

Dornier Do26



Le Dornier Do26 était un hydravion à coque entièrement métallique construit par la société Dornier dans les années 1930. Cet avion était prévu pour assurer les liaisons transatlantiques et devait transporter une charge utile de 500 kg entre Lisbonne et New York avec un équipage de 4 personnes. Il était équipé de flotteurs stabilisateurs entièrement rétractables dans la voilure. La motorisation consistait en quatre moteurs installés en deux paires de configuration push-pull (deux hélices tractrices et deux propulsives) métalliques tripales. Les deux moteurs arrière pouvaient être relevés de 10° lors du décollage pour que le disque de rotation des hélices soit en dehors de la gerbe d'embruns soulevée au décollage. En 1937 la Lufthansa commanda trois Do26 adaptés pour le décollage lancé par catapulte à partir de navires d'avitaillement et le premier fit son premier vol le 21 mai 1938. Peu avant la Seconde Guerre mondiale, deux exemplaires furent terminés et remis à la Lufthansa. Ils étaient baptisés Do26 A (V1 Seeadler, aigle de mer, et V2 Seefalke, "faucon de mer", nom créé de toutes pièces : animal sans existence ornithologique). Suite à l'opposition des États-Unis, ils ne purent voler directement sur la ligne prévue mais faisaient le détour par l'océan Atlantique sud en reliant Bathurst (Afrique du Sud) à Natal au Brésil en 1939 pour acheminer le courrier postal. Le troisième appareil (V3 "Seemöwe", mouette, Do26 B) volait aussi juste avant la guerre mais ne fut plus mis en service actif dans la Lufthansa. Trois autres Do 26 (baptisés Do 26 D) furent réalisés pour la Luftwaffe et les autres furent modifiés en conséquence. Son armement consistait en un canon automatique de 20 mm et de trois mitrailleuses de 7,92 mm. À partir d'avril 1940, les Do26 prirent part à la campagne de Norvège (Opération Weserübung) pour assurer le transport de matériels, de troupes et de blessés. Trois d'entre eux furent détruits le 9 et le 28 mai 1940. L'appareil V5 fut aussi détruit mais le devenir des V4 et V6 qui étaient encore affectés à la base de Travemünde en 1944 n'a jamais été élucidé.

Dornier Do26 :

- 4 Moteurs Junkers Jumo205 EA/D
- 4 X 880 Ch
- 345 Km/h
- 1 Canon 20 mm 2 Mitrailleurse 7.92 mm
- 21000 Kg en charge
- 6500 m de plafond pratique
- 4800 Km en distance franchissable
- 7 Equipiers

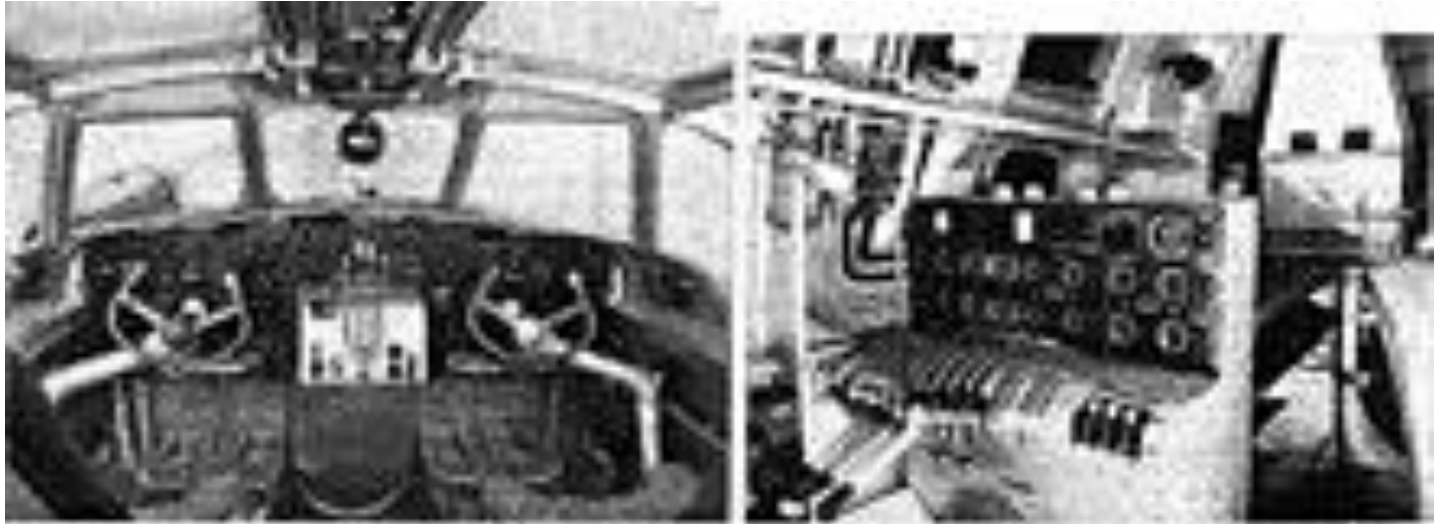


Version anglaise Wikipédia

The **Dornier Do 26** was an all-metal [gull-winged flying boat](#) produced before and during [World War II](#) by [Dornier Flugzeugwerke](#) of [Germany](#). It was operated by a crew of four and was intended, in civilian service, to carry a payload of 500 kg (1,100 lb) or four passengers on the [Lisbon](#) to [New York](#) route. In military service it carried as many as eighteen passengers.

Design and development

The Do 26 was of all-metal construction. The [hull](#) had a central [keel](#) and a defined step; the wings were of gull wing configuration, the outer sections being equipped with fully retractable narrow stabilising wing-floats, instead of Dornier's famous "water-wing" sponsons extending from the lower hull for lateral stabilization.



Interior of the Do 26A

Its four engines, [Junkers Jumo 205C diesels](#), were mounted in [tractor/pusher](#) pairs in tandem nacelles located at the joint between the [dihedral](#) and horizontal wing sections. The rear (pusher) engines could be swung upwards through 10° during take-off and landing, to prevent contact between the three-blade airscrew and water spray created by the forward propellers. The tail unit was of conventional design, comprising a horizontal [tailplane](#) and a single, vertical [fin](#) with [rudder](#).

Operational history

Pre-war

In 1937, [Deutsche Lufthansa](#) ordered three Do 26 aircraft, which were designed to be launched by [catapult](#) from special supply ships, for transatlantic [air mail](#) purposes. The first, *Do 26 A D-AGNT V1 Seeadler* ("[Sea eagle](#)"), was piloted on its maiden flight by Flight Captain Erich Gundermann on 21 May 1938; D-AWDS V2 *Seefalke* ("Sea Falcon"), followed on 23 November 1938, piloted by Flight Captain Egon Fath. Both were completed and handed over to *Deutsche Lufthansa* before the outbreak of [World War II](#). Due to opposition from the [United States](#), the German airline was unable to operate these aircraft on the intended transatlantic route; instead, in 1939 they were used to carry air mail between [Bathurst](#) and [Natal](#) on the Southern Atlantic route. The third aircraft, *Do 26 B D-ASRA Seemöwe* ("[Seagull](#)") was completed shortly before the start of World War II.



The first Do 26 "Seeadler" in 1938

One Do 26 civilian mission was carried out by V2 *Seefalke*, when on 14 February 1939 the veteran *Lufthansa* pilot Flight Captain [Siegfried Graf Schack von Wittenau](#) embarked on a mercy flight to Chile, taking 580 kg (1,279 lb) of medical supplies for earthquake victims in Chile. The 10,700 km (6,600 mi) flight between [Lisbon](#) and [Rio de Janeiro](#) lasted 36 hours.

World War II

All three *Deutsche Lufthansa* aircraft were impressed into military service in 1939 at the outbreak of World War II, as P5+AH, P5+BH and P5+CH respectively.^[1] Three other Do 26 aircraft (V4 – V6) were built as Do 26 C for the *Luftwaffe* with the more powerful 648 kW (880 hp) [Junkers Jumo 205D](#) engines; the original three aircraft were similarly converted for military service. Armament consisted of one 20 mm [MG 151/20 cannon](#) and three 7.92 mm (.312 in) [MG 15 machine guns](#).

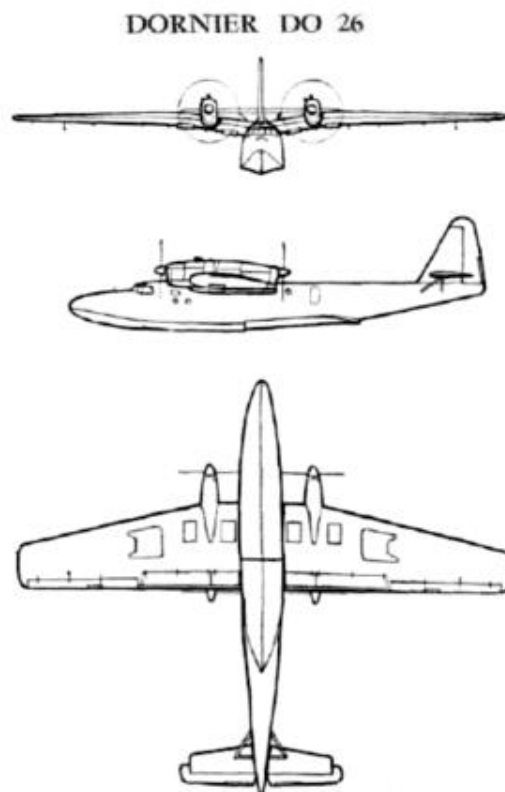
Norwegian Campaign

The Do 26s saw service in April and May 1940 in the [Norwegian Campaign](#), transporting supplies, troops and wounded to and from the isolated German forces fighting at [Narvik](#) under the command of General [Eduard Dietl](#). During this campaign three of them were lost: On 8 May 1940, V2 (ex *Seefalke*)^[2] was shot down by three [Blackburn Skuas](#) of [803 Naval Air Squadron](#), [Fleet Air Arm](#), operating from the [Royal Navy aircraft carrier HMS Ark Royal](#)^[3] while carrying 18 [Gebirgsjägers](#) to the Narvik front.^[2] After a running fight V2 crash-landed in E fjorden in [Ballangen](#). Siegfried Graf Schack von Wittenau, the crew and 18 soldiers, were captured in bloody fighting with Norwegian forces.^[2] One of the Skuas, flown by future [Fleet Air Arm fighter ace Sub-Lieutenant Philip Noel Charlton](#),^[4] was hit by return fire from V2 and made an emergency landing at [Tovik](#) near [Harstad](#).^[2] Then, on 28 May 1940, both V1 (ex *Seeadler* piloted by [Ernst-Wilhelm Modrow](#)) and V3 (ex *Seemöwe*) were set ablaze with gunfire and sunk at their moorings at Sildvik in Rombaksfjord near [Narvik](#),^[5] when discovered and attacked by three [Hawker Hurricanes](#) of [No. 46 Squadron RAF](#) led by the New Zealander [Flight Lieutenant](#) (later [Group Captain](#)) [P.G. "Pat" Jameson](#),^[5] [DSO](#), [DFC](#) and [bar](#)^[6] shortly after landing.^[5] Three [mountain guns](#) destined for the German forces fighting in the mountains east of Narvik were lost with the destruction of V1 and V3,^[7] whilst one gun was unloaded from one of the aircraft before it was lost.^[5]

Later World War II service

V5 was lost on 16 November 1940, killing its crew, after being launched at night from the catapult ship *Friesenland*^[8] in [Brest, France](#). The fate of V4 and V6, which in 1944 were still assigned to the Test Unit (German: *Erprobungsstelle*) in [Travemünde](#), is unclear.^[9]

Specifications – civilian Do 26A



General characteristics

- **Crew:** 4
- **Capacity:** 500 kg (1,100 lb) payload
- **Length:** 24.5 m (80 ft 5 in)
- **Wingspan:** 30 m (98 ft 5 in)
- **Height:** 6.85 m (22 ft 6 in)
- **Wing area:** 120 m² (1,300 sq ft)
- **Aspect ratio:** 7.5
- **Empty weight:** 11,000 kg (24,251 lb)
- **Max takeoff weight:** 20,000 kg (44,092 lb)
- **Powerplant:** 4 × [Junkers Jumo 205E](#) 6-cyl water-cooled opposed-piston 2-stroke diesel engine 600 PS (591.8 hp; 441.3 kW)
- **Propellers:** 3-bladed constant-speed propellers

Performance

- **Maximum speed:** 335 km/h (208 mph, 181 kn)
- **Cruise speed:** 305 km/h (190 mph, 165 kn)

Alighting speed: 110 km/h (68 mph; 59 kn)

- **Range:** 9,000 km (5,600 mi, 4,900 nmi)
- **Service ceiling:** 6,000 m (20,000 ft)
- **Time to altitude:** 1,000 m (3,281 ft) in 3 minutes

