



Do 27

QUAX FLYING CLUB

INSTRUCTIONS / NÁVOD

EN – History

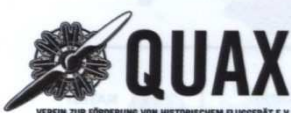
In the post war year, many German aircraft designers feared the possible ban on aircraft production and begun to leave the country. Among them also Claudius Dornier Jr., the son of the famous German WW2 aircraft builder. He settled in Spain where he founded company named Oficinas Técnicas Dornier (OTEDO). 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 GO-480-B1A6 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, i.e. 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 360 km/h, Range: 1,350 km, Ceiling: 5,000 m.

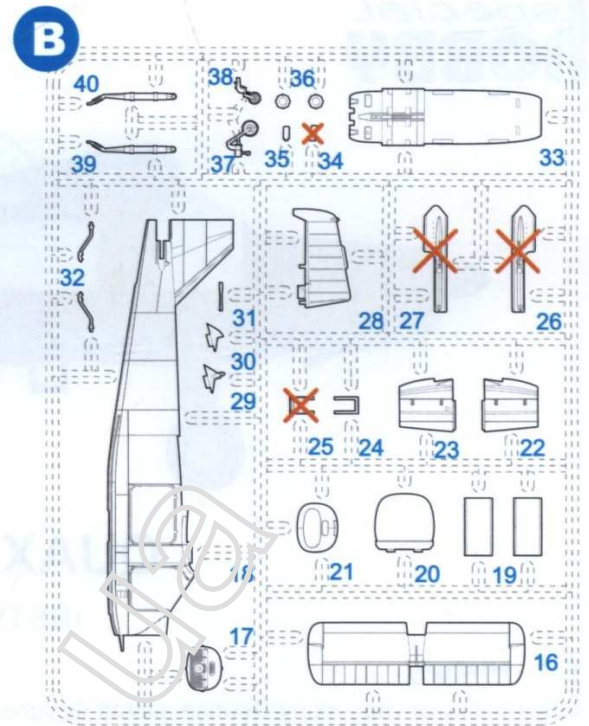
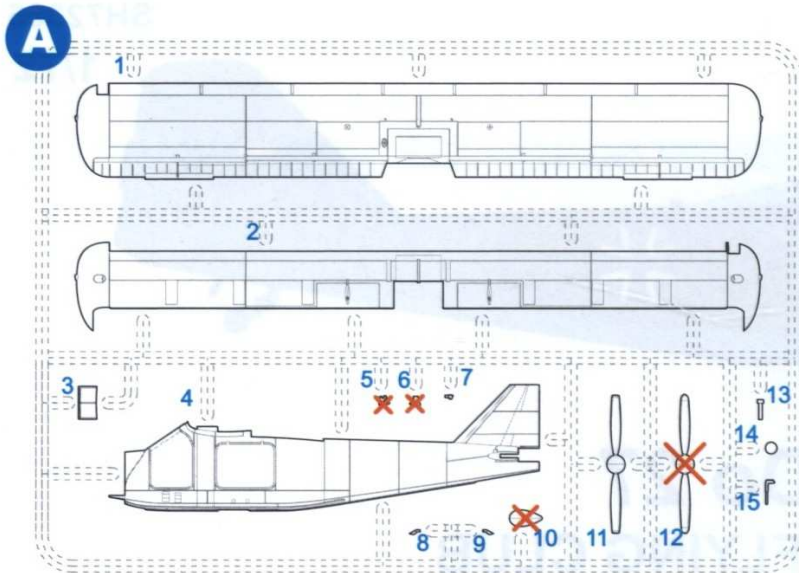
CZ – Historie


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 GO-480-B1A6. 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 svíslé 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. Nejslavnější 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: 360 km/h, dolet 1 350 km, dostup: 5 000 m.

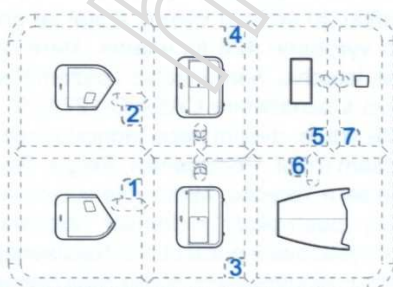


Quax Flieger club was set up in 2006. Its aim is to preserve and fly vintage aircraft. It is not a museum, but a flying club with more than 700 members and more than 100 vintage aircrafts from gliders to jets, operated by the club or club members. Quax Technik GmbH acts also as training site to educate young people to become aircraft mechanics, specialised on vintage airplanes.



 Do not use this part.
Tento díl nepoužít.

CLEAR PARTS (CP)



GUNZE Colour No. / Barvy GUNZE		
A	Black / Černá	H12/C33
B	Grey / Šedá (RAL7001)	H307/C307
C	Aluminium / Hliník	H8/C8
D	Leather / Hnědočervená	H47/C41
E	Wood Brown / Dřevo	H37/C43
F	Linen (Tan) / Plátno	H27/C44
G	Olive Drab / Olivová tmavá	H304/C304
H	Light Blue / Světle modrá	H418/C118
I	Off White / Špinavě bílá	H22/C69
L	Red / Červená	H3/C3
K	Burnt Iron / Opálený kov	H76/C61
L	Tire Black / Barva pneu	H77/C137
M	Chrome Silver / Chrom. stříbrná	MC211
N	Červená čírá / Clear Red	H90/C47
O	Clear Green / Zelená čírá	H94/C138
P	White / Bílá	H1/C1

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLATE



OHNOUT
BEND
BIEGEN
COURBER



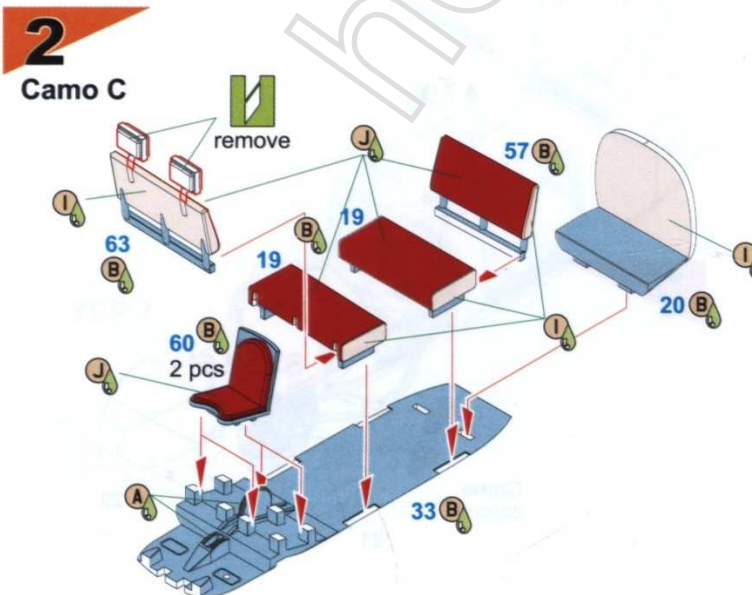
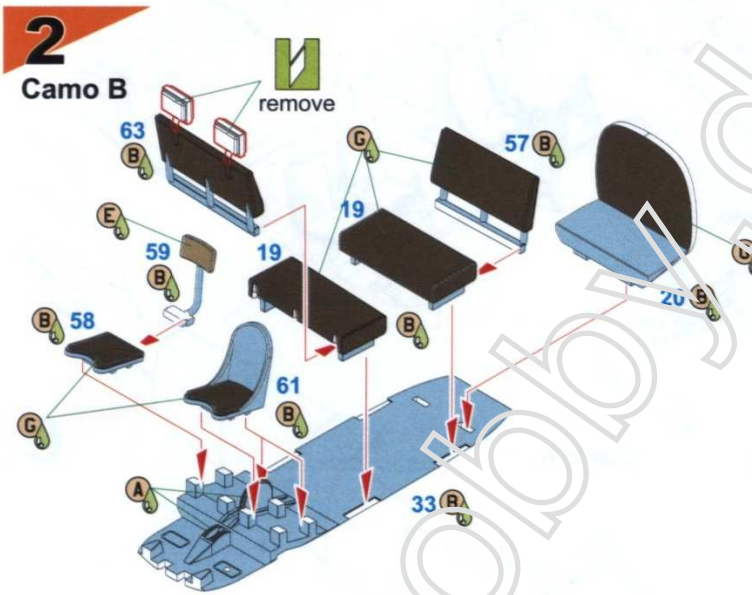
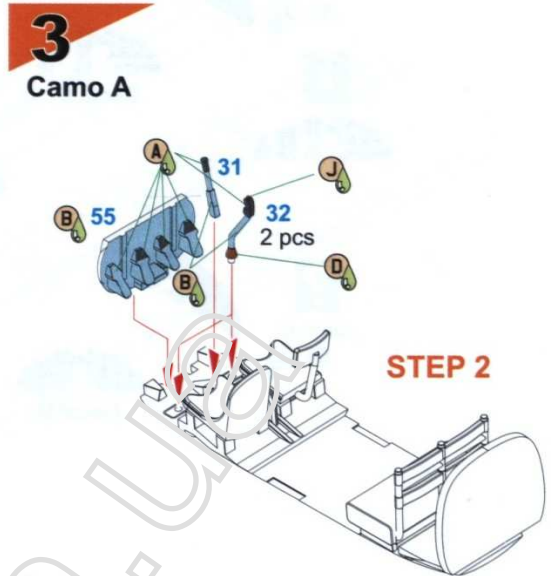
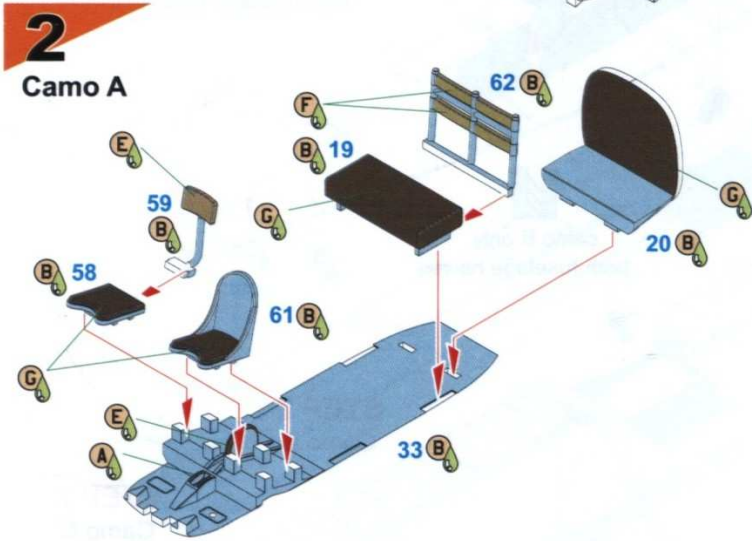
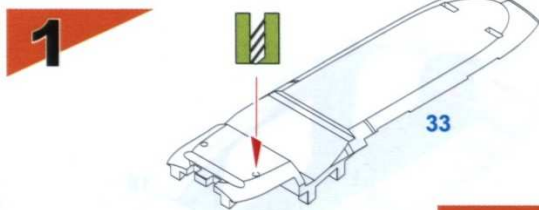
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



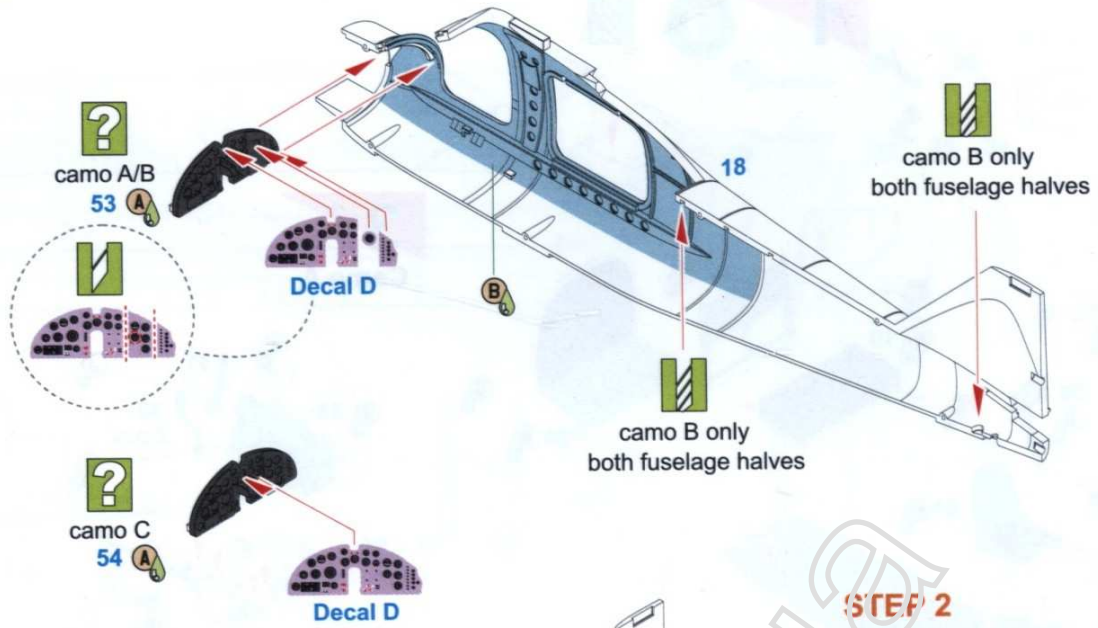
RÉZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
COUPER/PERCER



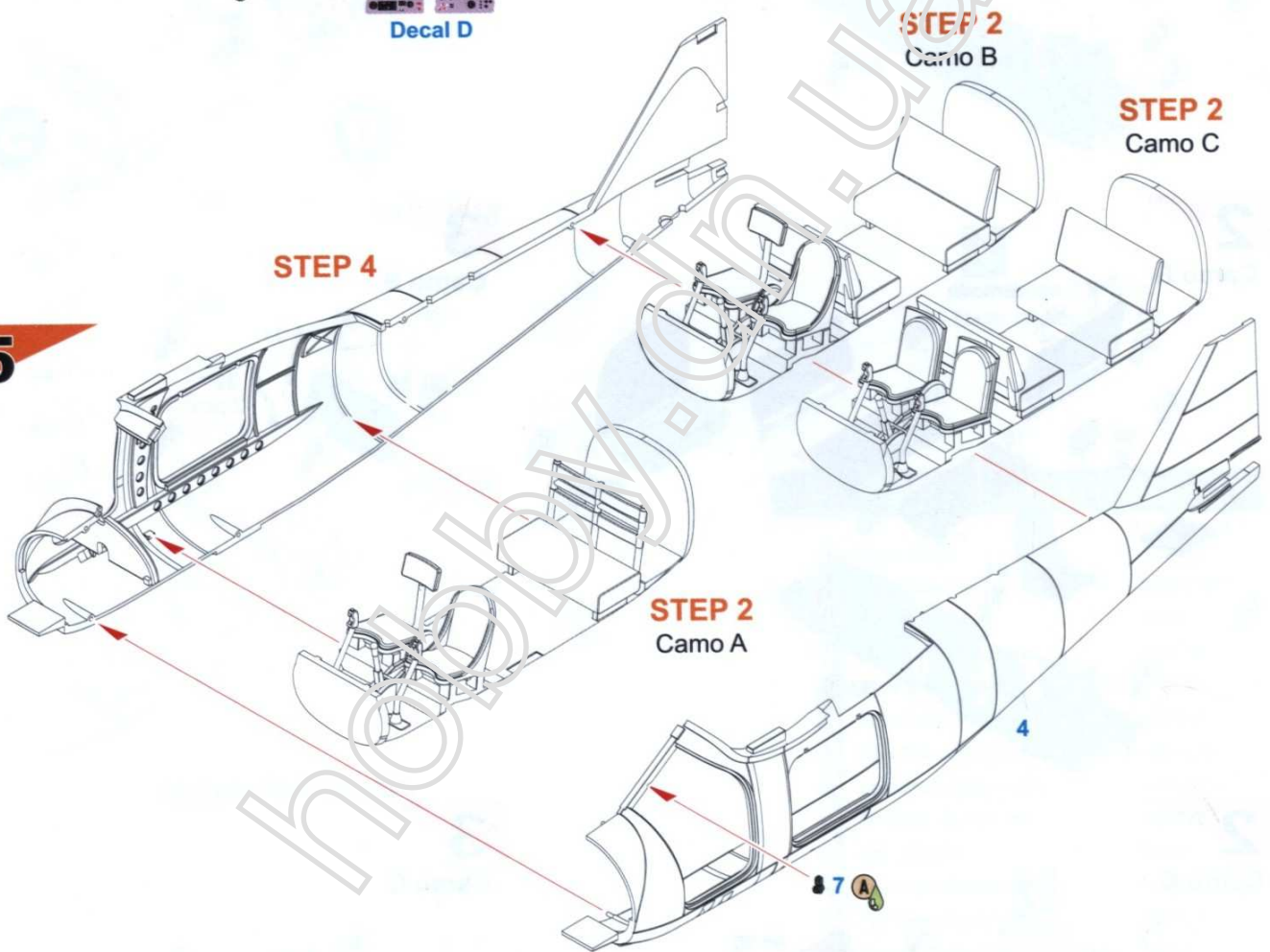
NATRÍT
COLOUR
FARBEN
PEINDRE



4



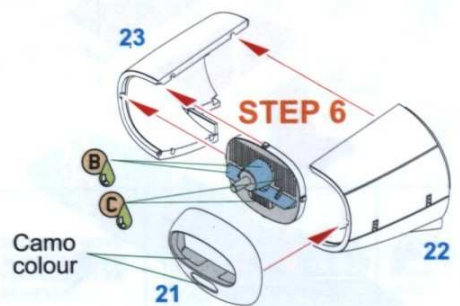
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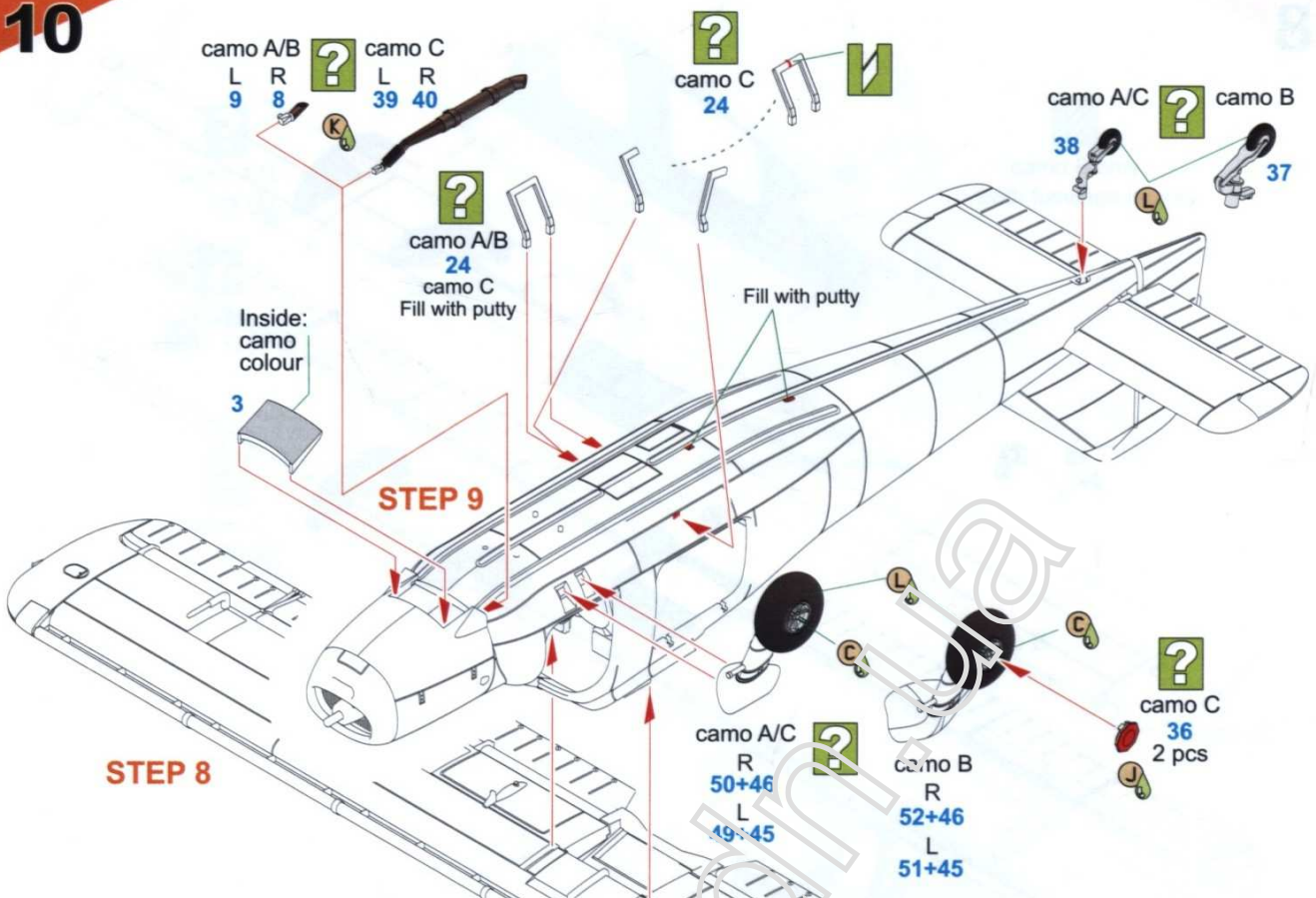
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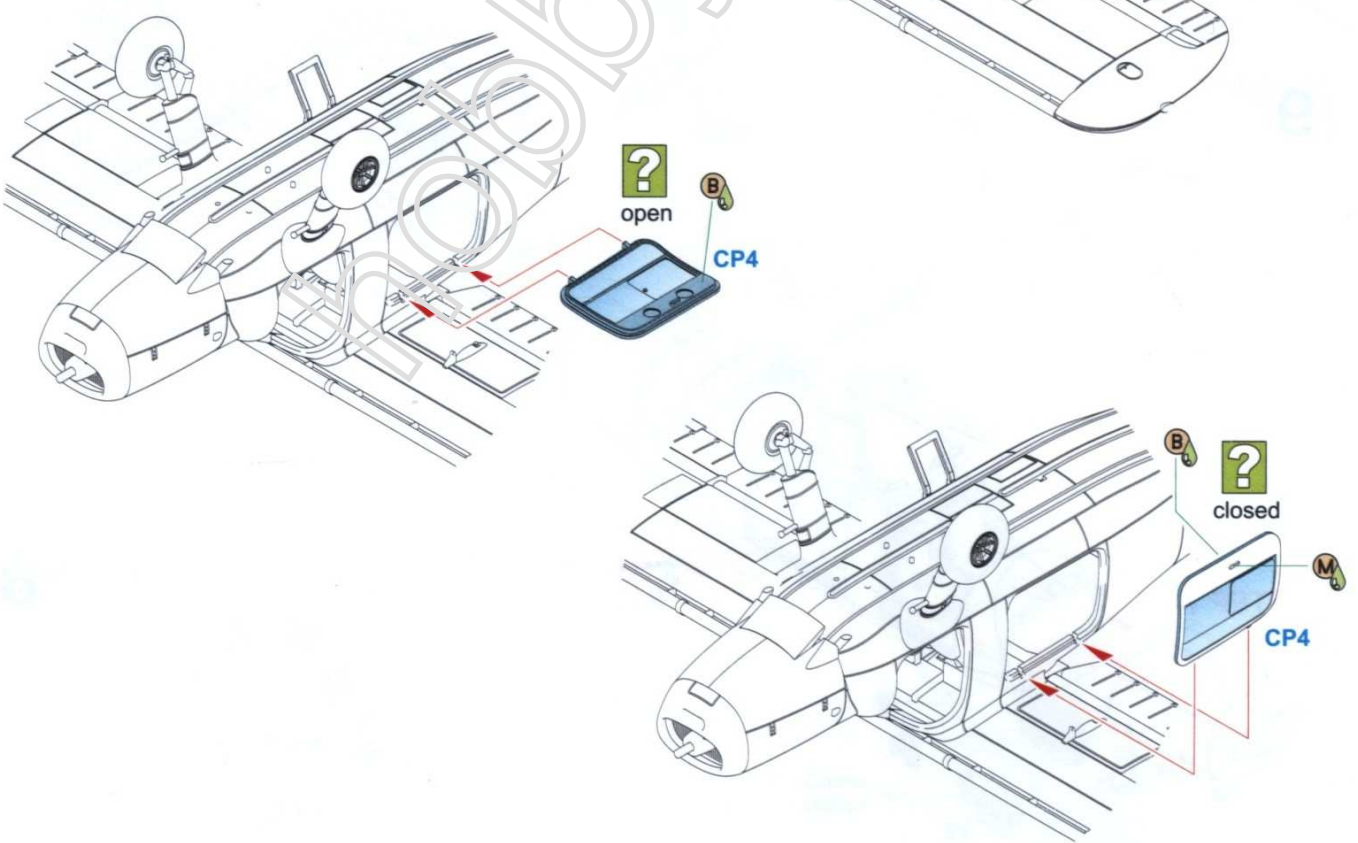
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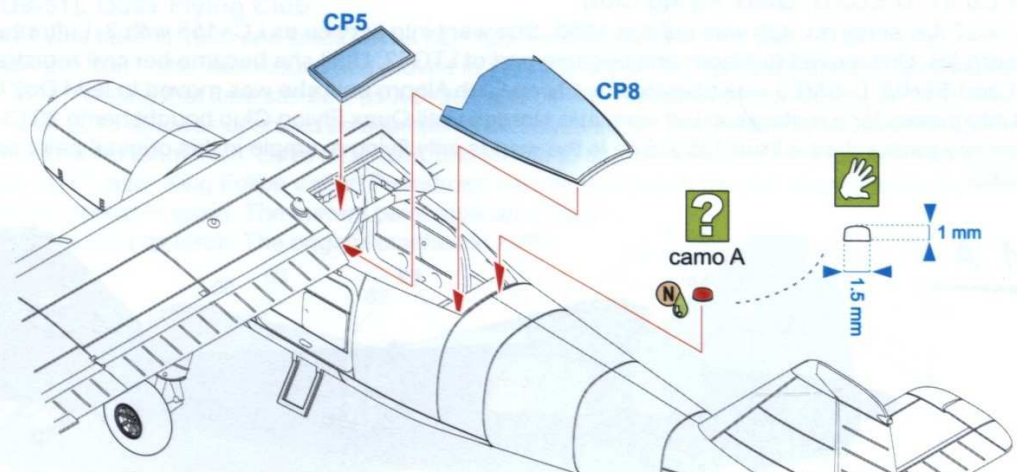
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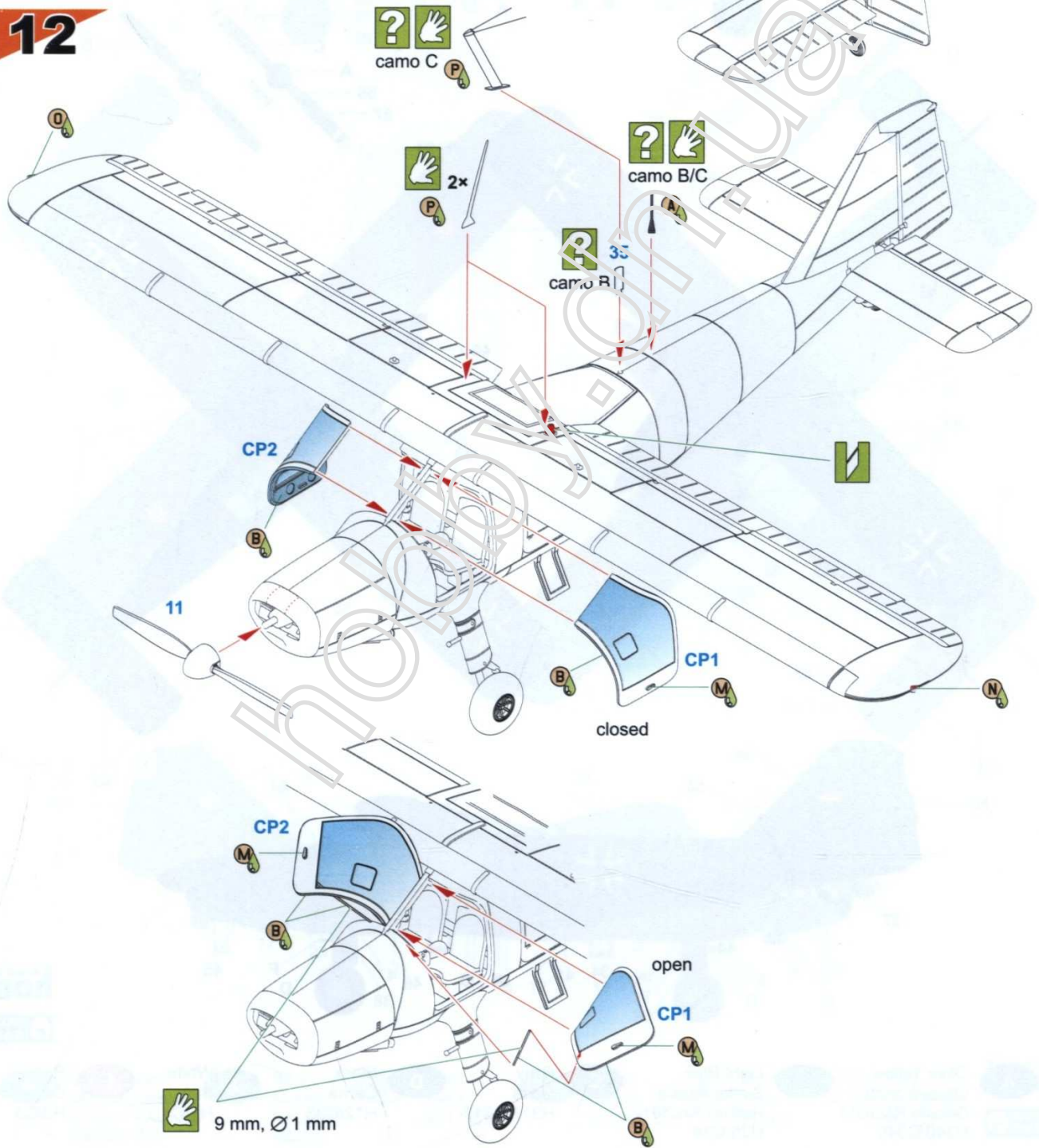
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11



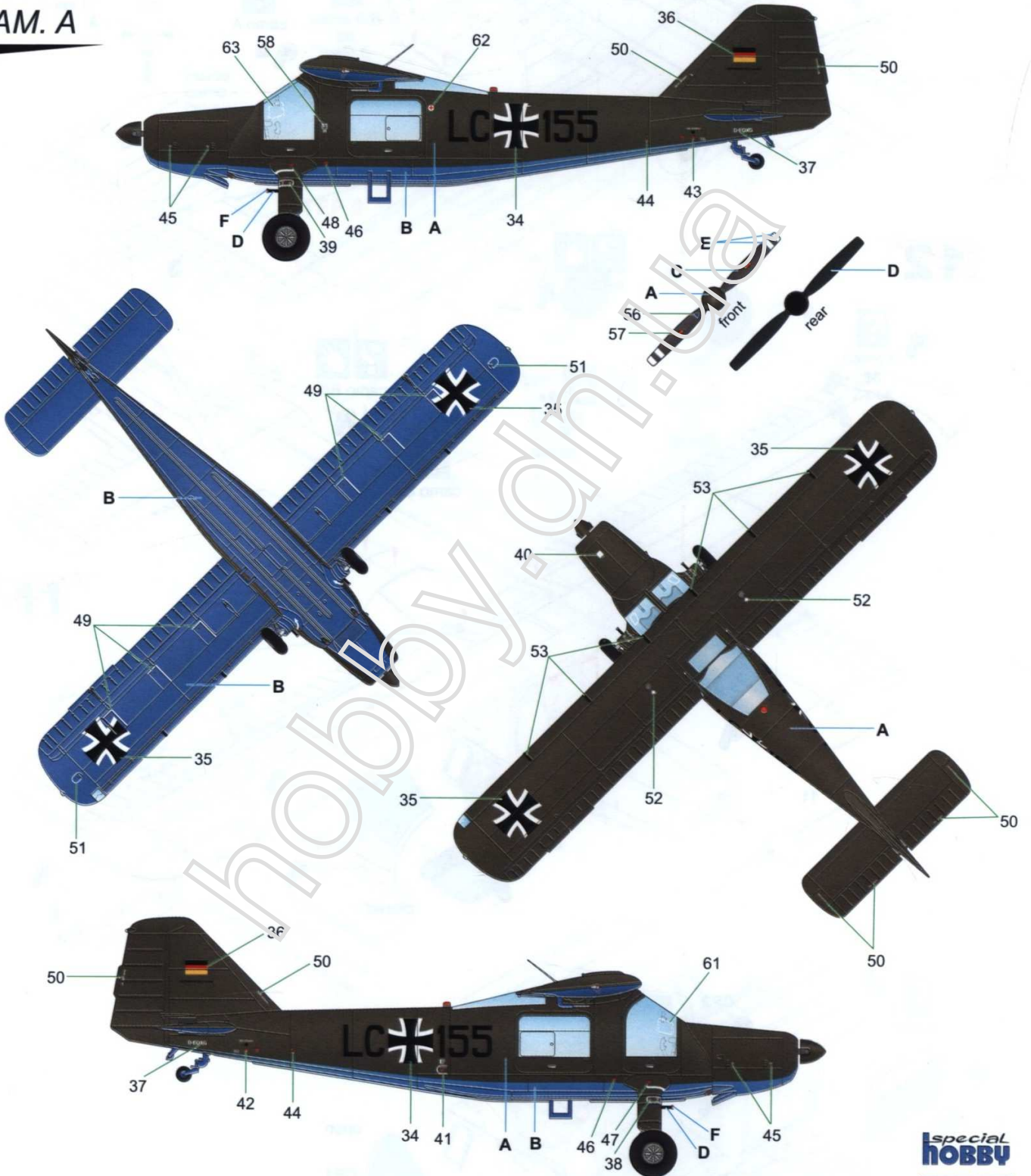
12



Dornier Do 27, D-EQXG, Quax Flying Club

Dornier Do27 A3, serial no. 429 was built in 1959. She went into service as LC+155 with 3. Luftrettungs und Verbindungsstaffel at Fassberg AB. Unit moved to Alhorn and became part of LTG62. Until she became her civil registration D-EMEJ, she flew as GB+901 and 57+03. D-EMEJ was operated by Flying Club Alhorn until she was moved to IGM Do27 Wunstorf in 2005. She was put into pieces for a restoration but went into storage until Quax Flying Club bought her in 2013 and made full restoration in her delivery paint scheme from 1959. She is the worlds only flying example in this original paint scheme, now registered as D-EQXG.

CAM. A

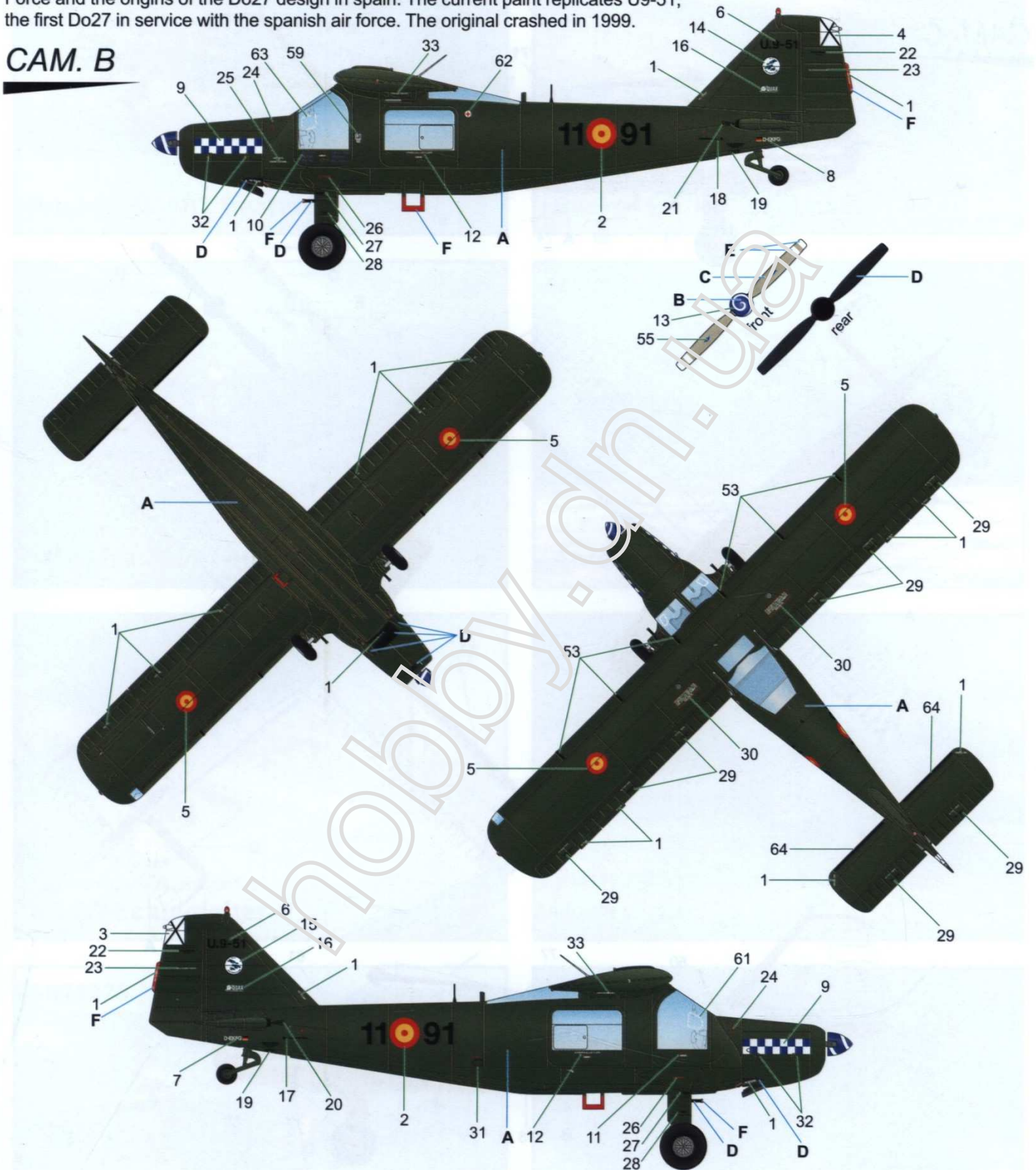


- | | | | | | |
|---|--|------------------------------------|------------------------------------|---------------------------------|----------------------------------|
| A Olive Yellow
Olivově žlutá
Gelboliv RAL6014
H340/C340 | B Light Blue
Světle modrá
Hellblau RAL5012
H25/C34 | C Gray
Šedá
H317/C317 | D Black
Černá
H12/C33 | E White
Bílá
H1/C1 | F Red
Červená
H3/C3 |
|---|--|------------------------------------|------------------------------------|---------------------------------|----------------------------------|

Dornier Do 27, D-EKFG (U9-51), Quax Flying Club

Dornier Do27 A4, serial no. 471 was built in 1960 and testflown as KD+129. First operational unit was LTG61 in Penzing, call sign GA+374. After a landing accident in 1961, she was rebuilt and moved to Weapon school 50 Fürstenfeldbruck, special task unit "Lehr und Versuchsschwarm G91". During that time she flew as XB+901 and 56+40. Withdrawn from service in 1970, she moved to a privat owner. From 1971 until 2013 she was operated as a jumpship for Skydive Kiel. Purchased by a Quax member in 2015 she was made airworthy by him and his team from "Save a Dornier" and ferried to Quax Paderborn for a full restoration. The final paint was decided for 60 years Do27, after King Felipe visited Paderborn, who himself made his pilot license in the Spanish Air Force and the origins of the Do27 design in Spain. The current paint replicates U9-51, the first Do27 in service with the Spanish air force. The original crashed in 1999.

CAM. B



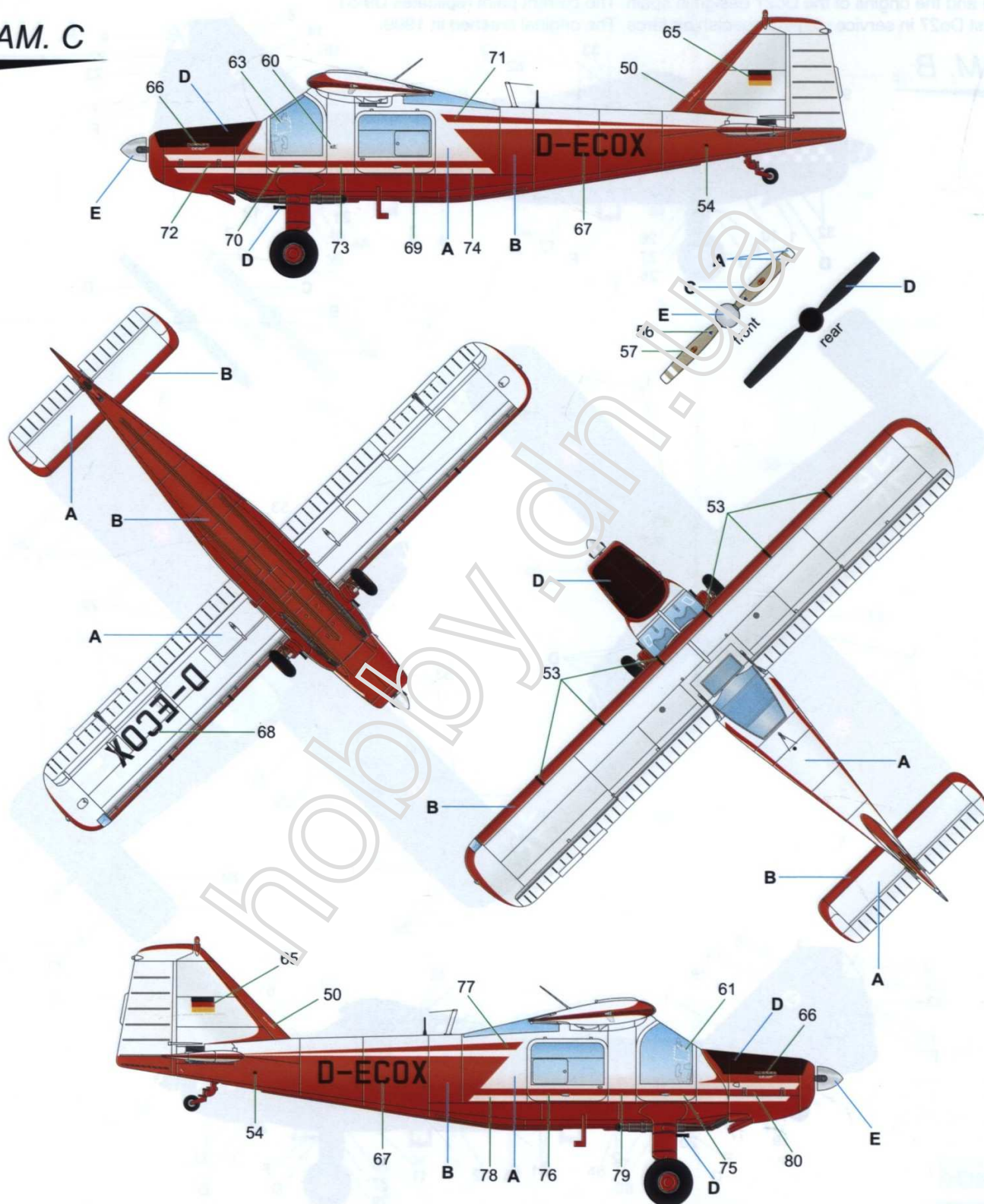
- | | | | | | |
|---|--|------------------------------------|------------------------------------|---------------------------------|----------------------------------|
| A Olive Green
Olivově zelená
Olivgrün RAL6003
H420/C120 | B Blue
Modrá
RAL5002
H5/C5 | C Gray
Šedá
H317/C317 | D Black
Černá
H12/C33 | E White
Bílá
H1/C1 | F Red
Červená
H3/C3 |
|---|--|------------------------------------|------------------------------------|---------------------------------|----------------------------------|



Dornier Do 27, D-ECOX, Quax Flying Club

Dornier Do27 Q1, serial no. 2018 was build in 1958. She is the last airworthy Do27 Q1 in Germany, out of 18 build. The Q1 is the civil version of the military A3 with more luxurious seats, interior, cargo door, passenger steps, etc. Serial no 2018 was always wearing the call sign D-ECOX. After seeing ownership with several owners in Germany and UK, she was ferried to Quax station Bienenfarm in 2017 and operated by a group of Quax members, wearing still its original standard Dornier civil paint scheme and interior from 1958.

CAM. C



A White
Bílá
H1/C1

B Red
Červená
H3/C3

C Gray
Šedá
H317/C317

D Black
Černá
H12/C33

E Chrome silver
Chromová stříbrná
MC211