



NICHOLAS A. VERONICO

Former

Spanish Air/Sea Rescue Flying Boat at EAA AirVenture

Flying yacht makes round-the-world charity tour

BY NICHOLAS A. VERONICO

One of the most unusual warbirds at EAA AirVenture 2005 was the three-engine Dornier Do-24ATT amphibian flying boat. The aircraft's arrival at Oshkosh marked the end of its first leg of an around-the-world flight to raise money for

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the children's charity UNICEF.

Iren Dornier, grandson of Claudius Dornier, restored the modified World War II vintage Do-24 flying boat for the round-the-world fundraising tour. At the conclusion of the tour, the aircraft, operated by South East Asian Airlines (founded by Iren Dornier),

will be used for VIP flights and to carry guests to Dornier's resort, Club Noah Isabelle, on the island of Palawan, in the Philippines.

The Do-24ATT started life as a Do-24T-3, Werk. 5345, and, with 11 others, it was delivered to Spain in 1944. The Spanish began operating an air/sea rescue ser-



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The Do-24ATT's twin tails afford an outstanding view to whoever rides in the former tail gunner's position.



RICARDO BECCARI

Surviving Do-24s

| Model | Werk No. | |
|----------|----------|---|
| Do-24T-3 | 2124 | Museo del Aire, Madrid, Spain |
| Do-24T-3 | 3387 | Militaire Luchtvaart Museum, Soesterberg, the Netherlands Displayed: Composite of four aircraft, on loan from the RAF Museum |
| Do-24T-3 | 5291 | Dornier, Oberpfaffenhofen, Germany |



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Profile view of the Do-24ATT. Note how the cheat line follows the water's perceived path along the fuselage.

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The Do-24's interior has been modified to seat 10 in an air-yacht-style configuration. The round porthole provides an excellent view over the sponson.



Navigator's table of inlaid wood reflects the craftsmanship of the restoration. Note microwave below chart table.



vice from Pollensa, Majorca, that same year. During World War II, Do-24s rescued more than 11,000 sailors, fliers, and refugees from both sides of the conflict. In all, 255 Do-24s were built for use by the Dutch, French, Spanish, and German Luftwaffe. After the war, Spain acquired additional Do-24s from France and flew the aircraft until the 1970-71 timeframe.

In 1971, the Dornier company reacquired the flying boat and eight years later began work to convert the plane. For the -24ATT conversion, a new wing was built, the aircraft's original BMW recip-
Instrument panel and pilot's pedestal showing new-build instrument panel and overhead throttle placement.

rocating engines were replaced with PT-6A-45B turboprop engines, the fuselage was strengthened, and the sponsons were widened to accommodate landing gear to convert the flying boat into an amphibian. After conversion, the plane was redesignated a Do-24ATT to reflect its new turboprop and amphibious configuration. Registered D-CATD, its first flight after modification took place on April 25, 1983.

Unable to sell the turboprop amphibian to the world airline market, the aircraft was subsequently retired to the Deutsches Museum, Munich, Germany. In 2003, Iren Dornier retrieved the aircraft and had it shipped to the Philippines via Antwerp, Belgium.

After reassembly in the Philippines, the aircraft was registered RP-C2403 and made its first post-registration flight on February 5, 2004. Two months later, in April, the Do-24ATT began its round-the-world flight with stops in Cambodia, Thailand, India, Pakistan, the United Arab Emirates, Oman, Egypt, and a number of European stops (Greece, Italy, France, Germany, Austria, Ireland, and the United Kingdom) before crossing the Atlantic. Stops were made in Canada, and the largest venue was the Experimental Aircraft Association's AirVenture 2005, landing at Fond du Lac, Wisconsin, on the night of July 23. The following morning the aircraft flew up to Oshkosh to participate in the



PHOTOS RICARDO BECCARI



PHOTOS NATIONAL ARCHIVES VIA RENE FRANCLION



Do-24s served with the Dutch and German militaries during World War II and with Spain until the 1970s.

weeklong show. On August 27, 2005, the Do-24ATT flew to New York's Hudson River to re-create the landing of the 12-engine Do-X during that flying boat's 1931 world tour.

Today, the interior of the Do-24ATT resembles an air yacht. The cockpit is up to date, with a new instrument panel and center console, and like most flying boats, the throttles and propeller controls are mounted overhead. Comm boxes sit under at

the top of the center panel. Behind the pilots' seats on the port side is the navigator's table, richly inlaid with the Dornier logo, and behind a bulkhead is the center compartment. Here, the crew enters through a hatch on the upper side of the fuselage. Three overstuffed sitting chairs dominate this compartment. Behind the entry compartment's rear bulkhead is another compartment, currently used for storage, which also houses a raised seat to enable

an observer to look out the upper fuselage bubble. The last compartment leads to the former tail gunner's seat at the rear of the aircraft.

In October and November 2005, the aircraft will fly the second leg of its tour, making stops in California and Nevada. Then the Do-24 will work its way down through Latin and South America before crossing the Atlantic and heading back home.

For more details on the Do-24's world tour, visit www.do-24.com.