

# Weiss WM.21

## Sólyom







*Fokker delivered seven C.5D's and a single C.5E in 1927 and 1928. The aircraft performed well, and the LÜH (Légügyi Hivatal, the bureau for aeronautical affairs) decided that the machines were highly suitable for local production. A licence contract was signed in March 1928.*

*Weiss Manfréd Múvek (WMM), based near Budapest, would produce the aircraft, and the Bristol Jupiter engines. In total 50 planes would be built. During service, a number of planes would be completely rebuilt, resulting in over a dozen more aircraft delivered. (Fortepan collection – P. Négyesi (left photo))*

## Introduction

After the end of the World War I, the kingdom of Hungary, was – among many other harsh conditions – not allowed to have an armed air force. Aircraft manufacture was completely banned by the Allied as well.

After 1923 the situation improved. Light civilian aircraft were allowed to be built again, but early attempts to build aircraft were not very successful. From March 1927 on, when the strict Allied supervision on Hungary ended, negotiations with foreign aircraft manufacturers were started at once. Secretly, the Dutch company Fokker was already contacted in 1926.



The Dutch aircraft manufacturer Fokker was one of the investigated constructors. A first result was an order for a group of four C.5D reconnaissance planes. The contract was signed on 27 January 1927 and the aircraft were delivered between 20 and 26 June the same year. They were ferried through Austria to Hungary. A next group of four machines was ordered on 28 March 1928. Amongst these, a C.5E was delivered, with a wingspan of 15,3 m, compared to the C.5D's span of 12,48 m. These aircraft arrived in the spring of 1928.

*Below:  
Manfred Weiss built the Heinkel HD-22 in large numbers too. (Fortepan – P. Négyesi)*



After testing the C.5D's would be used as tactical (short range) reconnaissance planes and the C.5E as light bomber. The LÜH (Légügyi Hivatal, the bureau for aeronautical affairs) also decided that the machines were highly suitable for local production. A licence contract was signed in March 1928.

A little while later, on 9 July, the Hungarian company Weiss Manfréd Muvek (WMM) established an aircraft division. This newly formed department would take care of licence production. Rights for aircraft engine production were acquired as well.



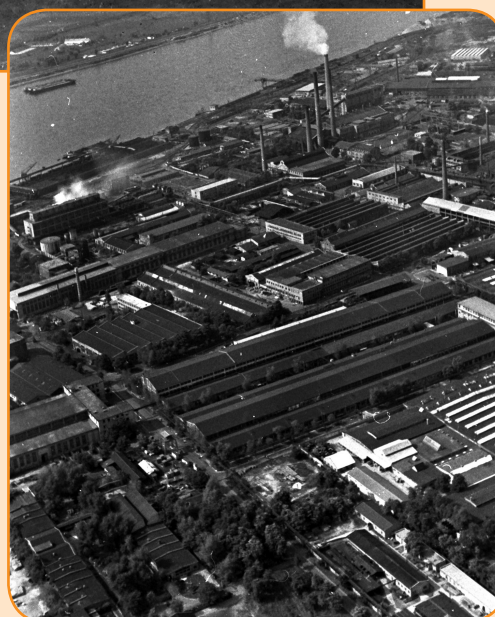
*Left: Manfréd Weiss, founder of the company that bares his name.*

### Company profile

Weiss Manfréd Muvek was a big pre-war industrial power in Hungary. The company was founded in 1882, originally producing canned foods. Later, activities shifted to manufacturing munitions, steel-works and the production a wide range of products such as cars, bicycles, motorbikes and sewing machines.

During the late 1920's, aeroplane construction was added. Besides Fokker C.5's and F.8's, Heinkel HD-22 and Udet U-12 trainers were licence-produced, followed by Caproni passenger aircraft. Some own designs were built too, such as W.M. 10 and 13 Olyv trainers and the

W.M.20, a trainer based on the Heinkel HD-22. A wide range of engines was produced by the engine division; from 1928 to 1937 103 Gnome Rhône Jupiter VI's left the factory, among over 350 engines of various other types. Up to 1941 770 Gnome et Rhône 14K and derivatives were built. In 1942 aircraft production discontinued at W.M.M.. In the remaining war years, the company built just over 1200 Daimler Benz DB-605 engines in various sub marks



*The company logo.*

*The Manfréd Weiss complex at Csepel Island, some miles south of Budapest. This photo was taken approximately 1936. (Fortepan)*