



## History of the Company

### Flugmotoren-Reparatur Dachsel GmbH

The origin of the company started in 1926 by Mr. Hanns Häusler (read Haeusler) when he founded a sole proprietorship in Munich („München“ / Bavaria, Germany). It initially consisted of a car repair shop with petrol station, in which all usual cars of these times were repaired.

Hanns Häusler learned his business at Otto-Flugzeugwerke and worked there during the First World War. Therefore, he was ambitious to set up a workshop for the overhaul of aircraft engines. At the beginning of the thirties first orders came from the German Empire („Deutsches Reich“) for the overhaul of small aircraft engines.

At these times the engines were then transported by an Opel P4 car from Berlin to Munich and back.

After initial difficulties, which were also caused by the fact that the outdoor standing engine test bench, which was located outside the workshop Munich city area, the business started slowly.

In 1936 the company moved to Baierbrunn. The old factory premises in Munich was then leased.

At its new location, the company even had its own trai-

ning workshop, where in 1937 the Häusler aircraft engine - a model aircraft engine - was constructed.

The 1930s brought a wealth of work and new technologies, all mastered in Baierbrunn.

At the beginning of the Second World War, some German Air Force („Deutsche Reichs-Luftwaffe“) orders were added, mainly in the repair of the piston aircraft engines of models BMW 801, BMW 132, BRAMO 323, Daimler-Benz 600, 601, 605, Argus AS 10c, Siemens SH 14, Hirth HM 500 and 504 but also other types. During the Second World War, a total of approximately 32,000 medium and large and approximately 8,500 smaller aircraft engines were overhauled in Baierbrunn. The workforce at that time counted up to 1,100 employees.

For a short time, overhauls and repairs of aircraft engines also took place in temporary front facilities in France, Poland and Russia.

After the war, the plant in Baierbrunn was occupied for a while by US military forces and French units. However, the first new beginnings in the still-busy factory began again in the summer of 1945 with the overhaul of vehicle engines for buses of the city of Munich, motorboat engines for the US Army and car engines of private owners.

Already in 1949 it was possible to overhaul aircraft engines of the types BMW-132 and Argus AS 10 - under the control of an Allied supervisory authority - for the Spanish Air Force, controlled by the State Registration Office for Armaments (STEG). But the testing of these engines in the workshop was still prohibited.

This activity turned into a major order for the years 1952

to 1956 by the US Air Force for overhauling Lycoming engines, which, however, were used only in ground service equipment.

At that time, the company Häusler was the first and thus also the only company in the Federal Republic of Germany, which worked on Lycoming engines.

From 1958, the company Häusler was entrusted with government contracts of the Federal Republic of Germany for the Bundeswehr: from 1958 to 1972, among other things, approximately 2,000 piston aircraft engines of the types Bristol Hercules 759 (14-cylinder double radial engine for Noratlas aircraft) and Bristol Centaurus MK 18 (18-cylinder double radial engine for SeaFury aircraft) and CurtissWright engines of types 977, 989, 998 and 1000 (9-cylinder radial engine for various helicopters and Grumman Albatross aircraft) have been overhauled.

After the expiration of these contracts, in 1973 a support order for Lycoming six-cylinder piston aircraft engines of the series GO-480 and IGSO-540 (installed in Dornier Do-27, Do-28 and in Piaggio P-149 aircraft of the German Armed Forces) was placed.

In addition, in the 1970s, a department was built, which dealt with the overhaul small gas turbines (make Williams) for military purposes.

Also in the seventies the company began to carry out overhauls and repairs of piston aircraft engines (especially Lycoming and Continental, but also Franklin and vintage engines) for private owners.

The overhaul and repair of industrial engines and vehicles was accomplished in Baierbrunn, as well as the pro-

duction of small, horizontal, water-cooled diesel engines in the performance class from 5 to 20 hp for stationary operation. These engines, which had the brand name "SENLDING DIESEL", were almost exclusively exported.

In 1966, Heinz Dachsel began his career as a mechanic engineer at the Häusler company, after switching from MAHAG (a former VW car repair company) in Munich out to Baierbrunn.

The company Häusler was also active in the passenger car industry. In 1968, a workshop for BMW passenger cars was set up. Among other things, the workshop had its own plumber and paint shop.

To expand their capacity, the company temporarily entered the truck service. With the construction of a new hall at the end of the 1970s the representation for Italian FIAT Daily Truck was taken over. In addition, there was a workshop contract for other FIAT commercial vehicles.

The plant, located in Baierbrunn, 15 km south of Munich, had in the 1980s an expansion of about 29,000 m<sup>2</sup> (approximately 312,150 square feet), even a direct rail connection to the German Federal Railways was available. At this time the company had about 280 employees and even a heliport was temporarily set up here.

After the German Armed Forces had cancelled all contracts concerning piston aircraft engines at the end of 1991, the company Häusler has stopped the operation of their aircraft engine workshops at the turn of the year 1991/1992. Only the repair of general car engines as well as the BMW shop, which is still based in Baierbrunn -but now with new management- was continued by the heirs

of the Häusler family for a limited time.

In order not to give up the traditional aircraft engine business at the location in Baierbrunn, Heinz Dachsel - now at Häusler the Accountable Manager for the Aircraft Engines division - took over the civil aircraft engine repair business in a newly constructed hangar and the two engine test benches. The new company was founded under the name "Flugmotoren-Reparatur Heinz Dachsel GmbH" (translated: "Aircraft Engine Repair Heinz Dachsel Ltd."), received the approval by the LBA (that's the German FAA) and started at that time with a total of eleven employees.

In 1994, Holger Dachsel, the son of Heinz Dachsel began his career in his father's company after completing his apprenticeship at Lufthansa Technical Services in Hamburg. Since 1996 he also works as an LBA / EASA approved inspector in the company.

The initially quite small company gradually increased over time through acquisitions of workshop space and warehouse space of the former car engine workshop.

The LBA approval has meanwhile gained recognition as an EASA Part-145 company following a previous JAA recognition. In 2017, the recognition as „FAA Repair Station" (USA) was added.

The scope of work nowadays includes the repair and overhaul of common certified Lycoming and Continental piston aircraft engines, various vintage aircraft engines such as Siemens SH 14, Argus As 10c, BMW 132, Hirth HM 500/504, TIGRE, etc. Of course, a lot of components (eg cylinders, starter adapters, etc.) as well as various

accessories (eg magnetos, carburetors, etc.) of these engines are processed by the company Dachsel. In addition, there are maintenance contracts for large stationary engines of the types Bristol-Hercules 759 and Curtiss-Wright 989.

On our sound-insulated test benches piston aircraft engines up to 3500 hp can be tested; sometimes, engines of the type Daimler Benz 601 and 605 from the Messerschmidt Bf-109 as well as Russian Asch82 for Focke-Wulf FW190 replicas get their test runs here.

The company also has an approved NDT (non-destructive testing) department for the PT (fluorescent penetrant inspection) and MT (magnetic powder) processes.

With our currently 16 employees we nowadays can look back to more than 25 successful years as Dachsel GmbH and, since its origins, even to more than 90 years of company history.

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## **Flugmotoren-Reparatur**

### **Heinz Dachsel GmbH**

Oberdiller Str. 29, 82065 Baierbrunn / Munich,

Bavaria / Germany

**[www.flugmotoren.com](http://www.flugmotoren.com)**

E-Mail: [motors@dachsel.de](mailto:motors@dachsel.de)

Phone: +49 89 7937210, Fax: +49 89 7938761

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