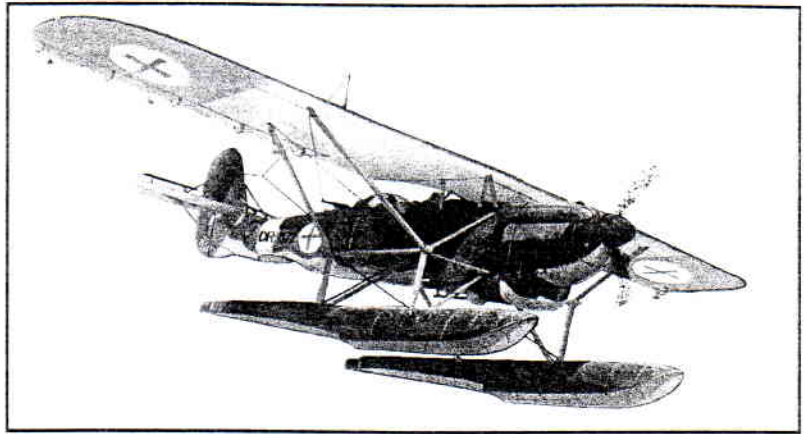


Xotic-72

Dornier Do 22



HISTORY:

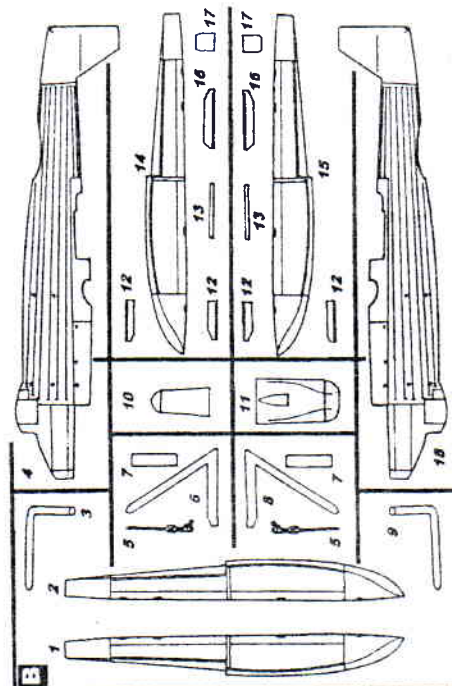
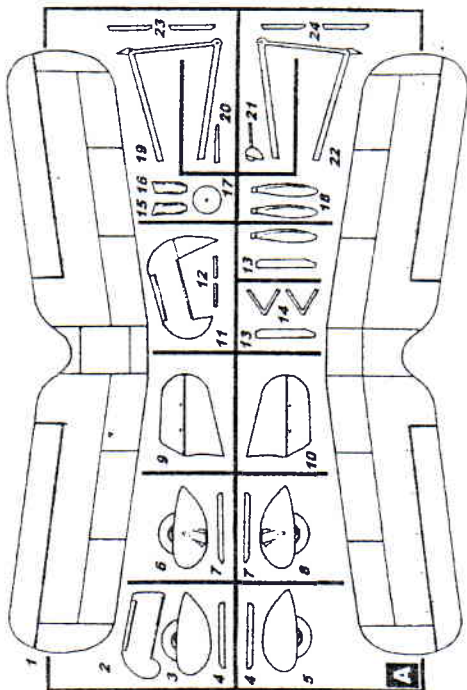
The Do-22 was designed and built to appeal to the needs of small air forces for a strong, multi-use aircraft. Dornier's answer was this durable, three seat, high-wing monoplane powered by a Hispano-Suiza twelve cylinder liquid cooled engine. It could be equipped with skis, floats or wheels and could be armed with up to three machine guns mounted on the nose, in the crew compartment or ventrally in the tunnel beneath the crew station.

The first purchaser of the new type was the Royal Yugoslav Navy which ordered 12 of them. They were all operational when the German army swept through Yugoslavia in 1941. Taking advantage of their superior range, eight of the aircraft escaped across the Mediterranean to Egypt. There, they reformed as #2 Squadron (Yugoslav) under the Royal Air Force and performed service on coastal patrols and reconnaissance duties until grounded for lack of spares.

Latvia and Greece also purchased the type. Most of the Greek aircraft were lost in the defense against Germany. The Latvian aircraft were taken over by the German government before delivery and given to Finland. The Finns used the 4 aircraft extensively in a wide variety of roles. Other than the prototype, Do-22's never appeared in Luftwaffe markings.

Specifications

Maximum Speed.....	217mph	Cruising Speed	186 mph
Normal Range	1400 miles		
Empty Weight	5600 lbs	Gross Weight	8800 lbs
Wing Span	53' 2"	Length	43' 2"



Clear Parts:



Resin Parts:



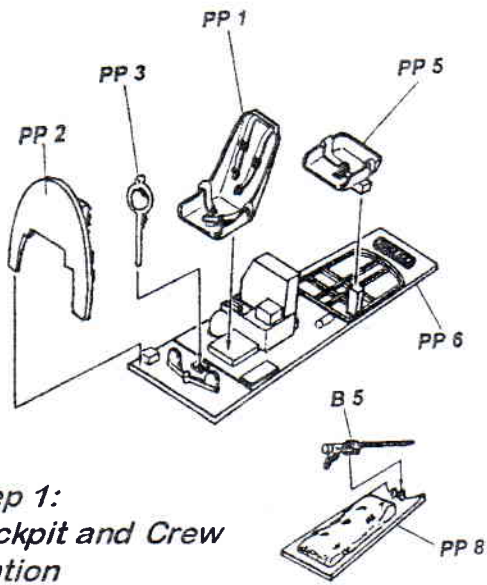
Legend:



Hand
make

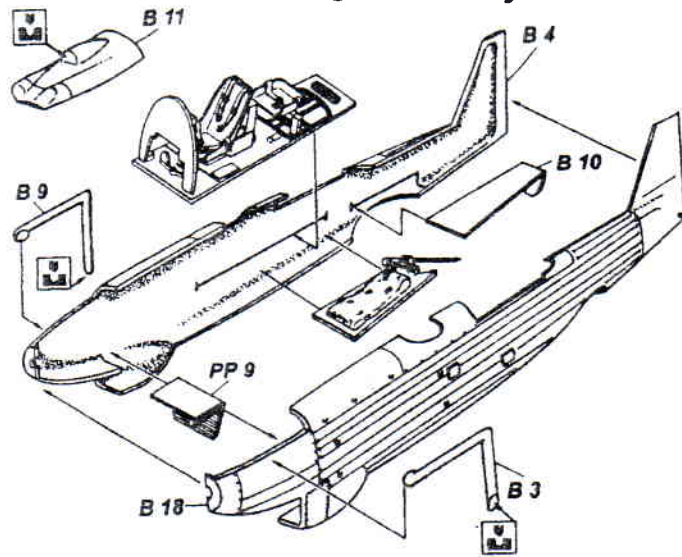


Fill
hole

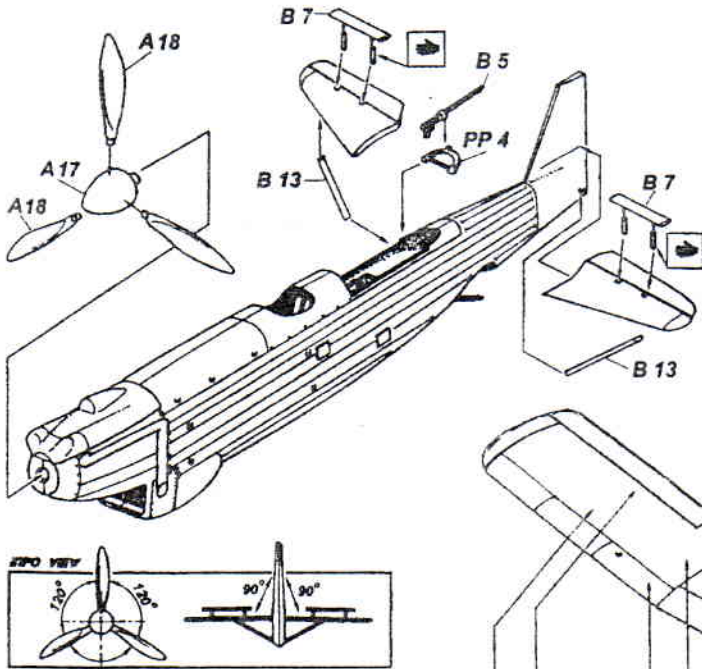


Step 1:
Cockpit and Crew Station

Step 2:
Fuselage Assembly



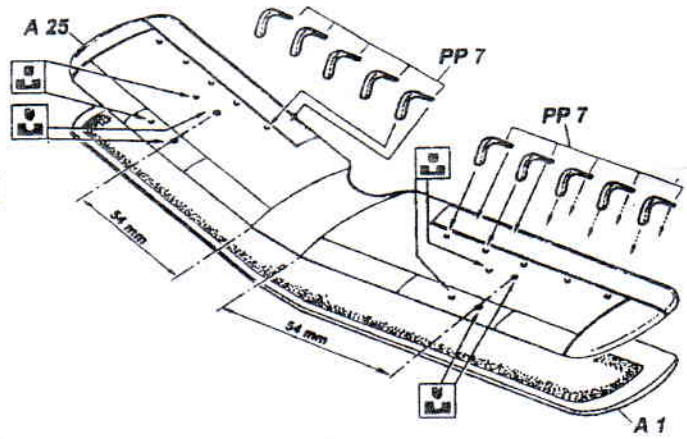
Step 3:
Prop and Eppenage



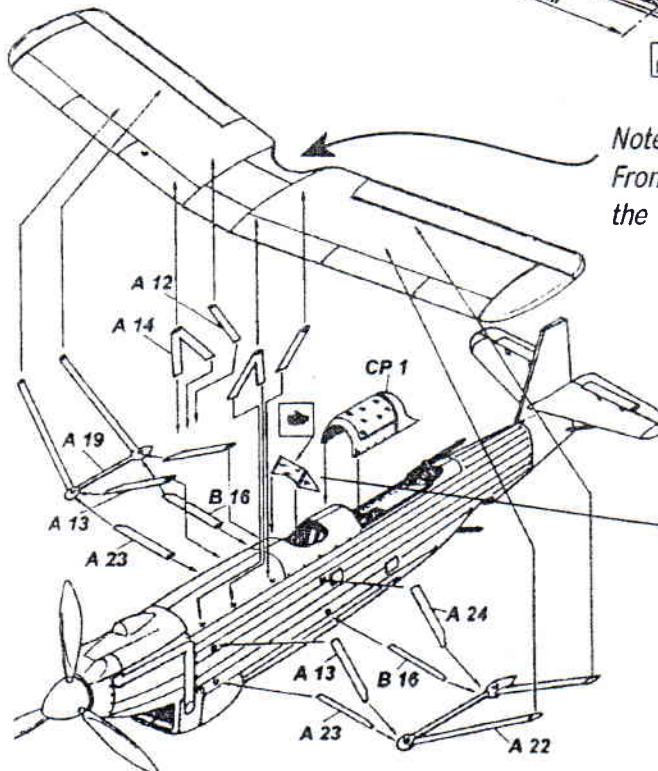
Step 5:
Attaching Wing

There are detailed notes on this process on the last page.

Step 4:
Wing - additional notes on last page

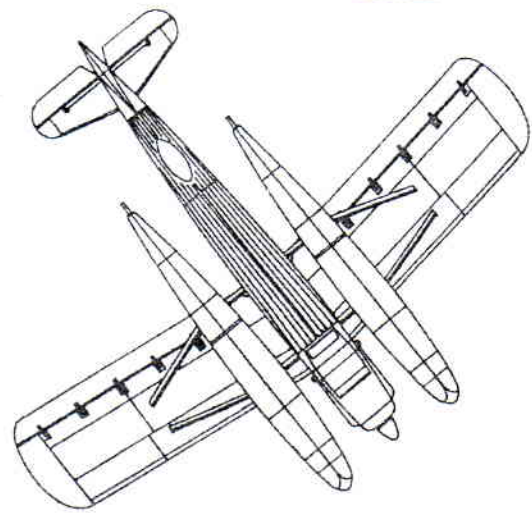
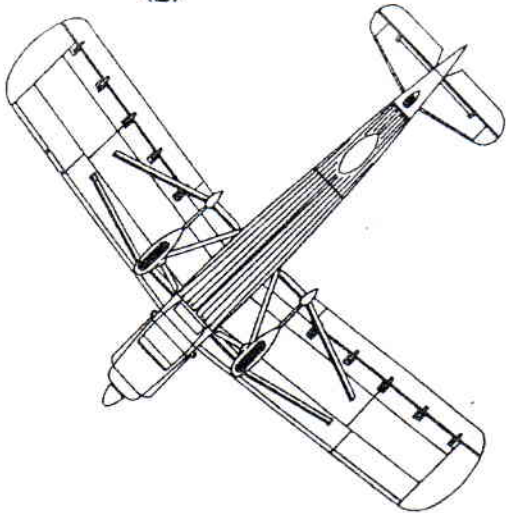
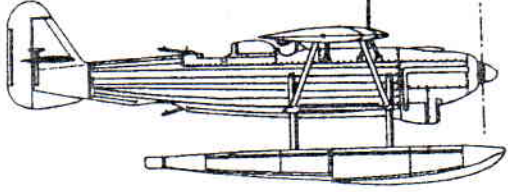
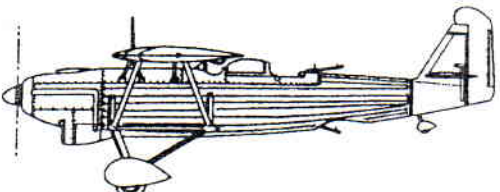
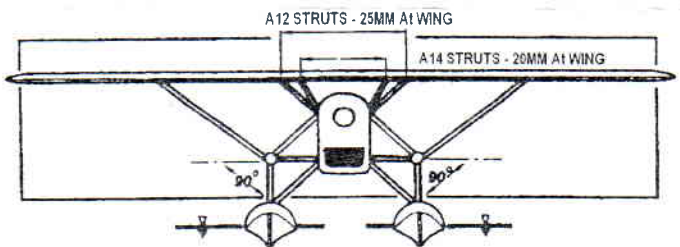
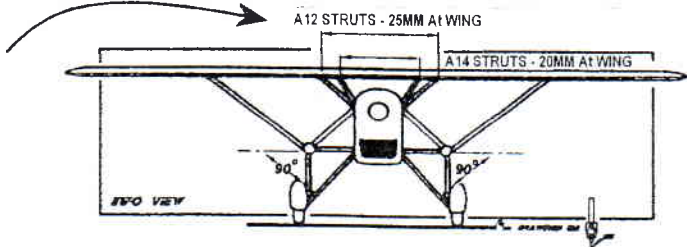
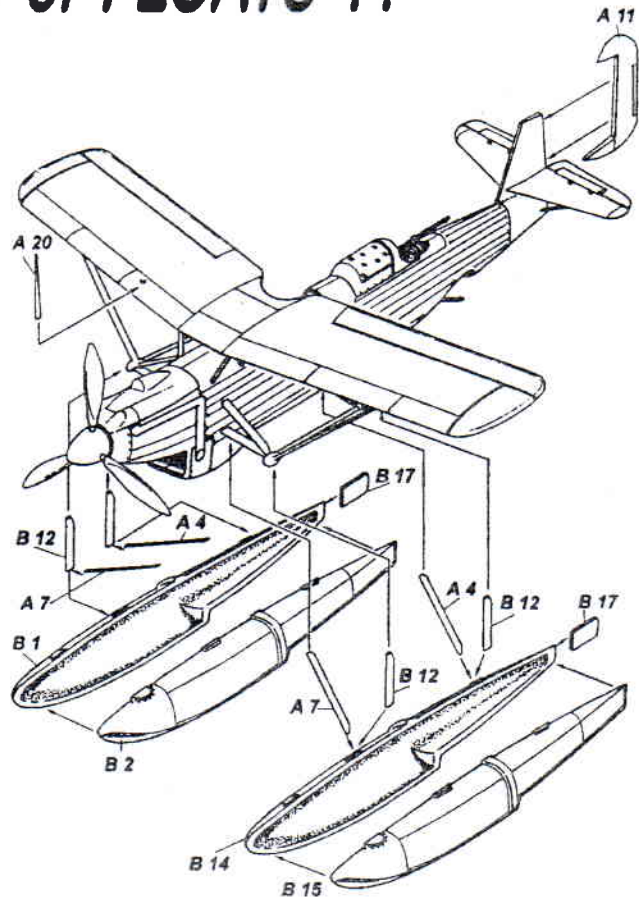
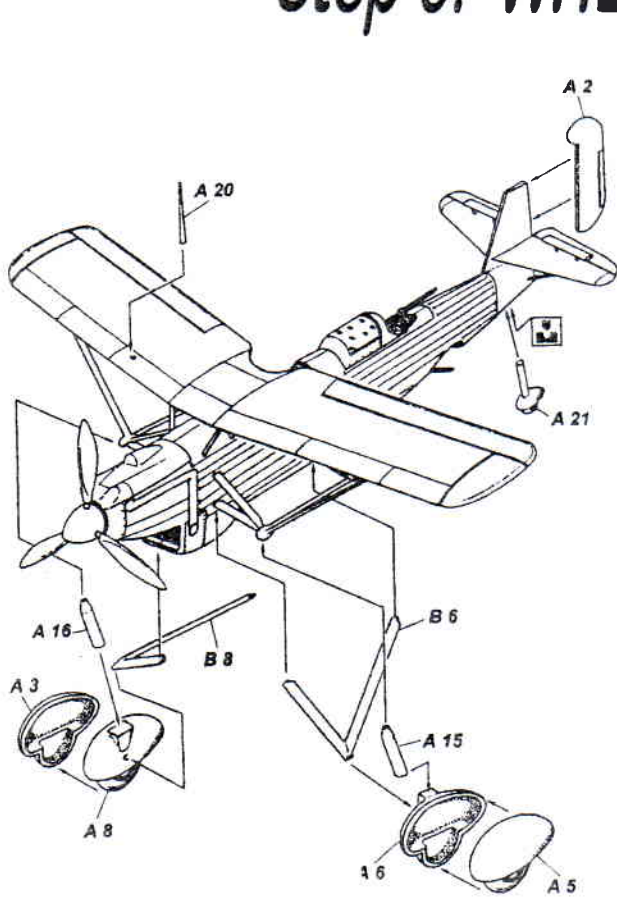


Note Strut Spacing on Front View Drawing on the Opposite Page

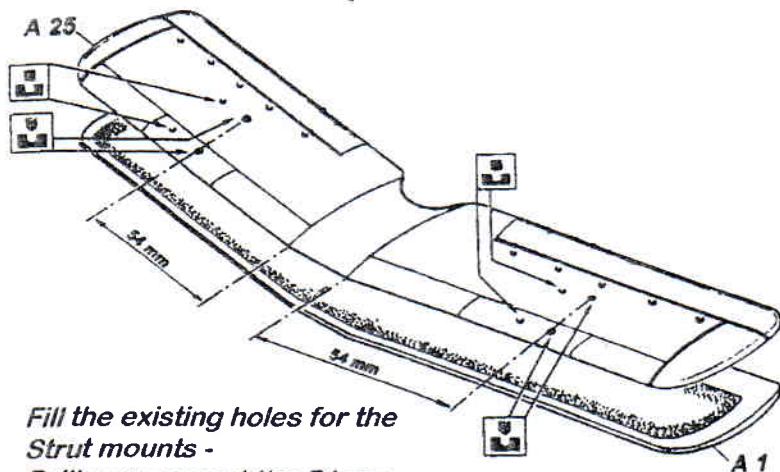


Note: Front Windscreen is cut from scrap.

Step 6: WHEELS or FLOATS ??



ADDITIONAL BUILDING NOTES:



**Fill the existing holes for the Strut mounts -
Drill new ones at the 54mm mark as indicated**

- center struts. Again, you may want to use a jig while this dries to ensure perfect alignment.
- When this whole area is dry and solid, add the small struts to the fuselage (parts A23 & B16) with tube glue. Use the wing to ensure proper alignment (parallel to wing & right angle to fuselage). A variation is to drill through the location dimples on the fuselage and replace these with Contrail/Aeroclub plastic struts of Skywaves/Aeroclub "Strutz!" going completely through the fuselage. Choosing "Strutz" means using either CA or epoxy for adhesion since the tube glue will not stick to the brass parts.
 - Once these fuselage struts are dry – good and solid (at least 24 hours) – then start adding the other wing struts.
 - After all the wing struts are added and completely dry, add the rest of the struts.

Tube glue is recommended for two reasons. First, its drying time is slower than other cements. Second is its strength: tube glue "melts" the parts together, proving an extremely strong joint.

This will take a while to complete because of all the drying times. However, to ensure strength, this is not one to skimp on. Take your time – which includes allowing the parts plenty of drying/curing time.

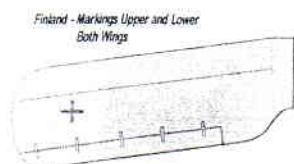
Note on the cockpit floor: Resin piece #6 is too narrow to fill the finished fuselage. A 10 thousand shim should be used to properly center this piece in the fuselage when it is attached.

Notes on Wings and Struts:

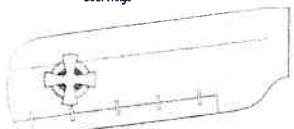
A good way of adding the wing and all supporting struts to the fuselage is:

- Paint the fuselage and wing separately.
- Use tube glue to add the center struts. While these are drying, carefully dry fit the top wing to the struts to be sure the struts dry aligned and in the proper position. You may want to build a jig to help in this endeavor.
- Once the struts are completely dry, use tube glue to attach the wing onto the

(Building notes courtesy of Matt Bittner)



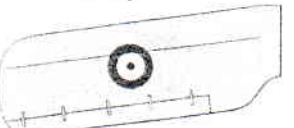
Finland - Markings Upper and Lower Both Wings



Yugoslavia - Markings Upper and Lower Both Wings



Greece- Sigma 61 Lower Wings Only



Greece- N25 Upper and Lower Both Wings

Drawings show the locations for the national insignia by country/aircraft. Note references to how many markings and their locations.

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