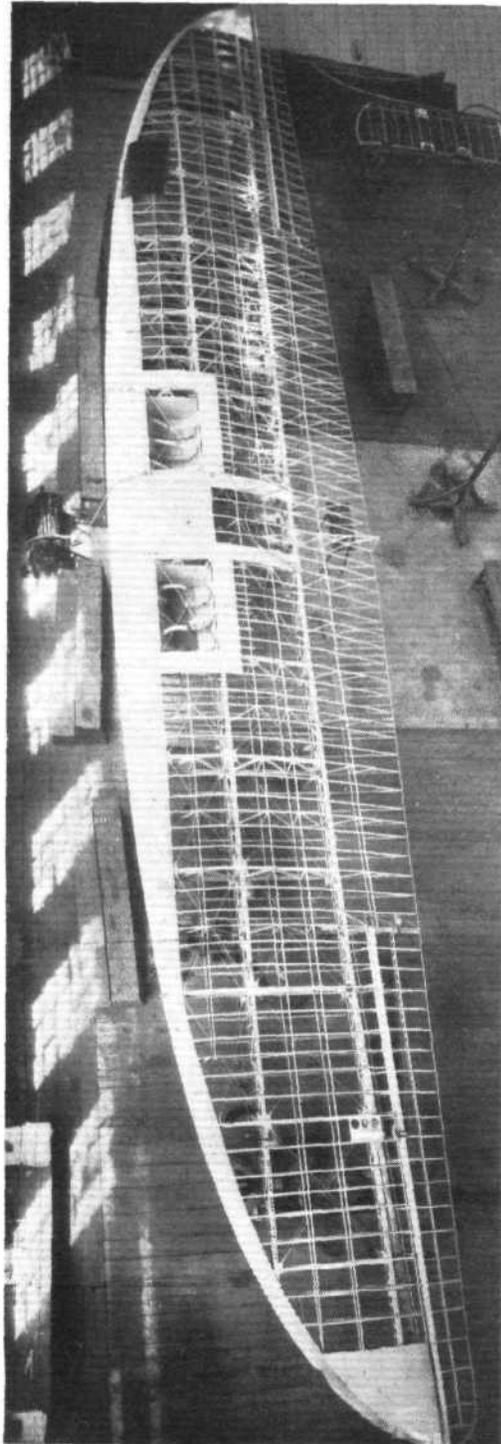


duralumin sheets, and the ailerons, which are constructed like the wing, are arranged in a cut-out in the trailing edge, of which their trailing edges form continuations to the tips. These are rounded and merge into the tip curves of the main wing. The upper and lower surfaces of the ailerons, when in their normal position, are flush with the wing and leave no slot between them and the latter. They are pivoted, however, on their lower sides some distance from their front edge on a number of brackets fixed on the rear spar of the wing. These brackets, when the ailerons are flush with the wing, cannot be seen, as they lie within corresponding recesses or slots in the ailerons, which are not balanced. Both the wing and the ailerons are fabric covered. The ailerons are operated by a rod coming out of the upper wing surface, and which is pivoted to a horn on top of the ailerons. Inside the wing and also for the operation of the tail plane, steel cables are employed in combination with the usual pulleys and bell cranks.

The wing is secured in the normal manner on the fuselage, which, with a length of 52 ft. 2 in., has a main framework of steel tubes, around which is arranged a forming framework of duralumin hoops of channel section with flanges turned inwards. The hoops are joined by numerous stringers, also of channel section, which are secured to the hoops by one flange, while the other and outer flange is perforated for the attachment of the fabric covering. The steel tubes are flattened at the ends and slotted. Gusset plates are pressed into these slots, and screw bolts passing through the tubes and plates secure the joints. Only in some points of minor importance are rivets employed. In the cabin section of the fuselage the steel frame is braced with diagonal tubes. At the sides the outside forming frame comes close to the steel frame, but still the rather small windows in the outer frame



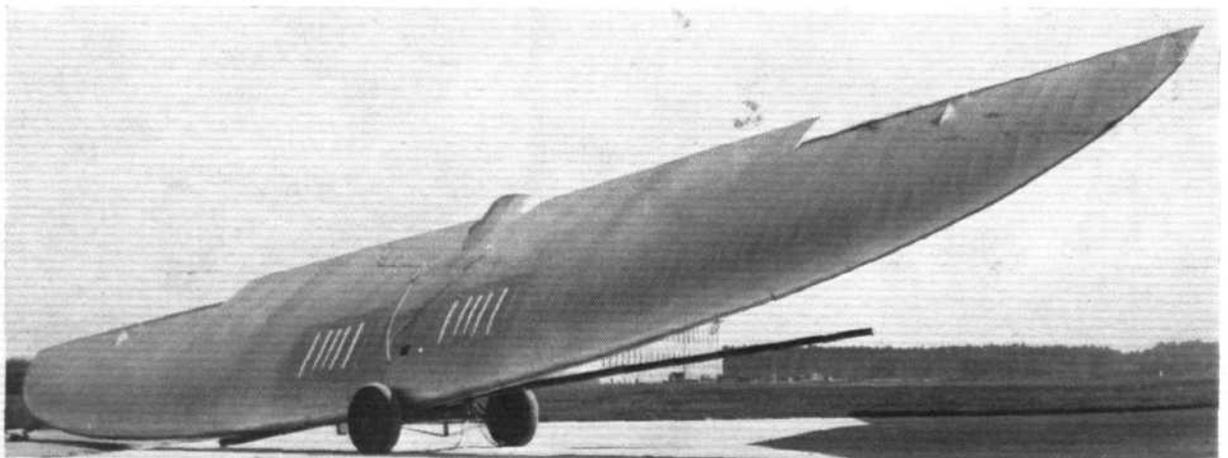
are a few inches out from the steel frame, so, when the cabin equipment is complete, they appear inside recesses from the interior. In front of and to the rear of the cabin the steel frame is braced by wire.

While the rear end of the fuselage tapers into a point flattened at the sides, the front end is formed by a large duralumin cap, which is hinged at the top, and, when open, gives access to a spacious luggage hold. Behind this follows the cockpit for the two pilots, whose seats are raised. This cabin is totally enclosed, and the roof superstructure of duralumin merges into the wing top. The roof sections over the pilot's seats slide in guides, and can be pushed back. Access to the cockpit is attained through the passenger cabin, to the rear of which is a lobby, with the entrance on the left and a lavatory on the right side, while behind this a further luggage or goods hold is to be found.

The tail, which is also fabric covered, is situated on top of the fuselage, with the rudder fin standing on the tailplane, which is braced with wires both against the fin and the fuselage. The rudder, extending down the rear edge of the fuselage, requires the elevator to be divided. The latter is balanced by the small typical Dornier compensating planes arranged a few inches above the tailplane.

The engine nacelles are suspended each by two perpendicular faired struts from the wing. These two struts form a rectangular frame, of which the top beam is secured in a shallow recess in the lower wing surface, where two steel eyes are provided to attach it. A diagonal tension rod braces the struts and takes the propeller pull. Two almost horizontal struts connect each engine nacelle with the fuselage. Also with these a diagonal tension rod is used. The engine control rods are located inside the fairing of the upright struts.

The landing wheels are mounted



THE DOK WING IN SKELETON: The wing is a three-spar structure, the spars being girders built up of channel sections. In the lower view is shown the wing after covering.