n 1 D-EJUG. (Pletschacher via HDS)

Above Right: Horten Ho 33 V1 D-EJUS at Aachen-Merzbrück airfield in 1957 by the control tower which still exists. (Karl Kössler via HDS)

D-EKEV Stark Turbulent D (132) res 14/02/59
Stark Flugzeugbau
CofA for export to Switzerland 04/60. To HB-SVF. Later became D-EINU.

D-EKIB Bücker Bü 181 Bestmann (c/n unknown) res 22/02/57
Deutscher Aero-Express
Not proceeded with, presumably used for spares at Hamburg. Cancelled 22/11/65. Suggest ex-Swedish Fv25052, which was imported with many others in 1955, which were reserved on 25/01/56 in serial order. 25052 is among them between D-EJIM and D-ELES however not filed correctly by the reg office, Reservation renewal in 02/57 makes sense, but no confirmation.

D-EKIL Aero-Jodel D11A (c/n unknown) res 08/05/56
Herr Laschinsky, (Siegen)
Amateur construction not completed. Cancelled 22/11/65. Suggest c/n AB3 which is a gap in the production list that would fit.

D-EKIV Stark Turbulent D (133) res 14/02/59
Stark Flugzeugbau
CofA for export to Denmark 04/60. To OY-EAB, OY-AMB, D-ESMB, D-ETJD. D-EKIV was cancelled 19/11/65 and once more 8/70 to allow reallocation to a Do 27.

D-EKOV Stark Turbulent D (134) res 14/02/59
Stark Flugzeugbau
CofA for export to Switzerland 05/60. To HB-SVH, D-EKOV(4); Cancelled 08/70; w/o 15.05.85 Russikon

D-EKUV Stark Turbulent D (135) res 14/02/59
Stark Flugzeugbau
CofA for export to Switzerland 06/60 (and 10/60 once more). To HB-SVG, D-ETMB. Cancelled 08/70.



D-EKYB Dornier Do 27A-1 (285) res 25/07/58
Dornier (on loan from Luftwaffe for demonstration in Austria). Permit to fly 29/07/58. Cancelled 26/08/58. Returned to Luftwaffe, later SC+705; SE+527; 56+17; D-EFAZ(2); 2004 w/o.

D-EKYV Stark Turbulent D (136) res 14/02/59
Stark Flugzeugbau.
CofA for export to Denmark 10/60. To OY-EAC, w/o at Vetlanda, Sweden on 23/11/65. Cancelled 08/70.

D-ELAC Piper PA-24 Comanche (24-241) res 02/12/58
Bernhard Merswolke, (Lingen).
ex N5215P. Permit to fly 05/01/59. On delivery flight w/o on 16/01/59 en route Gander - Moncton on IFR approach to Sydney airport, Nova Scotia, Canada in very bad weather. Aircraft overloaded (too much fuel), suffered icing. Pilot killed. Merswolke then bought c/n 24-393 which became D-EBIT (permit to fly 22/01/59, see IV/127). Cancellation date unknown.

D-ELAL Fischer RW3A-2 Multoplan (006) res 01/07/58
Fischer.
Permit to fly 29/07/58 (valid until 29/11/58). Very unusually Rhein-Flugzeugbau returned this permit to the register office (LBA) on 13/01/59 (although no longer valid). RFB informed the LBA on 13/02/59 that D-ELAL/ELEL/ELIL will all be exported without export CofAs and that the marks can be cancelled). D-ELAL was cancelled on 16/02/59 upon that. Then they requested a CofA for export to Australia for 006. Internal RFB confusion? CofA issued 18/02/59. After shipment D-ELAL crashed at Goulbourn airport, NSW on 18/04/59. Pilot killed; passenger injured. The Australian authorities asked about the legal status of the German registration. The constructor RFB stated on 29/05/59, that they had exported all 3 aircraft "without registration marks"!

D-ELEL Fischer RW3-P75 (007) res 01/07/58
Fischer. CofA for export to Colombia 02.59. To HK-802, w/o 24.03.59.

D-ELEZ Stark Turbulent D (138) res 14/02/59
Stark Flugzeugbau. Not built, cancelled 08/70.

D-ELIL Fischer RW3-P75 (008) res 01/07/58
Rhein-Flugzeugbau. Permit to fly 28/01/59. CofA for export to Argentina 02/59. Cancelled 03/59. To LV-PMD, (LV-GGY later?).

Below : Dornier Do 27A-1 c/n 285 D-EFAZ, formerly D-EKYB, at Augsburg on 10 Sep 1993. (Don Hewins via ABPIC)





D-ELIZ Stark Turbulent D (139) res 14/02/59
Stark Flugzeugbau. Not built, cancelled 08/70.

D-ELOG Taylorcraft BL65 Sportsman (12-1982) res 17/5/57
Herr Dahlmann, (Kiel).
Arrived by ship in damaged state from North Carolina. Via Peschke, (Minden) sold to Wentorf (Osterode). Not repaired. Cancelled 29/11/65.

D-ELOT Klemm Kl 35D (1915) res 16/07/56
Hegnabrunn.
Ex Fv5026 > SE-BGM > HB-UXF. Not imported. Cancelled 26/11/56.

D-ELOZ Stark Turbulent D (140) res 14/02.59
Stark Flugzeugbau. Not built. Cancelled 08/70.

D-ELUF Bücker Bü 181B-1 (25004) res 08/12/58
Harold Harmssen (Import-Export, Hamburg)
ex Fv25004. Not refurbished. Used for spare parts for c/n 25102 D-EBYT. Cancelled 26/11/65.

D-ELYL Rhein-Flugzeugbau RW3-3C Passat (092) res 04.07.58
Rhein-Flugzeugbau, Mönchengladbach.
Development of Fischer RW3 aircraft. Permit to fly 11/09/58. Demonstrated at Le Bourget 27/05/61. Took part in Deutschlandflug rally as "110" (pilot H. Gomolzig). Damaged in forced landing on a test flight at Mönchengladbach 22/08/61 (propeller bearing had failed). Not repaired. Cancelled 1965.

D-EMAD Dittmar HD153A Möwe (001) res 21/03/56
Carlsen-Aero GmbH, Nabern.
c/n is as quoted by applicant, should be one of WB5 to WB9 issued for amateur construction (not all were completed). Permit to fly 08/05/56 (with Continental C-90-12F engine). Permit expired 30/09/56. Carlsen-Aero had filed for bankruptcy. The aircraft was taken over by Wolf Hirth GmbH at Nabern 11/56. Fate unknown. Cancellation date unknown.
D-EMEP Aero-Jodel D11A Club (c/n not quoted) res 03/03/59
W.Feilhauer/LSV Kreis Erkelenz eV.
Should be amateur-built AB10, not completed. Cancelled 12/01/66.

D-EMEV Piper PA-18 (18-3424) res 13/08/59
Major Schmetz in German Ministry of Defense.
ex 54-724 > AS+511 > AC+511 > CA+511. NTU, Became D-9503 instead (pseudo-civil/military reg), later CA+511, SE+540, 96+06, D-EFYK. Cancelled 08/70.

D-EMIV Piaggio FWP149D (c/n not quoted) res 13/08/59
Major Schmetz in German Ministry of Defense
c/n believed to be 097 (or 284, more likely). In any case, NTU. It could have been Nigerian NAF202 depicted in "Flight" 11/12/69. Cancelled 08.70.



Above: Rhein-Flugzeugbau RW3-3C Passat c/n 092 D-ELYL at Paris-Le Bourget Aero-Salon on 27 May 1961. (PMG)

Left: Dornier Do 27B-1 c/n 103 D-ENAT(1) - this Dornier photo was widely published in *Aeroplane/Aero/Flugwelt/Interavia/Flug-Revue* in 1957 (not to be confused with D-ENAT(2) c/n 143). (via PMG)

D-EMOC Schäuble Aero-Jodel D11A Club (AB1) res 11/10/57
Otto Schäuble and Siegfried Dolderer, Kirchheim-Hahnweide gliding site.
First of all amateur-constructions of the D11 completed 1962, regd with CofR 1615/20.08.62. w/o 22.09.77.

D-EMUX Piper J3C-65 Cub (11698) res 15/08/57
applicant unknown.
ex 43-30407, HB-OEF. Not imported. Remained as HB-OEF, w/o 17/06/70.

D-EMYP Dittmar HD156B-1 Möwe (551) res 11/03/59
H. Dittmar, (Augsburg).
Not built. cancellation date unknown.

D-EMYV Emeraude CP301 (AB401) res 04/09/59
Gunther Eheim, (Stuttgart).
However, reg was already allocated to Nord N1203 Norecrin c/n 365 on 03/08/59, which was rged as CofR 905/15.09.60. Pre-computerization mistake. Reg changed to **D-EHEW** on 17/09/59. See V/112.

D-EMYX Fischer RW3-C90 (c/n unknown) res 19/08/58
Rhein-Flugzeugbau. Not used. Cancelled 12/01/66.

D-ENAH Dornier Do 27Q-4 (2054) res 1959
Dornier. CofA for export to Sweden 12/59. To SE-COB, LN-BWI. Tie-up uncertain as according to Dornier first usage was for c/n 2060.

D-ENAH Dornier Do 27Q-4 (2060) res 18/01/60
Dornier. Became D-EANL on 11/03/60. [See above]

D-ENAT Dornier Do 27B-1 (27-0202-103) res 12/09/56
Dornier. One of the prototypes for which many pictures taken in 1956 exist, However no Permit to fly date. Only that it got its military CofR as PA+101 on 14/01/57, operated by Heeresfliegerstaffel 811 at Niedermendig Air Base. Cancelled in military register on 29/03/57 as having been a total loss. PA+101 was reallocated to c/n 114 in 1957. D-ENAT was reallocated to c/n 143, see below.

D-ENAT(2) Dornier Do 27A-1 (27-1003-143) res 10/08/57
Dornier-Werke GmbH, Oberpfaffenhofen.
Evaluation test aircraft for modifications (ski-trials, tandem-wheels etc). Permit to fly 19/08/57. Leased to Breguet/France 10/57 for 3 months. Took part in Deutschlandflug rally 1958 as "C9" (G.Fieseler/H.J.Schulz). w/o 15/09/58 on landing at Silvertta Hotel at 2000 metres altitude in Austria. c/n 143E had to been built for German military out of sequence as a replacement (see D-EHOW/EFRH).

All photos via PMG (Peter-Michael Gerhardt) and HDS (Dr Heinz Schneider) unless otherwise indicated.

This concludes the histories of German Civil Aircraft 1955-1959. Additions and amendments to the editor, please.

Left: A bonus. Details of the Wimmer R-110 D-EMIS were given in the previous instalment, and we are now able to illustrate it with a photo from a contemporary journal. (via HDS)