

# Dornier Do 27 SIMPLE SET

## INSTRUCTIONS



In the post war year, many German aircraft designers feared the possible ban on aircraft production and began to leave the country. Among them also Claudius Dornier Jr., the son of the famous German WW2 aircraft builder. He settled in Spain where he founded company named Oficinas Técnicas Dornier (OTEDO). In the middle 50's, the Spanish Air Ministry was looking for a new STOL aircraft and having received the order, Dornier designed the Dornier Do 25 type, a high wing aircraft for a crew of four. Two prototype airframes were built by CASA company in Spain, while in Germany, in rebuilt Dornier works, the type was redesigned to the Do 27, powered by the Lycoming GSO-480-B1B6 engine. This type was also finally put into production, becoming the first aircraft to be mass-produced in Germany after the war. In total, 428 airframes were built in several different versions and they were operated by all three services of the newly built German military, ie. the air force, navy and land forces. At the same time, a 50-unit batch was also produced in Spain for their military, named the CASA C-127/U.9. The type's many versions differed mainly by the style of the undercarriage, engine and propeller used, the shape of the tail fin or by having either single or twin controls in the cockpit. The Dornier Do 27 was not only used by air forces of many European countries, namely by Portugal, Belgium, Sweden, Switzerland and some others, but also elsewhere over the globe. It could be seen flying in several African countries, in the State of Israel and also in Turkey. The type found its way to civil aviation market too and was quite liked by so-called bush pilots for its excellent performance in harsh conditions of irregular transport lines in Africa or South America. In Europe, the Do 27 served as touring or skydiving aircraft.

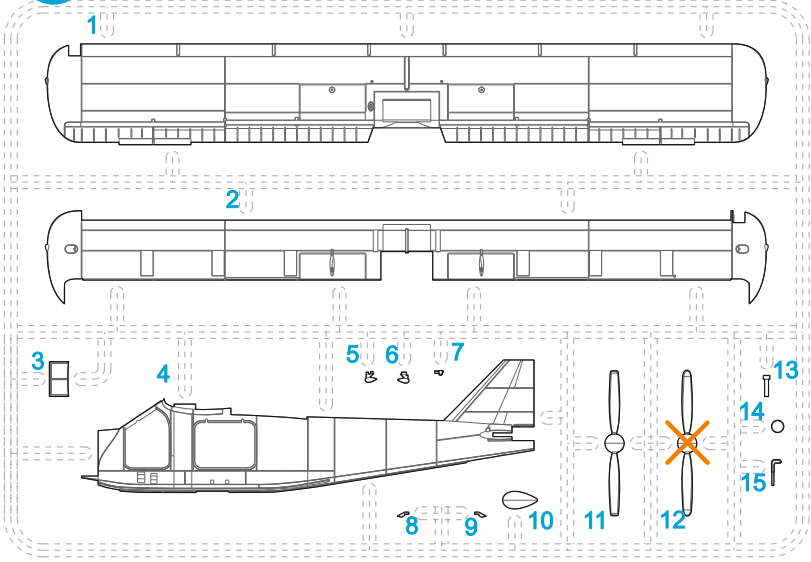
Wingspan: 12.0 m, Length: 9.6 m, Max. Speed 210 kmh, Range: 1,350 km, Ceiling: 5,000 m.



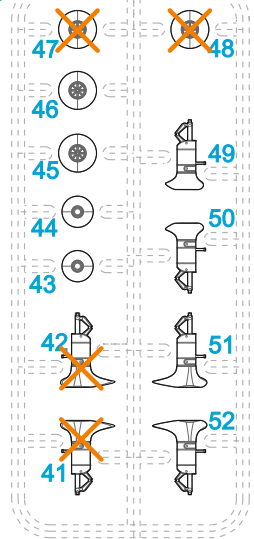
Dr Claudius Dornier ml. odešel po druhé světové válce, podobně jako jiní němečtí konstruktéři do zahraničí. Obával se zákazu stavby letadel. Založil ve Španělsku továrnu OTEDA (Oficinas Técnicas Dornier). Zde zkonstruoval v polovině padesátých let na objednávku španělského ministerstva letectví čtyřmístný celokovový hornoplošník s vlastnostmi STOL označený Dornier Do 25. Dva prototypy byly postaveny továrnou CASA. První prototyp byl poháněn motorem Elizalde Tigre G-IV-B, druhý Continentalem O-470-J. Oba motory se ale ukázaly slabé. V rekonstruované továrně Dornier v Německu vznikl na základě Do 25 nový prototyp Dornier Do 27 s motorem Lycoming GSO-480-B1B6. Dornier Do 27 byl přijat do sériové výroby a stal se prvním velkosériově vyráběným letadlem v Německu po druhé světové válce. Celkově bylo vyrobeno 428 ks letadel, které odebíraly postupně v několika verzích tři složky nově budovaných německých ozbrojených sil, letectvo, námořnictvo i pozemní síly. Zároveň se ve Španělsku rozeběhla výroba padesátikusové série pro španělské letectvo s označením CASA C-127/U.9. Dornier Do 27 byl vyráběn v několika verzích lišících se podvozkem, typem motoru a použité vrtule, dvojitým nebo jednoduchým řízením a tvarem svislé ocasní plochy. Do 27 byl dodáván mnoha evropským ozbrojeným silám (např. Portugalsko, Belgie, Švédsko, Švýcarsko), létal ale i jinde ve světě. Kromě několika afrických zemí i v Brazílii, státu Izrael a Turecku. Mimo vojenských sil se Do 27 dočkaly širokého uplatnění u civilních uživatelů. Letouny byly s oblibou používány „bush piloty“ v drsných podmínkách nepravidelné dopravy v Africe a Jižní Americe. V Evropě byly používány jako turistické a k vysazování parašutistů. Nejslavnějším civilním Do 27 byl patrně „zebrí stroj“ Bernharda Grzimeka použitý při filmování zvěře v Africe. Některé civilní stroje létají dodnes.

Rozpětí: 12,0 m, délka: 9,6 m, max. rychlost: 210 km/h, dolet 1 350 km, dostup: 5 000 m.

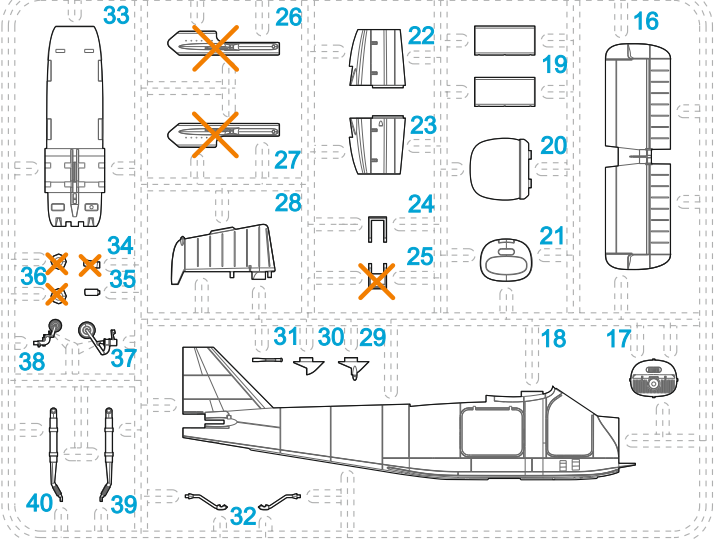
**A**



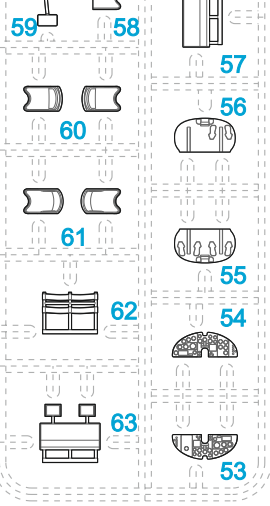
**C**



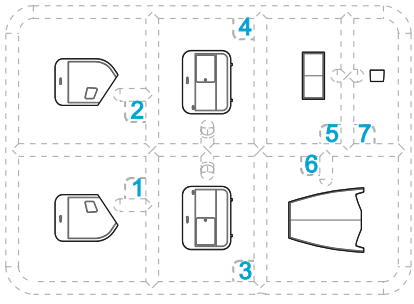
**B**




**D**



**CLEAR PARTS (CP)**



 Tento díl nepoužít.  
Do not use this part.

**Barvy GUNZE/ GUNZE Colour No.**

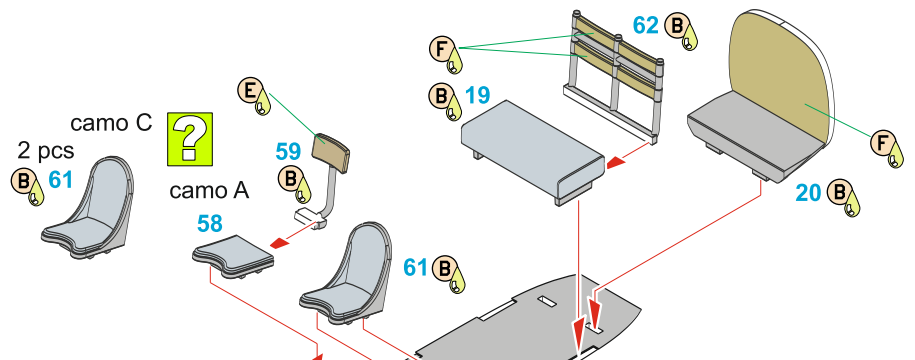
<b>A</b>	Černá / Black	H12/C33
<b>B</b>	Šedá / Gray	H325/C325
<b>C</b>	Hliník / Aluminium	H8/C8
<b>D</b>	Hnědočervená / Leather	H47/C41
<b>E</b>	Dřevo / Wood Brown	H37/C43
<b>F</b>	Plátno / Linen (Tan)	H27/C44
<b>G</b>	Červená / Red	H3/C3
<b>H</b>	Opálený kov / Burnt Iron	H76/C61
<b>I</b>	Barva pneu / Tire Black	H77/C137
<b>J</b>	Červená čirá / Clear Red	H90/C47
<b>K</b>	Zelená čirá / Clear Green	H94/C138
<b>L</b>	Chrom, stříbrná / Chrome Silver	MC211
<b>M</b>	Bílá / White	H1/C1

**SYMBOLS**

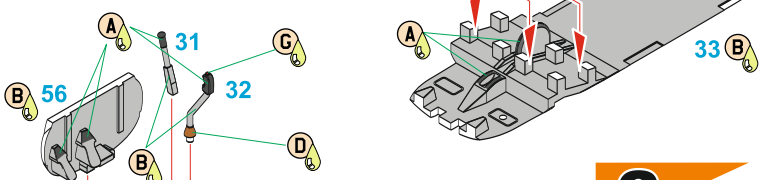
 MOŽNOST VOLBY OPTIONAL NACH BELIEBEN OPTION	 POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO INSTANT CYANOACRYLATE GLUE ZYANOAKRYLATKLEBER ADHÉSIF CYANOACRYLAT	 OHNOUT BEND BIEGEN COURBER	 ZHOTOVIT NOVĚ SCRATCH BUILD FERTIGSTELLEN ACHEVER	 ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER	 NATRÍT COLOUR FARBEN PEINDRE
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# 1

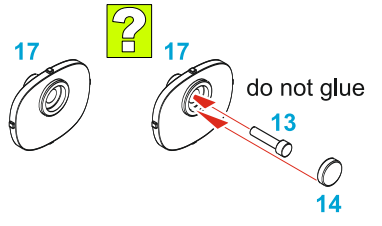
## Step 1-6 for cockpit with one control



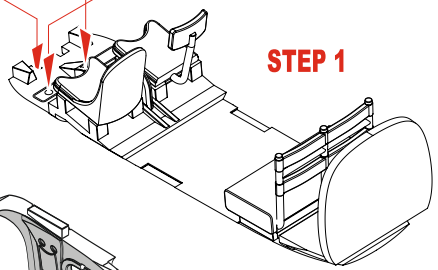
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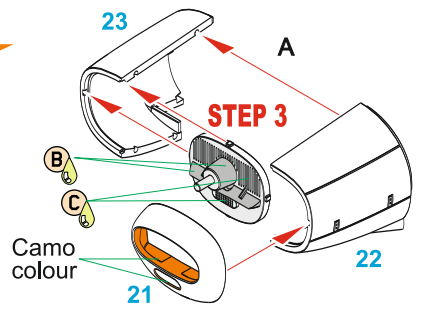
# 3



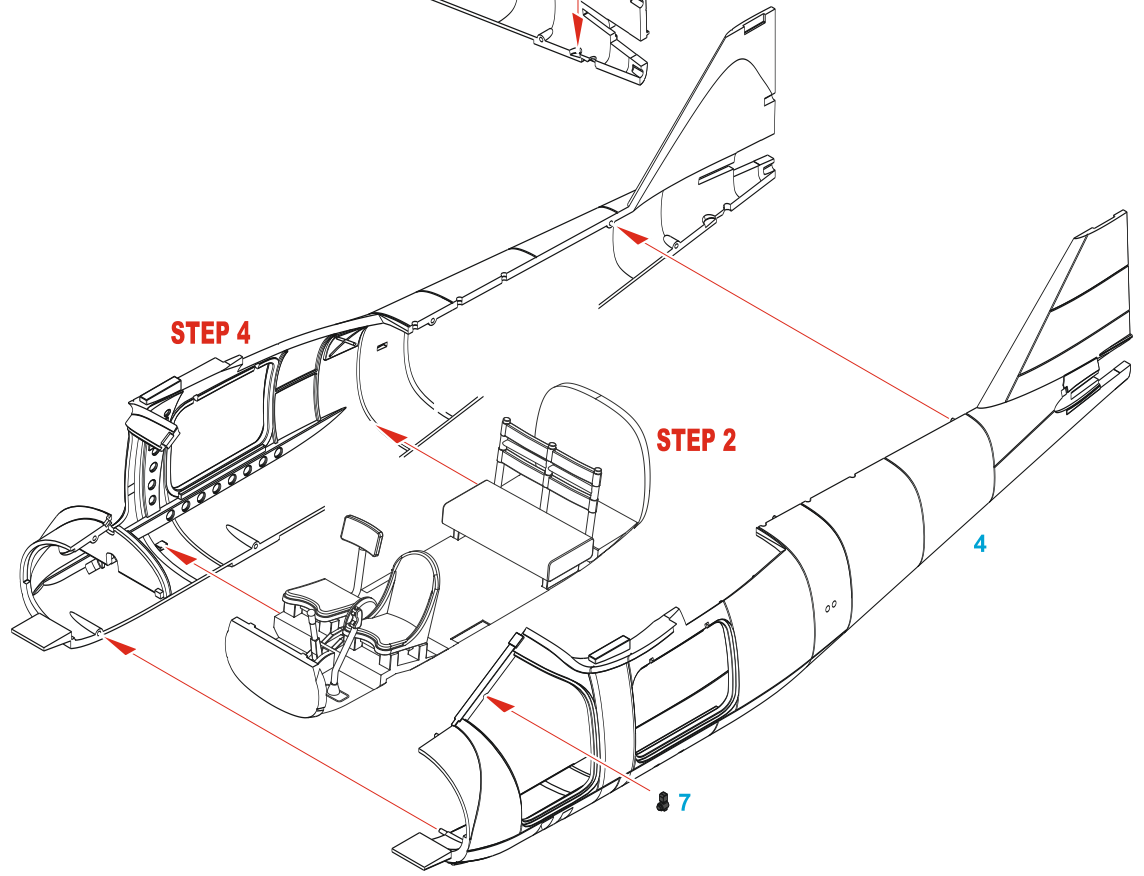
# 4



# 5

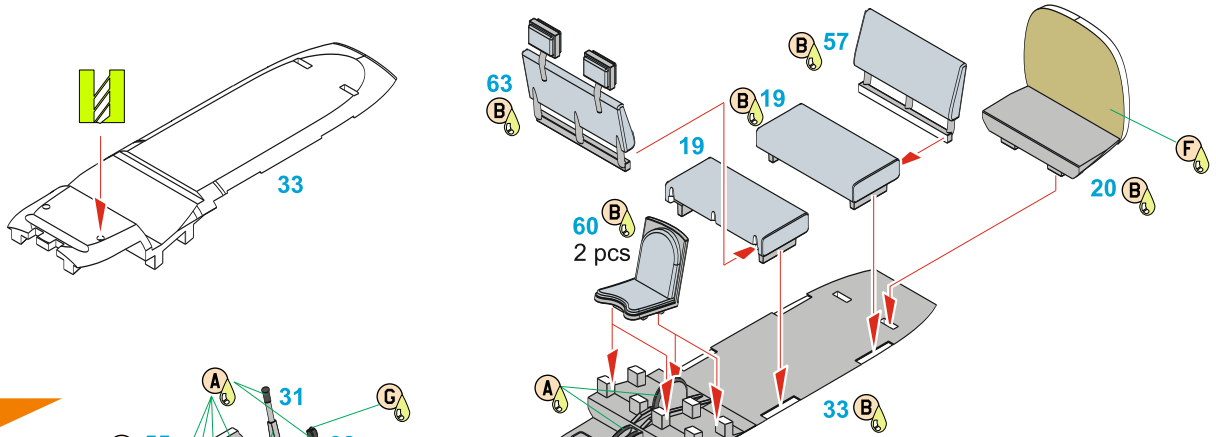


# 6

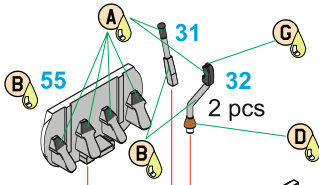


# 1

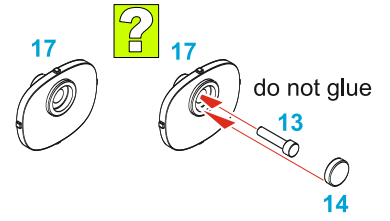
## Step 1-6 for cockpit with dual control



# 2

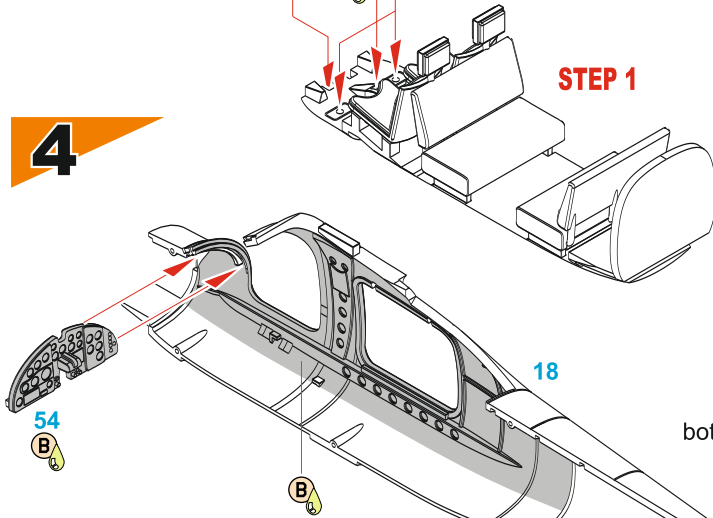


# 3



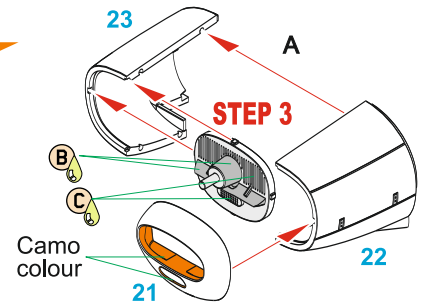
# 4

STEP 1



# 5

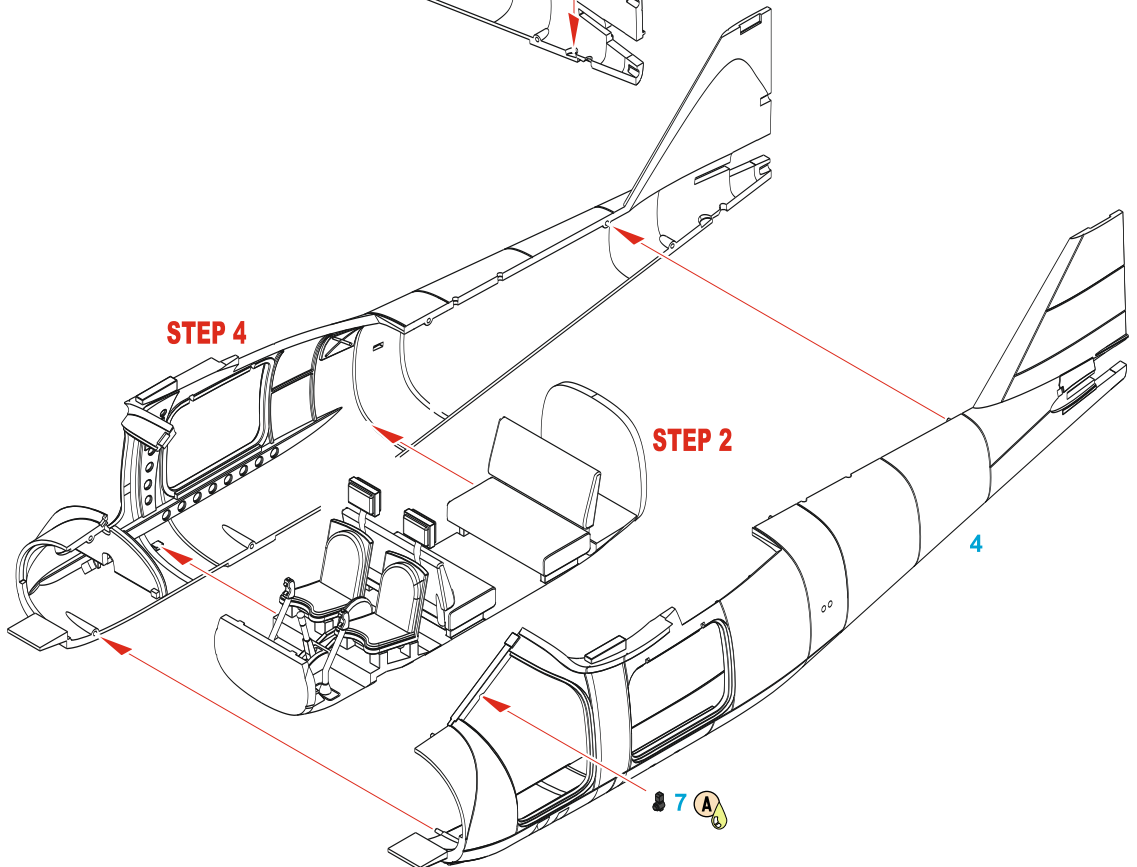
both fuselage halves



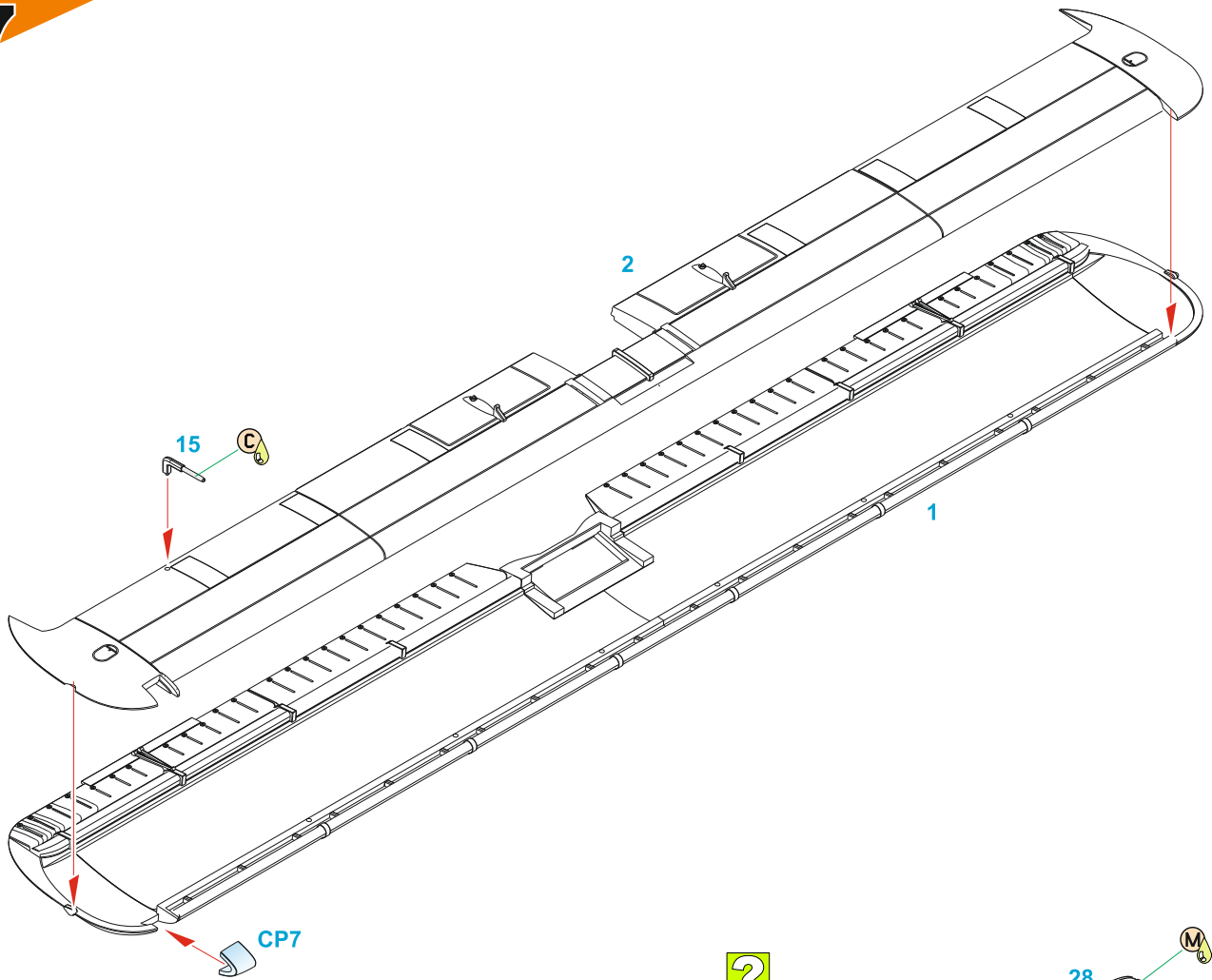
# 6

STEP 4

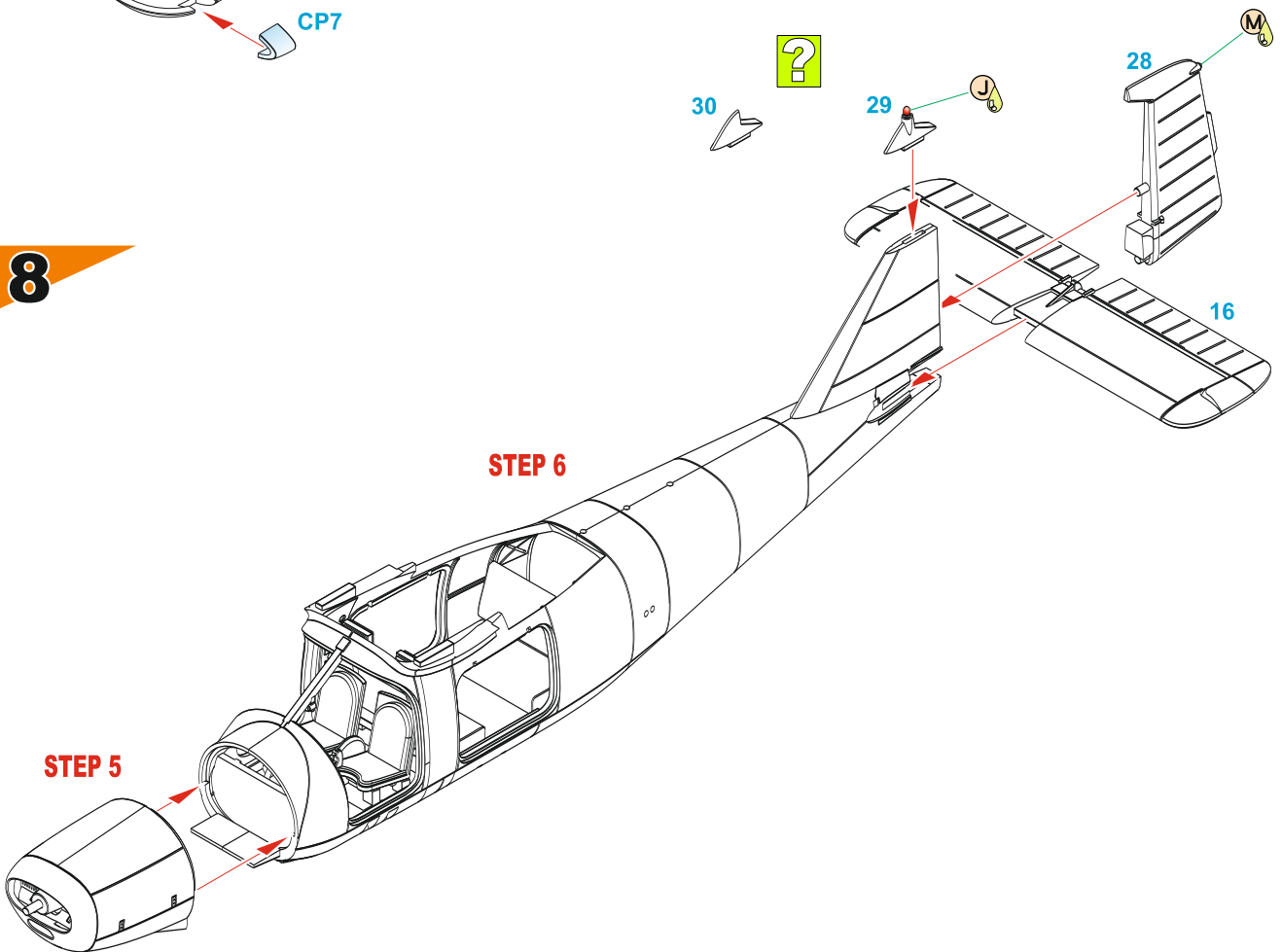
STEP 2

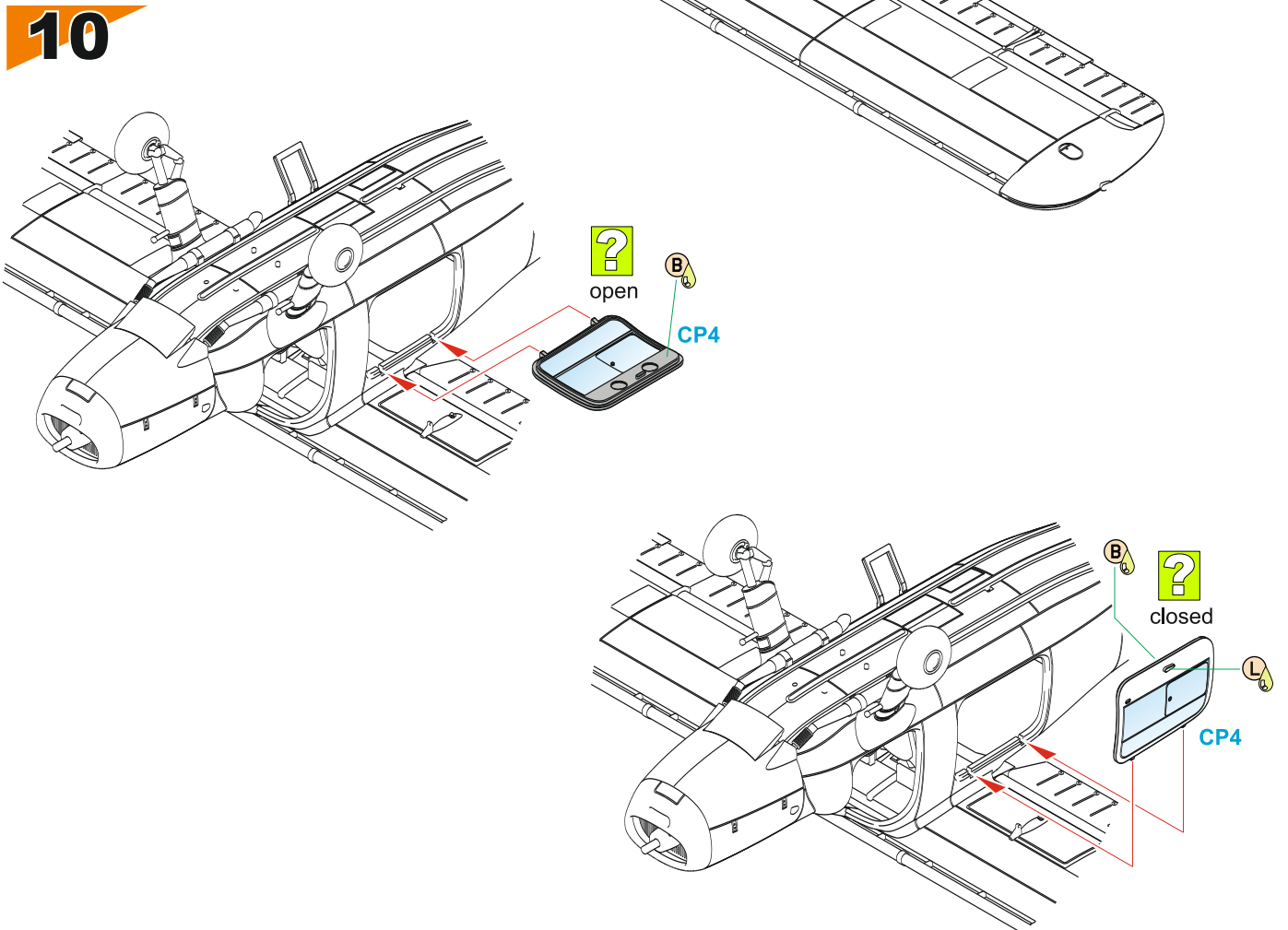
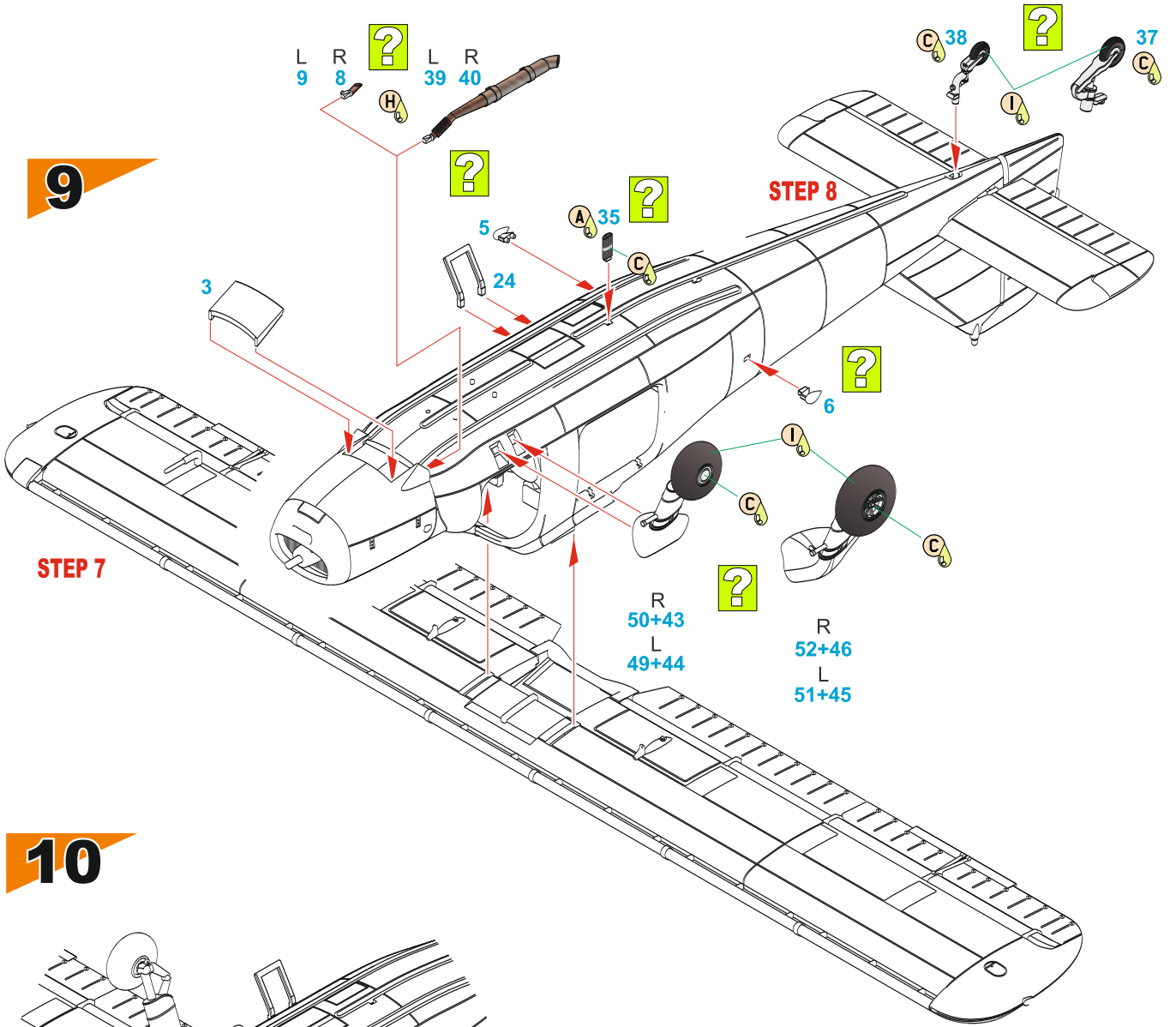


**7**

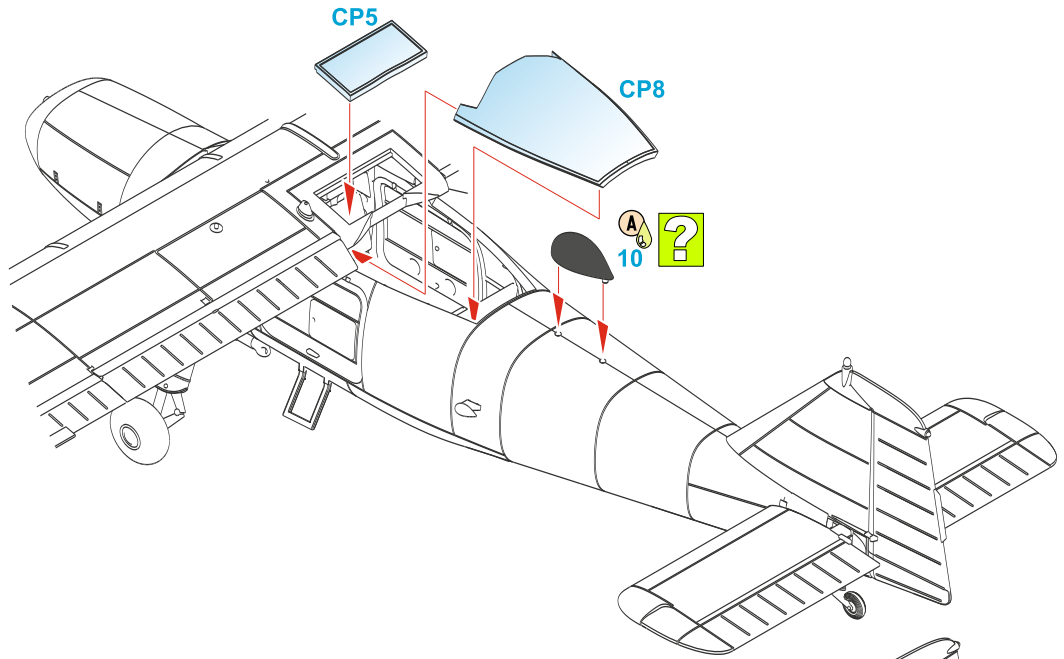


**8**

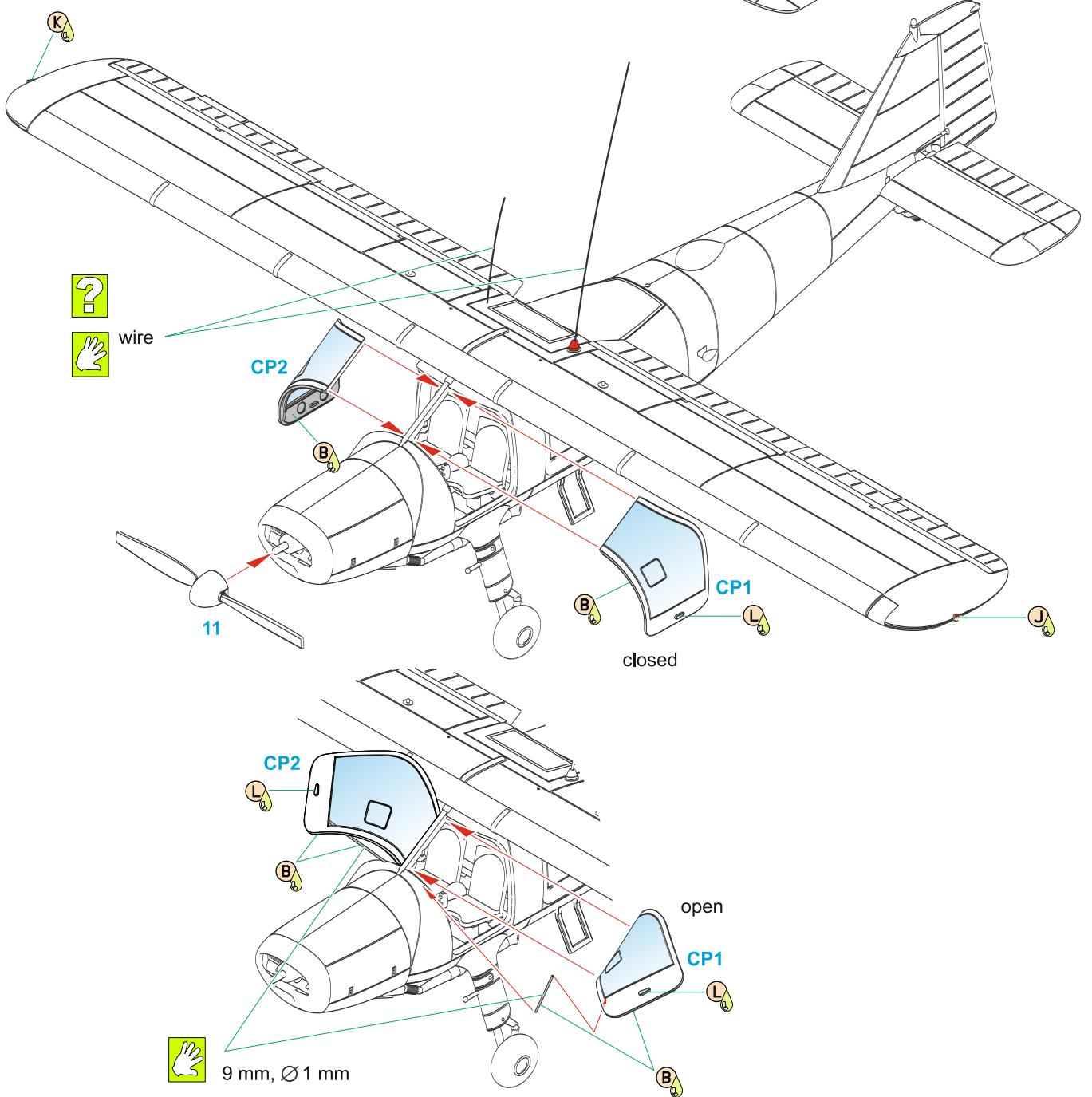




# 11



# 12



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Wheels



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Bf 109E  
Tailwheel with  
Strengthened  
Leg



**7460**  
Bf 109E-1/5  
Wing  
Machine  
Guns



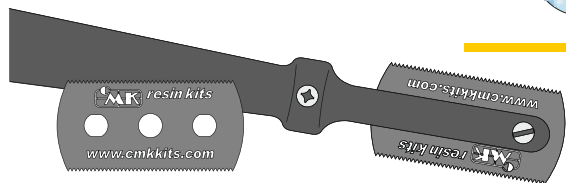
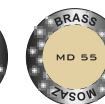
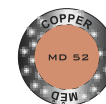
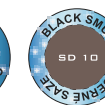
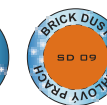
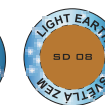
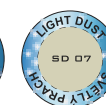
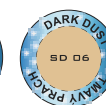
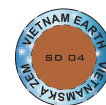
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A. Galland and  
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