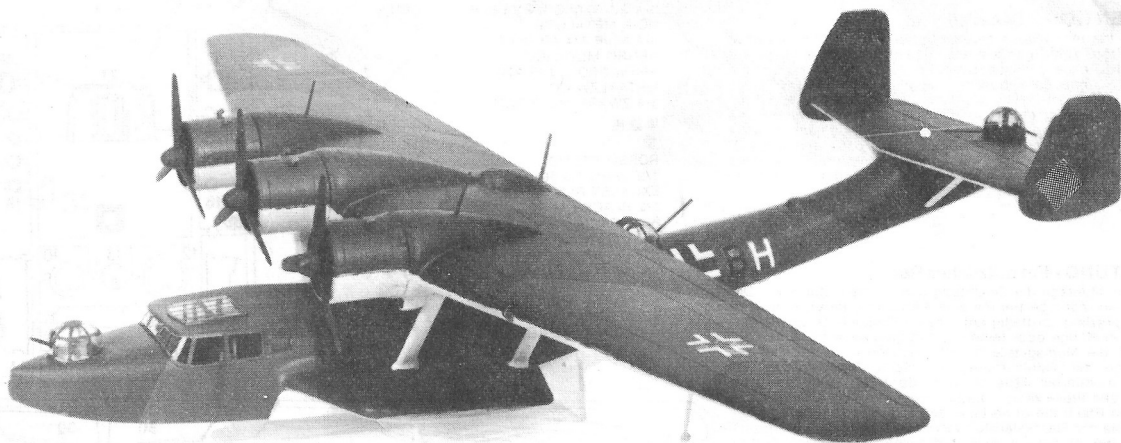


# DORNIER Do 24-T



## DORNIER Do 24-T

Prima del Conflitto Mondiale il Do 24 (progettato dalla fabbrica tedesca Dornier) veniva costruito, su licenza, negli stabilimenti olandesi dell'Avirolanda per conto del Governo olandese. Quando, nel '40, l'Olanda venne occupata, furono trovati 25 esemplari in vari stadi di approntamento, più altri tre completi. Poiché il Ministero dell'Aeronautica Tedesco era alla ricerca di un idrovolante idoneo al recupero degli equipaggi caduti in mare, i Do 24 olandesi furono sottoposti alle prove di valutazione, che ebbero pieno successo: il Do 24 aveva proprio le qualità giuste per un aereo da soccorso aeronavale: eccellente navigabilità anche con mare grosso, decollo corto, notevole capacità interna, elevata autonomia, buona velocità di crociera. Perciò nella primavera del '41 fu riattivata la produzione presso le fabbriche olandesi.

Per adattare l'aereo ai suoi compiti specifici furono apportate alcune varianti al modello originale: sul lato destro venne aperto un portello per facilitare le operazioni di recupero e l'interno della fusoliera fu dotata di sei cuccette e di attrezzature di pronto soccorso; venne migliorata la strumentazione radio e di volo e l'armamento difensivo portato a due MG 15 da 7,9 mm, nelle torrette anteriori e posteriori, più un cannone Hispano Suiza da 20 mm, (in seguito sostituito dal pari calibro tedesco MG 151) nella torretta dorsale. Gli aerei olandesi montavano il motore americano Wright Cyclone; esauritesi le scorte, i Tedeschi adottarono il motore radiale BMW Bramo. I Do 24, raggruppati in apposite unità ("Seenotstaffeln"), vennero impiegati su tutti i mari europei, e persino sull'Oceano Atlantico ed Artico. Un gruppo di stanza nel Mar Nero si distinse anche, dal febbraio al marzo del '43, nel rifornimento della testa di ponte di Kuban ed in seguito cooperò allo sgombero delle Isole Eggee e dei Balcani. Nel Mediterraneo i Do 24 dipendevano dal Centro di Soccorso Aeronavale di Siracusa; altre basi si trovavano in Francia (a Brest, Cherbourg, Boulogne), in Norvegia, nel Baltico ed a Sylt. E' doveroso, inoltre, segnalare i Do 24 olandesi che combatterono nelle Indie Orientali contro i Giapponesi. Dodici aerei vennero forniti alla Spagna nel 1944: uno di essi è rimasto in servizio fino al 1970.

**Caratteristiche tecniche:** Apertura alare: m. 27,00; Lunghezza: m. 22,05; Peso a vuoto: Kg. 9400; Peso massimo: Kg. 16200; Velocità massima: Km./h. 330 a m. 2600; Autonomia massima a carico: Km. 4700; Quota di tangenza: m. 7500; Motori: 3 BMW Bramo 323 R-2, 9 cilindri radiali raffreddati ad aria, da 1000 HP al decollo; Armamento difensivo: 1 cannone da 20 mm. Hispano Suiza 404 oppure MG 151, 2 mitragliatrici MG 15 da 7,9 mm; Equipaggio: 6 uomini.

## DORNIER Do 24-T

Before World War II the Do 24 was designed by the Dornier company and built under licence in Holland by order of the Dutch government.

When Holland was overrun by the German forces in 1940 they found 25 Do 24 flying boats at various stages of finishing, and 3 more finished.

The German Air Ministry was in search of a suitable flying boat to salvage sunk airplanes, and found in Holland an aircraft that met these specifications.

The Do 24 combined excellent navigational qualities even at heavy sea, ample space, sufficient cruising range and reasonable speed.

In 1941 the production of the Do 24 was started again in the Netherlands. In order to adapt this plane for its special missions, various changes were made: on the right side installations were made to facilitate rescue operations.

In the fuselage beds and first aid equipment were installed.

Radio and steering control were improved and as defence armament two 7.9 mm MGs 15 were mounted in the front and rear gunner positions. In the centre position a 20 mm Hispano Suiza cannon was mounted, but later replaced by a MG 151. Initially American "Wright" engines were fitted but later replaced by BMW engines.

The Do 24s were used in so-called sea-emergency-squads (Seenotstaffeln) and saw service on all European oceans including the Arctic.

In February/March 1943 one squadron was used to supply the Kuban bridge-head. Later Do 24s were saw service in the Greek and Balkan campaigns.

In the Mediterranean these aircraft had their support base in Siracusa. Other bases were in France (Brest, Cherbourg, Boulogne) in Norway, in the Baltic area and on the island of Sylt. Do 24s were also used in the Indian Ocean against the Japanese. 1944 a squadron was supplied to Spain. One of these planes remained in service until 1970.

**Technical data:** Wing span: 27 m; Length: 22.05 m; Net weight: 9400 Kg; Max. weight: 16200 Kg; Max. speed: 330 Km/h at 2600 m altitude; Cruising range: 4700 Km fully loaded; Engines: 3 BMW Bramo 323 R-2, 9 cylinder, air-cooled, 1000 HP; Armament: 1 20 mm Hispano Suiza 404 gun or 1 MG 151 2 MG 15, 7.9 mm caliber; Crew: 6.

### ATTENTION - Consigli utili!

Prima di iniziare il montaggio, studiare attentamente il disegno. Staccare con molta cura i pezzi dalle stampe, usando un taglia-balsa oppure un paio di forbici e togliere con una piccola lima o con carta vetro fine eventuali sbavature. Mai staccare i pezzi con le mani. Montarli seguendo l'ordine della numerazione delle tavole. Eliminare dalla stampata il numero del pezzo appena montato, facendogli sopra una croce. Le frecce nere indicano i pezzi da incollare. Le frecce bianche indicano i pezzi da montare senza colla. Usare solo colla per polistirolo. ▲●■ I contrassegni ai lati dei numeri indicano la stampata ove si trova il pezzo da montare. I pezzi sbarrati da una croce non sono da utilizzare.

### ATTENTION - Useful advice!

Study the instructions carefully prior to assembly. Remove parts from frame with a sharp knife or a pair of scissors and trim away excess plastic. Do not pull off parts. Assemble the parts in numerical sequence. Use plastic cement ONLY and use cement sparingly to avoid damaging the model. Black arrows indicate parts to be glued together. White arrows indicate that parts must be assembled WITHOUT using cement. ▲●■ These marks indicate on which frame the parts will be found. Paint small parts before detaching them from frame. Remove paint where parts are to be cemented. Crossed out parts must not be used.

### ACHTUNG - Ein nützlicher Rat!

Vor der Montage die Zeichnung aufmerksam studieren. Die einzelnen Montageteile mit einem Messer oder einer Schere vom Spritzling sorgfältig entfernen. Eventuelle Grate werden mit einer Klinge oder feinem Schmirgelpapier beseitigt. Keinesfalls die Montageteile mit den Händen entfernen. Bei der Montage der Tafelnumerierung folgen. Die Nummer der schon montierten Teile auf dem Spritzling ankreuzen. Die schwarzen Pfeile zeigen die zu klebenden Teile während die weißen Pfeile die ohne Leim zu montierenden Teile anzeigen. Bitte nur Plastikklebstoff verwenden. ▲●■ Die Markierung neben den Nummern zeigt, auf welchem Spritzling der zu montierende Teil zu finden ist. Die mit einem Kreuz markierten Teile sind nicht zu verwenden.

### ATTENTION - Conseils utiles!

Avant de commencer le montage, étudier attentivement le dessin. Détacher avec beaucoup de soin les morceaux des moules en usant un massicot ou bien un pair de ciseaux et couper avec une petite lame ou avec de papier de verre fin ébarbagés éventuels. Jamais détacher les morceaux avec les mains. Monter les en suivant l'ordre de la numérotation des tables. Eliminer de la moule le numéro de la pièce qui vient d'être montée, en le bifant avec une croix. Les flèches noires indiquent les pièces à coller, les flèches blanches indiquent les pièces à monter sans colle. Employer seulement de la colle pour polystyrol. ▲●■ Les signes aux côtés des numéros indiquent la moule où se trouve la pièces à monter. Les pièces marquées par une croix ne sont pas à utiliser.

### ATENCION - Consejos útiles!

Estudiar las instrucciones cuidadosamente antes de comenzar el montaje. Separar las piezas de las bandejas con un cuchillo afilado o un par de tijeras, y retirar el exceso de plástico o rebaba. No arrancar las piezas. Montar las piezas en orden numérico. Utilizar SOLAMENTE pegamento para plástico y en poca cantidad para evitar que se dane el modelo. Las flechas negras indican las piezas que se deben pegar juntas. Las flechas blancas indican las piezas que deben ensamblarse SIN usar pegamento. ▲●■ Estas marcas indican en que bandeja se encuentran las piezas. Pintar las piezas pequeñas antes de separarlas de la bandeja. Retirar la pintura de los lugares por donde se deban pegar las piezas.

### OPGELET - Belangrijke bemerkingen!

Bestudeer zorgvuldig het montageplan voor het bouwen. Breek nooit onderdelen van het kader. Maak ze los met een scherp mes of kleine nagelans. Verwijder daarna al het overtollige plastic en pas de delen alvorens te lijmen. Gebruik allen lijm voor plastic modellen. Werk zorgvuldig en spaarzaam, teveel lijm zal uw model beschadigen. Zwarte pijlen duiden de te lijmen delen aan. Witte pijlen verwijzen naar bewegende delen welke niet mogen worden gelijmd. ▲●■ Deze tekens duiden aan aan welk kader de stukken zich bevinden. Schilder de kleine onderdelen voor ze van het kader te snijden. Verwijder de verf van de te lijmen oppervlakten.

**a** NERO OPACO  
MATT BLACK  
MATTSCHWARZ  
NOIR OPAQUE  
NEGRO MATE  
MATZWART  
フラットブラック

**d** NERO METALLO  
3/4 NERO 1/4 ARGENTO  
GRUN METAL  
3/4 BLACK 1/4 SILVER  
METALLSCHWARZ  
3/4 SCHWARZ 1/4 SILBER  
NOIR METALLISE  
3/4 NOIR 1/4 ARGENT  
NEGRO METALICO  
3/4 NEGRO 1/4 PLATA  
METALLZWART  
3/4 ZWART 1/4 ZILVER  
黒鉄色

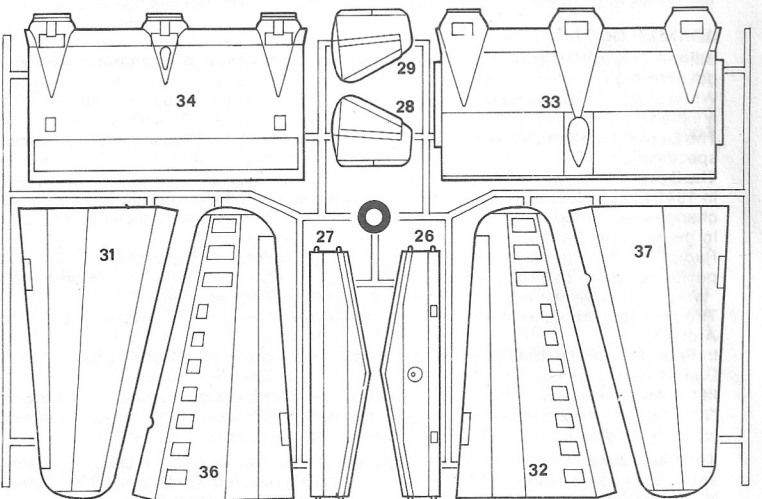
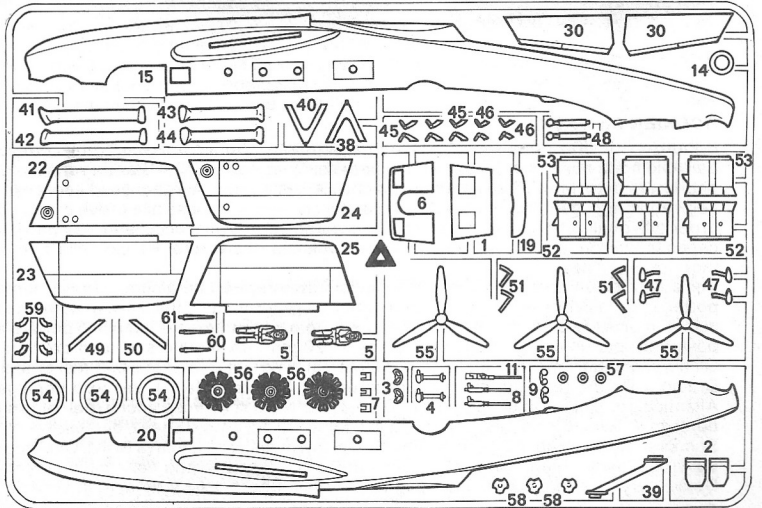
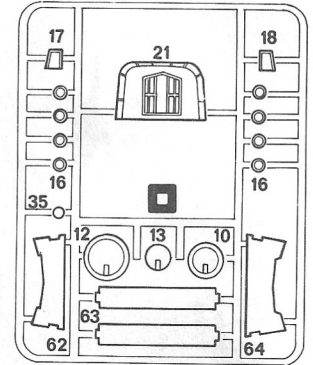
**f** ROSSO BRUNO  
1/2 NERO 1/2 ROSSO  
EXHAUST RED  
1/2 BLACK 1/2 RED  
ROTBRAUN  
1/2 SCHWARZ 1/2 ROT  
ROUGE BRUN  
1/2 NOIR 1/2 ROUGE  
ROJO MARRON  
1/2 NEGRO 1/2 ROJO  
ROODBRUIN  
1/2 ZWART 1/2 ROOD  
焼鉄色

**b** GRIGIO-VERDE RLM 02  
GREY-GREEN RLM 02  
GRAVGRUEN RLM 02  
GRIS-VERT RLM 02  
GRIS VERDOSO RLM 02  
GRIS GROEN RLM 02  
R L M グレー

**g** MARRONE  
BROWN  
BRAUN  
MARRON  
MARRON  
BRUIN  
ブラウン

**h** MARRONE SCURO  
DARK BROWN  
DUNKELBRAUN  
MARRON FONCE  
MARRON OSCURO  
DONKERBRUIN  
ダークブラウン

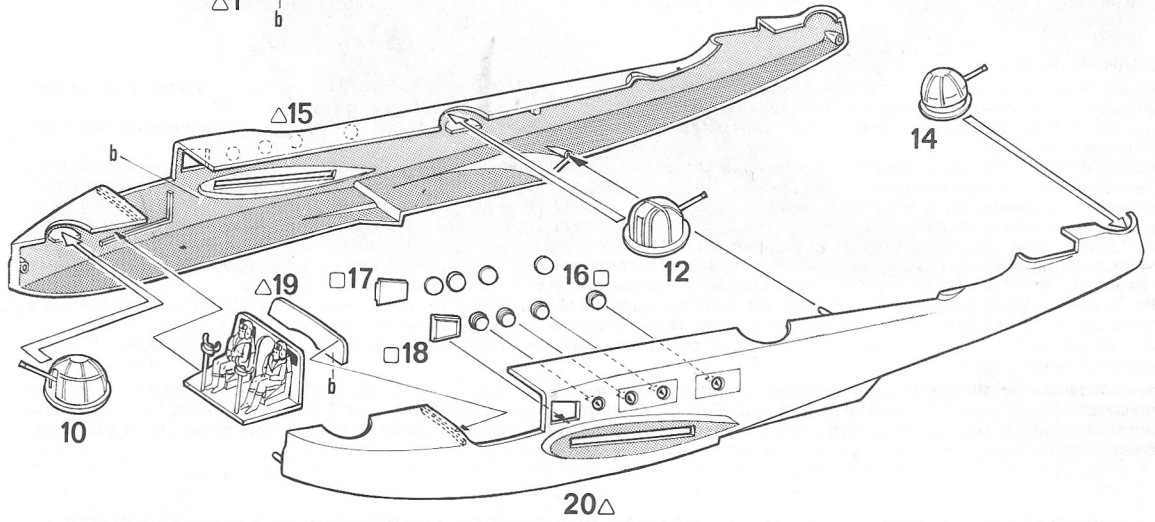
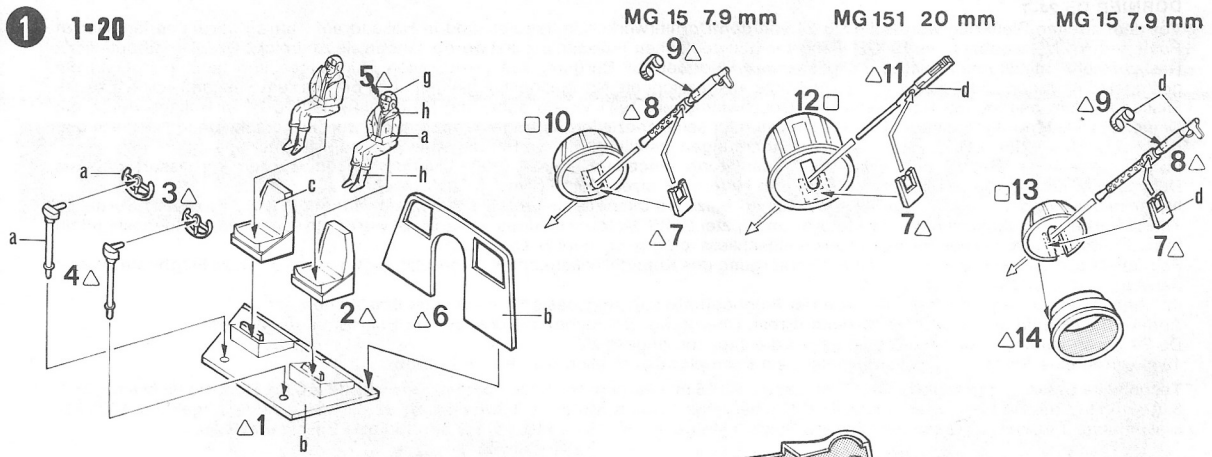
**c** ARGENTO BRUNITO  
1/2 NERO 1/2 ARGENTO  
AIRFRAME SILVER  
1/2 BLACK 1/2 SILVER  
FLUGWERK-SILVER  
1/2 SCHWARZ 1/2 SILBER  
ARGENT  
1/2 NOIR 1/2 ARGENT  
PLATEADO  
1/2 NEGRO 1/2 PLATA  
VLIEGTUIGZILVER  
1/2 ZWART - 1/2 ZILVER  
アルミシルバー



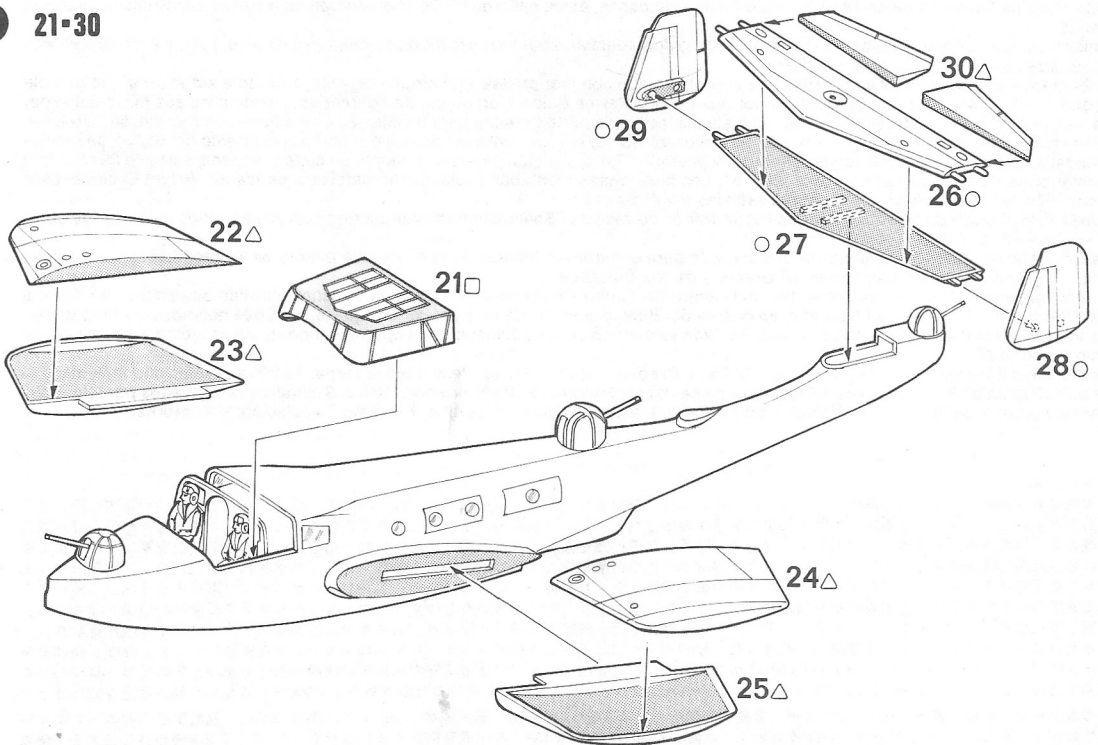
### くみたて前の注意

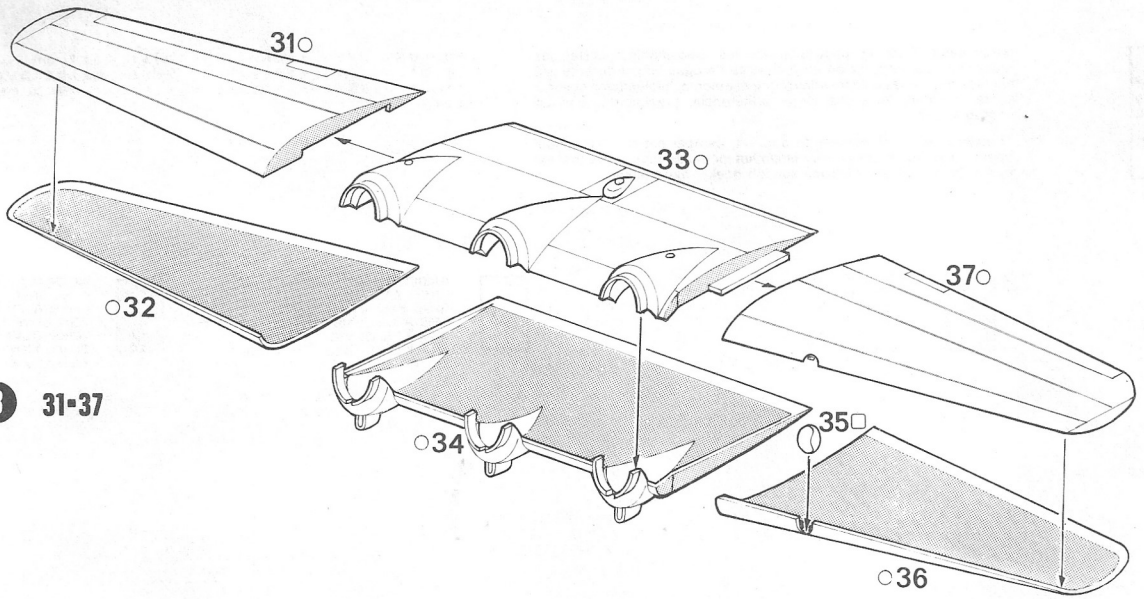
くみたてにはいる前に、よく説明書を見て、全体のくみたてを頭に入れておいてください。部品を切り離す時は、もぎとらないで、ニッパーやナイフを使って慎重に行なってください。くみたては番号順に進めてください。接着剤はプラスチックモデル専用ものを使用し、少しずつつけるようにしましょう。黒い矢印は接着する所です。白い矢印は接着剤を使わずにくみたてする所です。▲●■はそれぞれの部品グループを示します。塗料は必ずプラスチックモデル用塗料を使用し、小さな部品はランナーにつけたまま塗装するのが便利です。接着剤は塗装をはがしておいてください。

1 1-20



2 21-30

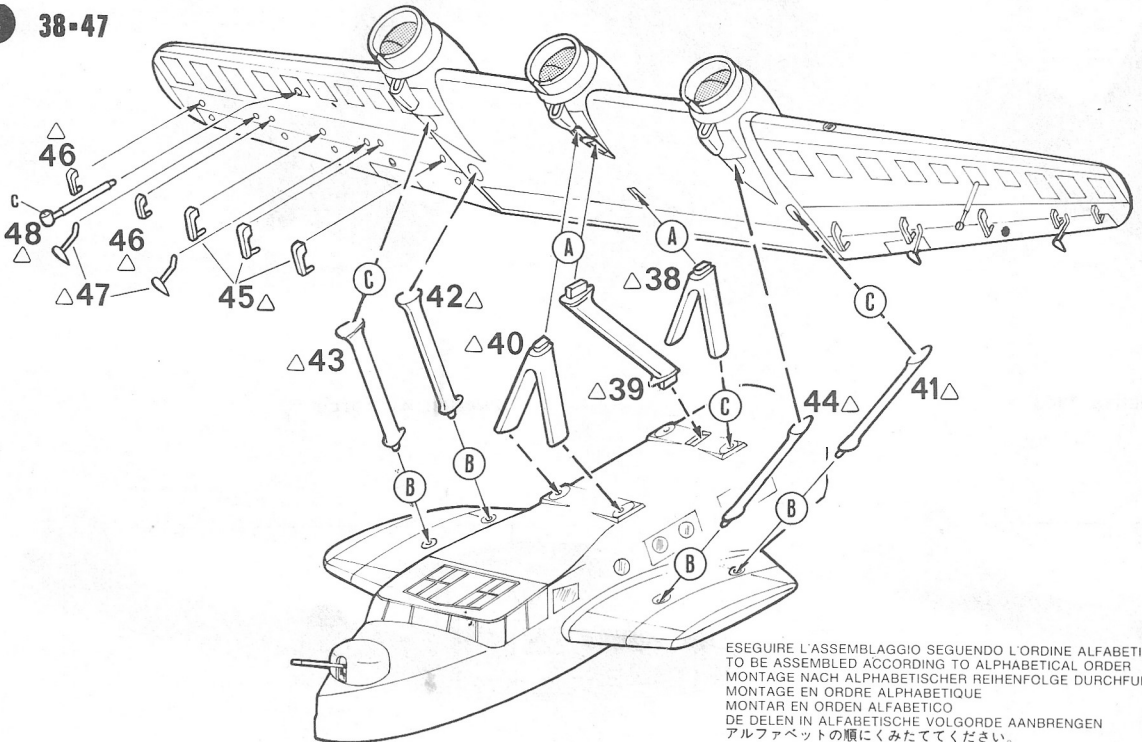




**3 31-37**

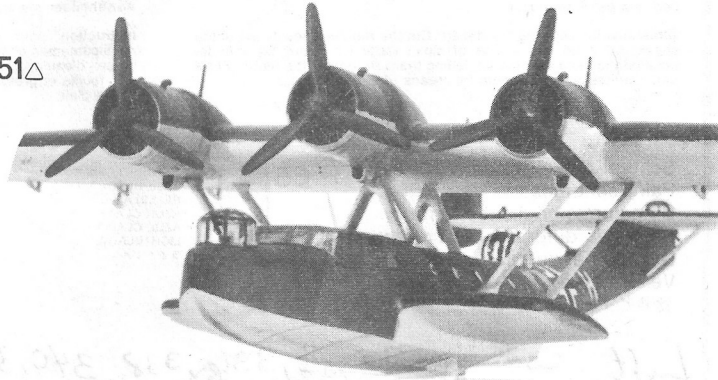
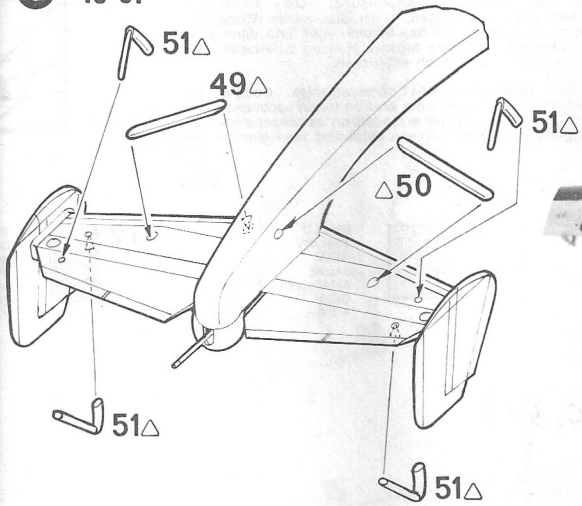
1. Read carefully and fully understand the manufacturer's instruction book supplied with this kit.
2. Care should be taken when using tools and modelling knives, as these can cause personal injury.
3. Plastic parts broken from sprues can have sharp, pointed or jagged edges. Remove these with a file or an emery board.
4. Keep out of the reach of children under 36 months old, as some parts are detachable. Children must not be allowed to suck any metal part or wire included with this kit.
5. This document should be retained for reference at a later date, if the need arises, as it includes the «EEC» company name and address as a means of identification of the importer and supplier.

**4 38-47**

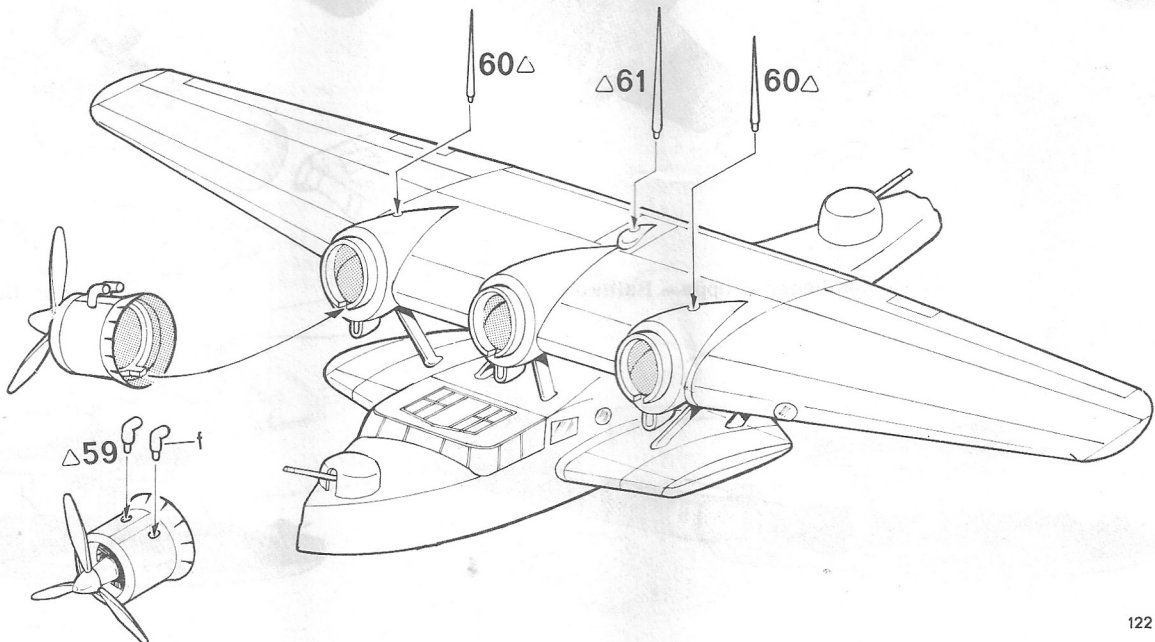
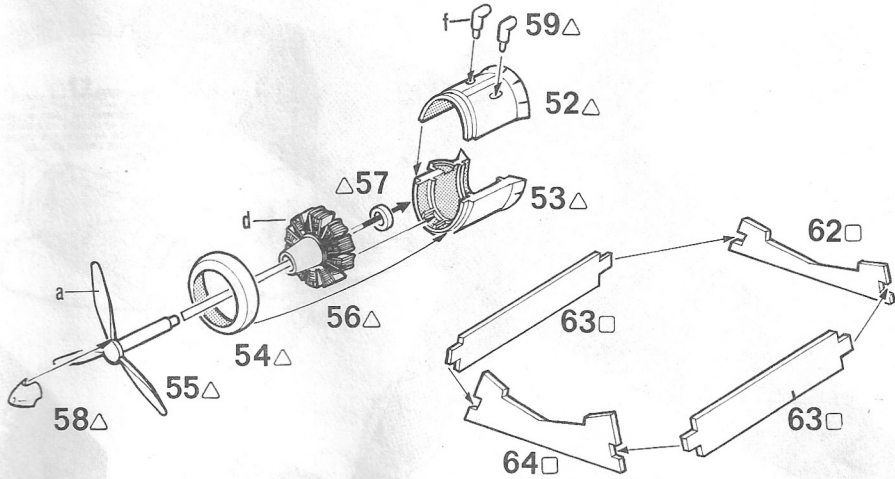
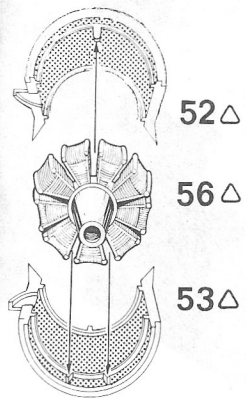


ESEGUIRE L'ASSEMBLAGGIO SEGUENDO L'ORDINE ALFABETICO  
 TO BE ASSEMBLED ACCORDING TO ALPHABETICAL ORDER  
 MONTAGE NACH ALPHABETISCHER REIHENFOLGE DURCHFÜHREN  
 MONTAGE EN ORDRE ALPHABETICO  
 DE DELEN IN ALFABETISCHE VOLGORDE AANBRENGEN  
 アルファベットの順にくみだててください。

5 49-51



6 52-64



position the decals on the kit, letting them slide from the paper. For a better adhesion, press them by means of a clean rag.

position the decals on the kit, letting them slide from the paper. For a better adhesion, press them by means of a clean rag.

Schemi diversi di colorazione  
 Paint schemes  
 Bemalungsmöglichkeiten  
 Schemas différents de coloration  
 Diversos esquemas de coloracion  
 Verfschema  
 塗装とマーキング

Luft. cod. W. 35, 81, 336, 338, 340, 341

65

AZZURRO CHIARO  
 PALE BLUE  
 HELLBLAU  
 AZUL CLAIR  
 AZUL CLARO  
 LICHTBLAU  
 ライトブルー

04

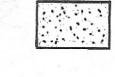
GIALLO  
 YELLOW  
 GELB  
 JAUNE  
 AMARILLO  
 GEEL  
 イエロー

72

VERDE NERO  
 GREEN BLACK  
 SCHWARZGRÜN  
 VERT NOIR  
 VERDE OSCURO  
 ZWARTGRÖEN  
 ブラックグリーン

73

VERDE SCURO  
 DARK GREEN  
 DUNKELGRÜN  
 VERT FONCE  
 VERDE OSCURO  
 DONKERGRÖEN  
 ダークグリーン

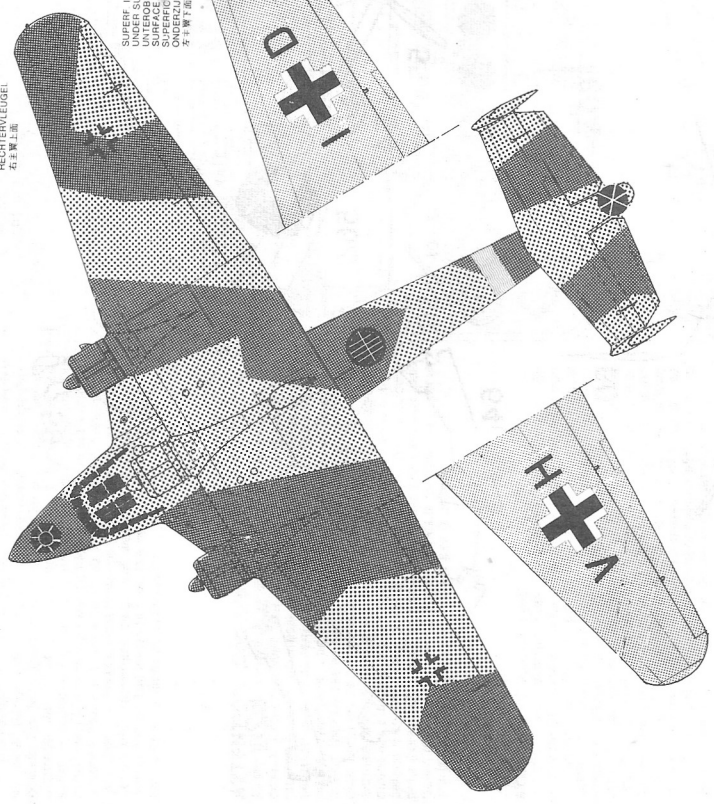


GRIGIO AZZURRO CHIARO  
 PALE BLUE  
 HELLBLAU  
 AZUL CLAIR  
 AZUL CLARO  
 LICHTBLAU  
 ライトブルー



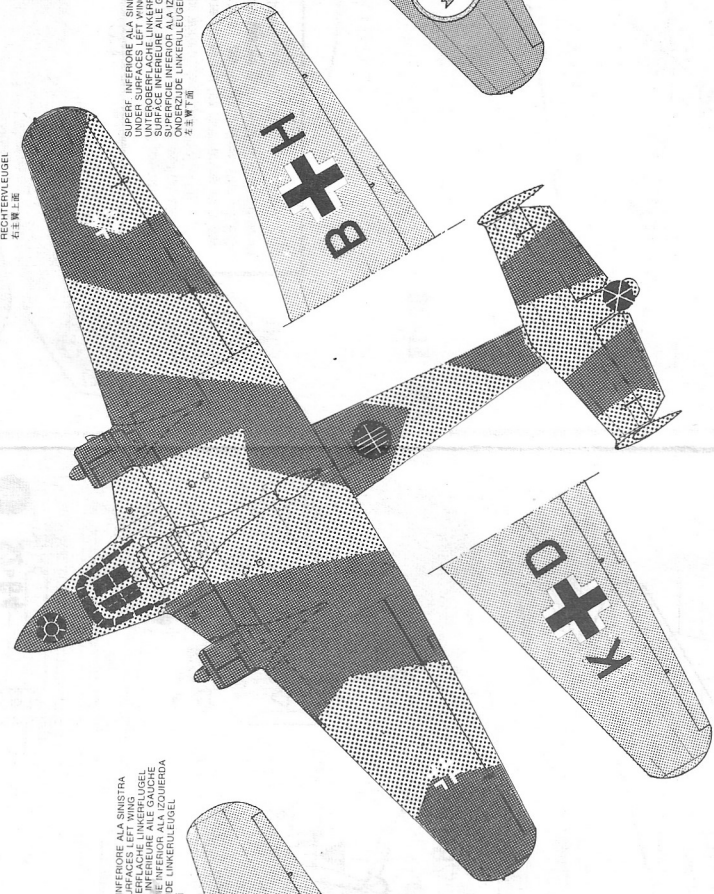
VERDE OLIVA  
 OLIVE DRAB  
 OLIVEGRÜN  
 OLIVEGRÜN  
 VERDE OLIVA  
 OLIJFGRÖEN  
 オリーブドラフ

ALA DESTRA  
 RIGHT WING  
 RECHTERFLÜGEL  
 ALA DROITE  
 ALA DERECHA  
 RECHTERFLÜGEL  
 右主翼上表面



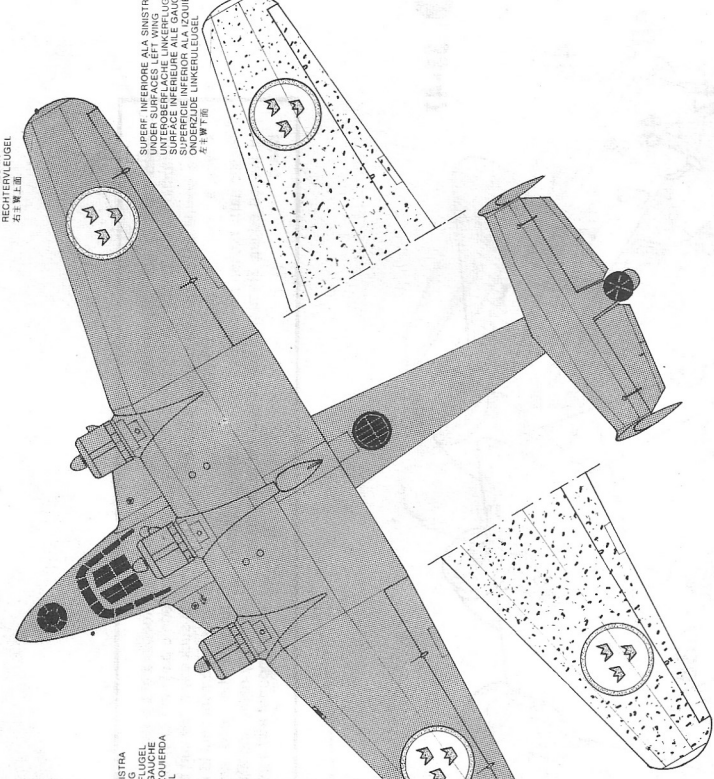
SUPERF. INFERIORE ALA SINISTRA  
 UNDER SURFACES LEFT WING  
 UNTEROBERFLÄCHE LINKERFLÜGEL  
 SURFACE INFÉRIEURE AILE GAUCHE  
 SUPERFICIE INFERIOR ALA IZQUIERDA  
 OBERSEITIGKEIT LINKERFLÜGEL  
 左主翼下表面

ALA DESTRA  
 RIGHT WING  
 RECHTERFLÜGEL  
 ALA DROITE  
 ALA DERECHA  
 RECHTERFLÜGEL  
 右主翼上表面



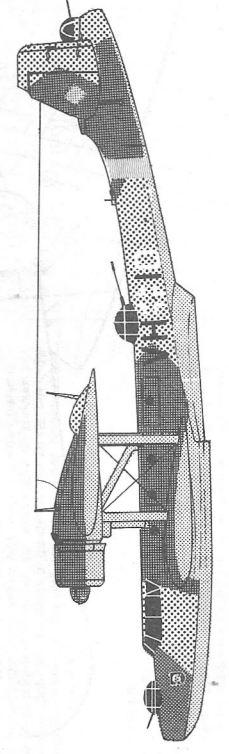
SUPERF. INFERIORE ALA SINISTRA  
 UNDER SURFACES LEFT WING  
 UNTEROBERFLÄCHE LINKERFLÜGEL  
 SURFACE INFÉRIEURE AILE GAUCHE  
 SUPERFICIE INFERIOR ALA IZQUIERDA  
 OBERSEITIGKEIT LINKERFLÜGEL  
 左主翼下表面

ALA DESTRA  
 RIGHT WING  
 RECHTERFLÜGEL  
 ALA DROITE  
 ALA DERECHA  
 RECHTERFLÜGEL  
 右主翼上表面

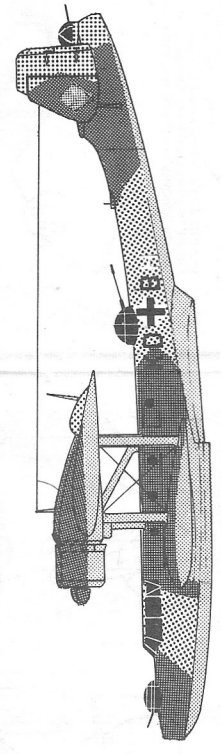


SUPERF. INFERIORE ALA SINISTRA  
 UNDER SURFACES LEFT WING  
 UNTEROBERFLÄCHE LINKERFLÜGEL  
 SURFACE INFÉRIEURE AILE GAUCHE  
 SUPERFICIE INFERIOR ALA IZQUIERDA  
 OBERSEITIGKEIT LINKERFLÜGEL  
 左主翼下表面

106<sup>e</sup> Küstenflieger Gruppe – Baltikum



Seenot Gruppe – Siracusa 1943



Sweden Air Force

