DORNIER SEASTAR

by Simon Huang

Truly amphibious — the Seastar can take-off and touch-down on water and on land

WATER WINGS

A LEGENDARY AVIATION COMPANY AND ITS LATEST PLANE

The Seastar's powerful engines sit atop its wings like its predecessor, the Dornier Do X

"PERFECT AS A SHADOW PLANE FOR THE OWNER OF A MEGAYACHT"

AT EASE TAKING OFF and landing on water, as on land, the Dornier Seastar is one of the world's more advanced amphibious aircraft.

"Most aircraft that can land on water are land planes that are converted by modifying the aircraft with floats," notes Marv Ruthenberg, Vice President of Technical Operations, Dornier Seaplane Company. However, these seaplanes cannot do the same on land. In contrast, the Seastar's integrated-hull design not only makes it truly amphibian, it also reduces drag and gives the aircraft a considerable speed advantage.

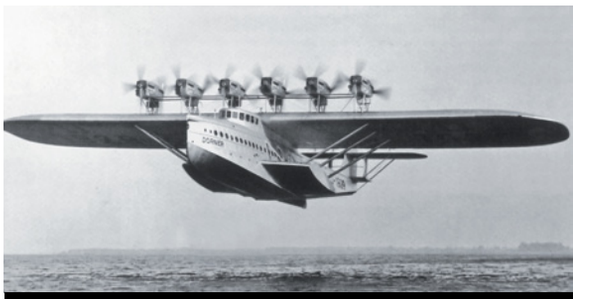
The near century-old aviation company's focus is aimed toward blending its past successes with its future. This fusion of old and new is alluded to in the Seastar, "a direct descendant of the Dornier WAL (whale) which traces its roots to a 1922 design," says Ruthenberg. "The Dornier family decided to reintroduce the proven design with turbine engines and modern materials."

The unique over-wing placement of its powerful 1,300 horsepower Pratt & Whitney turboprop engines recalls the distinct design of another aircraft of the past, Dornier Do X — the largest, heaviest and most powerful aircraft when it was built in 1929, with 12 engines mounted on its wing.

The use of all-composite materials in the building of the Seastar, however, differentiates it from its hulking aluminium predecessors. Made from fibreglass, it avoids the corrosive effect of salt water on aluminium. This makes an improvement on maintenance when compared with aircraft in the same category, such as the DHC-6 Twin Otter and the Cessna Caravan Amphibian. >>

One Seastar configuration features leather seats and luxury finishes not found in other aircraft of this class and type

On water, the Seastar has the manoeuverability and speed of a powerboat



The Dornier Do X was the largest aircraft of its time in 1929

>> Matching its versatility, the Seastar comes in several configurations, one of which is ideal for private owners who island hop. As chairman Conrado Dornier says, the Seastar is "perfect as a shadow plane for the owner of a megayacht."

The interior configuration seats six passengers, has ample storage and a fully-enclosed lavatory at the stern. The cabin itself is bigger than those of its rivals and fully customisable with options for premium leather seats, fabrics and wood veneers. Large, rectangular windows let in plenty of natural light and allow passengers to take in the surrounding scenic vistas.

Dornier CEO Joe Walker, previously of Gulfstream and Cessna, speaks of "worldwide market demand" for the Seastar, with inquiries coming in from over 132 countries.

Full of dispersed archipelagos, could Asia-Pacific, a relatively untapped market for such aircraft, see the next wave of growth for the Dornier Seaplane Company and its Seastar? Keep your eyes on the skies and the seas to find out.

SPECIFICATION	IMPERIAL	METRIC
LENGTH (EXTERNAL)	41.7 FT	12.7 M
WINGSPAN	58.20 FT	17.74 M
HEIGHT (EXTERNAL)	15.85 FT	4.83 M
CABIN LENGTH	13.1 FT	4.00 M
CABIN WIDTH	5.4 FT	1.65 M
CABIN HEIGHT	4.6 FT	1.40 M
MAXIMUM RANGE (1) WITH IFR RESERVES	800 NM	1,481.6 KM
MAXIMUM (PASSENGER) SEATING	12	
MAXIMUM CRUISE SPEED	180 KTS	333.36 KM/H
CERTIFIED CEILING	15,000 FT	4,572 M
TAKE-OFF DISTANCE	1,850 FT	560 M
MAXIMUM TAKE-OFF WEIGHT	10,141 LBS	4,600 KG

HERITAGE REVIVAL

Flying boats form the backbone of the Dornier Seaplane Company legacy, one that dates back to 1914 when the company was founded as Dornier Flugzeugwerke by Claudius Dornier in Friedrichshafen, Germany. The company made many notable aircraft for civil and military aviation, and of a whopping 10,000 aircraft it manufactured, over 1,000 were flying boats.

These consisted of the Dornier WAL, the greatest commercial success in the history of marine aviation; the Dornier Do 17, a light bomber also known as the 'Flying Pencil'; and the 169-seater Dornier Do X, the largest, heaviest and most powerful aircraft built in 1929, which had luxurious passenger accommodation matching that of transatlantic liners.

Today, Dornier's third generation leadership under Conrado Dornier is bringing new life to the Dornier brand and its association with the flying boat. Now chairman of the Dornier Seaplane Company, Conrado sees the Seastar as a continuation of the family legacy.