



Connecticut Flitzer Werke

Second Wing Completed

The Connecticut Flitzer Werke celebrated the completion of the second wing of the Morrisov machine with a staff party at the famous *Schloss Dierdersdorf Biergarten* near Berlin. Along the way we visited the old Staaken airfield in the suburbs of Germany's capital city, and dropped in to the Berlin Air Show, famous for its lineup of *Oldtimers*, and where the Morrisov machine may appear in 2010 (see the last page of this newsletter.)



Back in the Flitzer Werke, wings Three and Four are now under way, with a goal for completion by the end of June.



Flitzer - the Link with the Past - Staaken

Morrisov paid a nostalgic visit last week to Staaken airfield, at one time Berlin's main airport, its Zeppelin base and birthplace of the Flitzer. The open space was much as it had always been, the sound of the railway running along the northern edge of the field, the open countryside to the west, dark green under a brooding gray sky.

The Zeppelin sheds had long gone, but the foundations of the huge hangar in which Lufthansa Technik found its roots still remain. And at the end of GaswerkeStrasse—the now derelict Zeppelin workshops that once employed 3,000.

One could still feel the deep throb of the Maybach diesels, smell the hot oil and exhaust. And then, overhead and turning gently onto finals, a beautiful, evocative streamlined shape. Could it be—a Minimoa glider, eased skywards by a U-12 Flamingo towplane? No, it was just a seagull. And that's all that flies there today.

Morrisov visits the now derelict Zeppelin Werke at Staaken.





Upper Wings Going Together



Staaken Airfield

Staaken, a small farming village at the edge of the Berlin suburb of Spandau, was picked in 1915 as the third site for Zeppelin production in Germany. Two large airship hangars were constructed there, and the first Staaken-built Zeppelin was rolled out on 9th November, 1916. Twelve were manufactured there before the end of World War I.

At the same time Zeppelin was developing the four-engine Zeppelin-Staaken heavy bomber. Eighteen of these giant 138-ft. wingspan aircraft were built at Staaken and used regularly to bomb London.

The Armistice

With the Armistice all aircraft construction came to a halt, although the facilities at Staaken remained intact. They included the aircraft workshops and hangars designed by Ludwig (Karl) Hilberseimer, a neo-classical architect who later collaborated with Mies van der Rohe in Chicago. But by 1920, eyewitnesses reported, the disastrous effects of the Versailles Treaty were most painfully noticeable. "The once prosperous workshops, in which more than 3,000 workers earned their living, are now a dreary sight, and 200 men only can barely be kept at work on urgent tasks, mostly of demolition."

One of Staaken's two airship hangars was cleared away in 1922, but aviation soon resumed. That December airline service began to England, and in the next few years Staaken became a home for aircraft manufacture, overhaul and modifi-



Staaken's two Zeppelin sheds viewed from an airship, probably before a Flitzer drop. One of the two hangars (below) can be seen at the far right.

cation, a center for sport aviation and flying meets, and a base for one



The workshop buildings behind the main hangar remain today.

of the country's most important civilian flight schools, which opened there on 1st April, 1925. Airline service soon moved to Tempelhof, but Staaken, with its remaining airship shed, became the

Berlin base for Zeppelins.

The Roaring 20s

The '20s were Staaken's heyday. In 1925 Fokker licensed Deutsche Aero Lloyd AG to manufacture the Fokker F.II airliner, and at least 20 were built in Staaken.

Deutsche Lufthansa set up its technical center there, and by March 1928 was busy converting its large fleet of Junkers G23/G24 airliners from three-engined to single-engined configuration.

Staaken airport and the Deutsche Lufthansa airship port were taken over by the City of Berlin in 1929, and the "Graf Zeppelin" visited for the first time on 13th May of that year. Airship services continued until the Hindenberg disaster of 1937 ended the era of the Zeppelins.

Sport Flying

The civil flying school grew to be one of the three most important in the country. Its alumni included Hanna Reitsch, who became Germany's most famous test pilot, and Thea Rasche, the first German woman to earn an aerobatics license.

Round-the-world flier Elly Beinhorn won her pilot's license at Berlin-Staaken in 1929, and two years later set out from there on her globetrotting adventure in an 80 hp Klemm, equipped with "...spare parts, a tropical hat, mosquito net, insect powder, a water filter and a 10 litre water-bag."



Just a few months before, in July 1930, Wolf Hirth had set out from Berlin-Staaken to cross the Atlantic in a Klemm L25aI, but he got no further than Ireland.

Flight Schools

So busy were the flight schools at Berlin-Staaken, Boblingen and Wurzburg that *Popular Flying* noted in 1934: “The three schools alone turned out 209 pilots (20 aerobatic certificates) last year, while 289 sports pilots flew regularly; 45,493 flights, covering 5,674 flying hours, were made at these three schools alone, and the Deutsche Luftfahrt Verband embraces 912 Groups or Associations, with over 50,000 members. Here, then, is a ready-made personnel for an air force.”



Gathering of aviatrix: (l to r) Lisel Bach, Thea Rasche and Elly Beinhorn are pictured here in 1932 with a Klemm aircraft at the Berlin-Staaken flight school.



This postcard carried on the 1931 Zeppelin Polar Flight is postmarked Berlin-Staaken 25.7.31.

B(erlin)ollywood

Less well known is Staaken’s role as Germany’s Hollywood. The Staaken AG’s Zeppelin-shed film studio boasted eight times the space

of the rest of Berlin’s studios combined, and a height of nearly 60 feet. This allowed the building of huge sets and, with the doors open, use of a “live” horizon.

In 1923 German actor Paul Wegener invested heavily in a production about one of his primary interests, Buddhism, in which he planned to take the role of the Dali Lama. The Zeppelin hangar in Staaken was hired to house an entire reconstruction of a Tibetan town, but although the film was completed it was never released.

Then, in 1925, Fritz Lang made *Metropolis*. Most of the filming occurred at UFA’s studio facilities in Neu-Babelsberg and the Zeppelinhalle at Staaken.

The worlds of aviation and movies touched just briefly in 1919, when a Zeppelin-Staaken R bomber played a bit-part in *The Lady of the World*. The Staaken film company declared bankruptcy in 1929 and other studios took over the leading role in Berlin’s film industry.

Post World War II

Berlin-Staaken airfield and the Lufthansa workshops remained in operation throughout the second World War. They were occupied by Soviet troops on 26 April 1945, and the buildings later became a hospital. The Berlin Wall passed through the town of Staaken itself.

Today only the derelict Zeppelin workshops remain (below) and the airfield is being developed as an industrial park with scant acknowledgement of 90 years of aviation history.



WEDNESDAY, MAY 18, 2006

An FBO for Schönefeld

It'll be built by ExecuJet Europe at LBAS complex. *—Page 3*

Jet Output Is Increased

Order backlog of 2,114 Airbus jets has lines humming. *—Page 4*

Looks Like a VVIP A380

Emirates shifts two freighter orders, LT stands ready. *—Page 4*

Czechs to Join Italians

Aero Vodochody for the C-27J's center wing box. *—Page 6*

EADS Big Radar Signature

Promotes systems for ATC, drones, combat. *—Page 6*

MTU on the Barracuda

Flight control computer marks entry into new business. *—Page 7*



Aviation Week Group president (and astronaut) Tom Henricks (left) spent time with EADS CEO and BDLI president Thomas Enders here at ILA yesterday.

Bell Pursues Europe

U.S. helicopter builder seeks more sales here. *—Page 7*

Hawks to Talk to Hawks

Pact paves way for Global & Euro Hawk interoperability. *—Page 7*

Diehl Delves into UAVs

German outfit works with three firms on three drones. *—Page 12*

EADS Mission Is Mission

EADS changes military strategy, and even its name. *—Page 13*

ASTOR's on Firm Footing

UK's airborne radar to be shown at Farnborough. *—Page 15*



Germany has been pioneering jet aircraft technology for more than 70 years: the reproduction Messerschmitt Me 262—the world's first active duty jet fighter—taxi out in front of the world's biggest airliner, the Airbus A380, at ILA yesterday.

Dutch Report Brings Eurofighter Fury

Eurofighter GmbH is incensed by an official Dutch report that claims the Eurofighter Typhoon is not a viable program. Eurofighter CEO Aloysius Rauen briefed both the German Defense Minister and the Commander of the Luftwaffe at

ILA Wednesday, and has requested that they make strong representations to the Dutch Defense Minister, who is also visiting the show this week.

Eurofighter says the Dutch report—which quotes an unnamed,

unofficial source who suggested the four-nation program has no future—was “a completely unprofessional statement to find in an official document. It is absolutely false and at no time did the Dutch authorities check a single fact with us.”



Marlies Vollenweider of Hallwil, Switzerland's Deep Blue Technology with Scott Fitzgerald, Bell executive director for Europe, Africa and the Middle East.

Bell Sells Two Helicopters

Bell Helicopter sold two helicopters here yesterday in a deal worth around \$5 million. Deep Blue Technology of Hallwil, Switzerland, bought a single-engine Bell 417 and a twin-engine Bell 429. Both are the very latest model aircraft featuring new technology.

NEWSMAKERS

Airbus: a Public Spat Brewing?



Airbus CEO Gustav Humbert brought an internal spat to the attention of the press at ILA yesterday. Is he squaring up for a battle with EADS CEO Noel Forgeard over the state of Airbus when he took over? *—Page 4*



Airbus Sells an A318 Elite to Jet Alliance. *—Page 3*

Remember the Days When Boats Could Fly? Tri-Motor Do 24ATT Is Here

The name Dornier nowadays is mostly associated with twin-turboprop and -turbofan regional airliners, but time was when Dornier Metallbauten GmbH and its successor Dornier-Werke GmbH were renowned for their pioneering flying boats.

Those days are recalled at ILA 2006 by the reappearance—or the second ILA running—of the tri-motor Dornier Do 24ATT. Two years ago it arrived here in the hands of Iren Dornier, grandson of company founder Dr. Claude Dornier, at the beginning of a two-year round-the-world jaunt.

The aircraft was built as a technology demonstrator by the then Dornier GmbH more than 20 years ago. It was based on the Do 24 ocean-going flying boat developed in the mid-1930s for the Dutch Navy and later adopted by the Luftwaffe, using a Do 24T-3 airframe that served in the SAR role with the Spanish Air Force until the 1970s. Extensively modified, the Do 24ATT features retractable tricycle gear (the original was a pure flying boat), Dornier TNT advanced technology wing also seen on the Do 228 and 328 turboprops, and three 1,125 shp Pratt & Whitney Canada PT6A-45B turboprops driving five-blade Hartzell propellers in place of the Do 24's three Wright Cyclone or Bramo radials.

Funded by the Federal German Ministry of Research and Technology, the Do 24ATT carried out an extensive flight test program investigating the benefits of new technologies on the seaworthiness, performance, economy and operational flexibility of modern flying boats. It was then grounded (or beached?) and—still owned by the Dornier family—put on display in the Deutsches Museum at Oberschleißheim.

In 2003 it was dismantled and shipped to the Philippines for re-commissioning. The Do 24ATT flew again from Clark AFB near Manila on February 5, 2004.

Plans call to use it now for very exclusive VIP charters.



Very Limited Edition Messerschmitt Me262s

A Messerschmitt Me262 is taking to German skies for the first time in 60 years. The design was radical when introduced toward the end of World War II—it was fast, but the temperamental Junkers Jumo 004 engines required careful handling. Now five—and only five—new ones, exact copies, are being built in the U.S., reverse-engineered from one of the fewer than 10 that still survive. But so accurate is this recreation that it carries a Messerschmitt serial number. Powered by GE CJ610 engines (from a German Hansa Jet), the Messerschmitt Foundation's aircraft is being flown daily here at the show. Two of the new ones have flown to date; the remaining three are under construction and can be had for a cool \$2 million each.



First-Ever Messerschmitt, Alas, a Replica

The diminutive two seat M 17 flying here was the first “real” motorized aircraft designed by the pioneer of light aircraft Professor Willy Messerschmitt in 1925. Combining no-compromise light wooden construction with advanced aerodynamics, the M 17 proved remarkably robust and was aerobatted enthusiastically by German ace Ernst Udet. In all, somewhere between six and eight aircraft were built, powered by a variety of engines. The example flying here is an exact replica commissioned by the Messerschmitt Foundation. Power comes from a Bristol Cherub two-cylinder engine that was discovered in Bavaria and later found to have powered one of the original M 17s.



The Flying Bulls Are Here in Force

The Flying Bulls historical collection is here in force with no fewer than six airplanes and one helicopter on the flight line at ILA—a DC-6B (once Yugoslavia's “Air Force One” and now the flagship of the Flying Bulls fleet), B-25J Mitchell, Cessna 208 Caravan, North American T-28B Trojan, EC-135, PC-6 Porter, and the Bell Cobra helicopter. The collection was started in the mid-80's by Tyrolean Airways captain Sigi Angerer, but really took off as the The Flying Bulls after sponsorship by Red Bull in 1999. The collection is based in Salzburg.

The Future of Vintage Flight

Aiming for ILA 2010: a diminutive Staaken Z-21 Flitzer, one of several recreations under way around the world of a 1926-technology design inspired by the activities of the Zeppelin Works at Staaken, Berlin. The first Flitzer emerged 10 years ago in the hands of Lynn Williams, brother of world-renowned aerobatic champion Neil Williams, and was later displayed at the Royal Air Force Museum in Hendon as an example of a *Luftschiffparasit*, airship-launched for aerial survey work by the arctic survey unit of the *Anstalt für Geo-Wissenschaftliche Forschung AG*. Shown here is the resurrection under way by Baron Ivan Morrisov and the Connecticut Flitzer Werke of D696 of the *Sportflug GmbH für Mittelfranken und Oberpfalz* at Furth, near Nuremberg.



An Ancient Pedigree, and *Plus ça Change...*

ILA is the world's oldest continuing airshow, with this being its 97th year. Following an absence of 64 years, ILA returned to its original venue in Berlin/Brandenburg, and has been held every two years since then. Although the first ILA was held in 1909, flying had begun here several years earlier—in 1891 to be exact—when Otto Lilienthal first launched himself in a glider from the hill in Brandenburg known as Windmühlenberg. The first Le Bourget air show at Paris trailed ILA by three months, but as ILA was 100 days long (imagine that!) the two shows overlapped—starting a problem with air show scheduling that has not been resolved to this day.

ILA 1928.

