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Dornier Do 335

Dornier Do 335

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Aircraft Profile



**The last surviving example, Do 335A-0 VG+PH,
seen after restoration by Dornier.
(photo, Dornier)**

Development

As the Second World War in Europe drew to a close, a powerful new twin-engine fighter was preparing to enter service with the Luftwaffe. The unique configuration of this aircraft conferred on it a phenomenal performance, which completely eclipsed all of its contemporaries; whilst its potential for devastating the massive Allied bomber streams that almost daily pounded the Reich was rivalled only by the Me 262 jet. This amazing machine was the piston-engined Dornier Do 335.

Aircraft designers are constantly seeking to maximise engine power and minimise drag. The increased power resulting from the adoption of a twin-engine layout, is normally partially offset by the increased drag and reduced manoeuvrability of an orthodox wing-mounted arrangement. An alternative arrangement, with the two engines mounted fore-and-aft in tandem is known as centre-line thrust. With the power from both engines being delivered along the

aircraft centre-line, the obvious benefits of this layout include reduced frontal area, an aerodynamically clean wing and the elimination of the asymmetry problems associated with engine failure.

The Dornier Do 335 was a bold attempt to embody the centre-line thrust concept in a practical and efficient airframe. Its unique layout featured a conventional nose mounted engine and tractor airscrew, together with a second engine located in the rear fuselage, driving a pusher propeller situated aft of the tail unit.

The origins of the Dornier Do 335's novel layout go back to the First World War. During the war Prof. Claude Dornier designed a number of flying boats, which typically featured a tandem engine installation. The engines were mounted back-to-back in pairs, with the forward unit driving a tractor airscrew and the aft facing unit a pusher propeller. This engine arrangement was subsequently adopted for the highly successful Dornier Do J Wal (Whale) flying boat of 1922.

In 1935 Dornier produced the Do 18, a much improved development of the Wal concept. To enable the pusher propeller to clear the trailing edge of the broad chord wing featured on this type, an extension drive shaft from the rear engine was introduced for the first time. The idea of placing the pilot between the two engines in such an arrangement obviously occurred to Dornier. Indeed, on 3rd August 1937 he filed patent number 728044 for an aircraft of just such a configuration. It was on the basis of this patent that the Do 335 came to be developed.

During 1939 Dornier was busy working on the P 59 high speed bomber project, which featured the tandem engine layout patented earlier. Work on the P 59 was stopped in early 1940 when Reichsmarschall Goering, anticipating a quick end to the war, ordered the cancellation of all work which would not see fruition within a year or so.

Despite this setback, Dornier soon began working on another unarmed high speed bomber project – the P 231. With an internal bomb load of 2200 lb, this design used a similar configuration to that of the P 59. In May 1942 Dornier submitted a refined version of the P 231 design in response to a Technische Amt requirement for a single seat high speed bomber. The Dornier proposal was selected as the winner after beating rival designs from Arado and Junkers. Despite official resistance to the unconventional layout, a development contract was awarded under the RLM designation Do 335.

In the Autumn of 1942, with detail design progressing, Dornier were informed by the RLM that the Do 335 was no longer required. In the light of the massive Allied air raids which had begun that year, the aircraft was to be redesigned as a multi-role fighter of broadly similar performance. Capable of duties as a single-seat fighter bomber, high speed reconnaissance, heavy fighter, and two seat night and all-weather interceptor.

However, the Technische Amt delayed issuing a formal contract, and Dornier eventually turned to the Inspector-General of the Luftwaffe, Generalfeldmarschall Milch, to expedite matters. The necessary redesign had been completed, and the first metal cut on the prototypes at Oberpfaffenhofen by the end of 1942.

As construction of the prototypes proceeded, the war situation was growing more serious. On 7 June 1943, Hitler himself intervened to expedite the Do 335 and Me 262 programmes. However, on 7 Sept 1943 Messerschmitt persuaded Hitler that the Me 262 would be a better suited as a high speed bomber than the Ar 234 or Do 335, and the Me 262 received sole priority. This was despite the fact that the Do 335's bomb load was twice that of the Me 262. Milch's advocacy of the other two types was brushed aside.

Fitted with Daimler-Benz DB603A-2 engines delivering 1750 hp at take-off, the first example, Do 335 V1 (CP+UA), flew for the first time on 26 October 1943 from Mengen, Württemberg, with Flugkapitan Hans Dieterle at the controls.

Aside from its unusual engine layout, the design incorporated several other unusual features. These included a reversible-pitch tractor airscrew, to shorten the rather long landing run; a wing leading edge de-icing system; hydraulically operated flaps; a tunnel radiator for the rear engine and a compressed air powered ejection seat. The latter being essential for a safe bale-out clear of the rear propeller, although the vertical tail and propeller could be jettisoned by explosive bolts when required.

After initial handling trials at Oberpfaffenhofen, the Do 335 V1 was ferried to the Rechlin Erprobungstelle for official evaluation. Although some snaking and porpoising was found at high speeds, the Rechlin test pilots were generally enthusiastic. They commented favourably on its general handling behaviour, manoeuvrability and in particular on its acceleration and turning circle. However, they also criticised the very poor rearward vision and weak undercarriage.

During the Winter and Spring of 1943-44, the first prototype was joined on the test programme by additional development aircraft. The Do 335 V2 (CP+UB) and V3 (CP+UC/T9+ZH) incorporated several minor changes with respect to the first prototype. The oil cooler intake under the nose was deleted and incorporated into an enlarged annular engine cowling; blisters were added to the cockpit canopy to house small rear view mirrors, and the main undercarriage doors were redesigned. Both aircraft were retained at Oberpfaffenhofen for further flight trials.

The Do 335 V4 was intended to be the prototype for the two-seat Do 435 night and all-weather interceptor, featuring side-by-side seating, cabin pressurisation, 2500 hp Jumo 222 engines and long span wooden outer wing panels. It was cancelled by the RLM in the Autumn of 1944 whilst still under construction.

The Do 335 V5 (CP+UE) was the armament test prototype, fitted with a 30 mm engine mounted MK103 cannon, and two 15 mm MG151 cannon mounted in the upper nose. The Do 335 V6 (CP+UF) and V7 (CP+UG) were retained at Oberpfaffenhofen for various equipment trials. The V7 later being transferred to Junkers at Dessau for ground tests with Jumo 213 engines installed. The Do 335 V8 (CP+UH) was used as an engine test bed, by Daimler-Benz.

The main production line was intended to be at Manzel, but a bombing raid in March 1944 destroyed much of the production tooling and forced Dornier to set up a new line at Oberpfaffenhofen.

On 23 May 1944, with an Allied invasion of France expected at any time, Hitler ordered maximum priority to be given to the Do 335 production effort. The decision was made to cancel the Heinkel He 219, and use its production facilities for the Do 335. However, Ernst Heinkel resisted the cancellation, and managed to delay (and eventually ignore) its implementation.

The Do 335 V9 (CP+UI) was the prototype for the Do 335A-0 pre-production model. Fitted with a strengthened undercarriage, DB603A-2 engines, and full armament, it was delivered to the Rechlin Erprobungstelle in May 1944 for further official trials. It was shortly followed off the Oberpfaffenhofen production line by the first Do 335A-0 (VG+PG). In all, ten Do 335A-0 fighter-bombers were produced. Several were used by Erprobungskommando 335 (EK335), formed in September 1944 for the service evaluation and development of operational tactics for this new type.

In late 1944, the Do 335A-1 superseded the A-0 on the production line. This was the initial production model, similar to the A-0 but with the updated DB603E-1 engines and two underwing hard points for additional bombs or drop tanks. Delivery commenced in January 1945. Capable of a maximum speed of 474 mph at 21,325 ft with MW 50 boost, or 426 mph without boost, and able to climb to 26,250 ft in only 14.5 minutes, the Do 335A-1 could easily outpace any Allied fighters it encountered. It could also carry a bomb load of 1100 lb for 900 miles.

Although given the nickname 'Pfeil' (arrow) by Dornier test pilots, on account of its speed, service pilots quickly dubbed it 'Ameisenbär' (ant-eater) because of its long nose.

The Do 335A-2 And A-3 were proposed developments with improved cannon armament, but were never built. One Do 335A-0 became the prototype for the Do 335A-4. This was an unarmed long range reconnaissance model, with two Rb50/30 cameras in the weapons bay and DB603G engines. Ten A-4s were ordered for production, but none were completed.

The Do 335 V10 (CP+UK) was the prototype for the Do 335A-6 radar equipped two-seat night fighter variant. A second cockpit for the radar operator was inserted above and behind the normal cockpit. The weapons bay was replaced by a redesigned fuel tank, radar antennae were attached to the wing leading edges and flame dampers fitted to the exhausts. However, the FuG217 radar equipment was never actually fitted to the V10. Production of the A-6 was transferred to Heinkel in Vienna, but none were assembled.

The Do 335 V11 (CP+UL) and V12 (CP+UM) were prototypes for the Do 335A-10 and A-12 dual control conversion trainers respectively. The former having DB603A engines and the latter DB603E powerplants. The instructor occupied the second cockpit – although without an ejection seat, due to production shortages. Production examples were interspersed with the A-1 on the same production line.

As the war situation continued to deteriorate, development effort switched from the A-series fighter-bomber to the more heavily armed B-series heavy fighter. The Do 335 V13 (RP+UA) was the prototype of the Do 335B-1 which featured a revised nose undercarriage arrangement – the larger wheel being tilted at 45 degrees when fully retracted, a V-shaped armoured windscreen and DB603E engines. Its weapons bay was replaced by an additional fuel tank, and the two 15

mm MG151 cannon in the nose replaced by 20 mm MG151s. The B-4 prototype, Do 335 V14 (RP+UB) had this armament supplemented by two 30 mm MK103 cannon mounted on the inner wing leading edges. Only the two B-series prototypes were actually completed and flown – further developments were still under construction, some with two-stage supercharger DB603LA engines capable of 2100 hp.

Plagued by mechanical unreliability and lack of aviation fuel, the operational career of the Do 335 is rather obscure. Do 335A-0 and A-1 aircraft are thought to have flown a number of operational missions with EK335. Some were also used by III/KG2 in the Spring of 1945. French fighter ace Pierre Clostermann's book 'The Big Show' mentions an encounter with a Do 335 in April 1945, during which the German aircraft easily outpaced the pursuing Hawker Tempests and escaped. Such events were very rare, so it seems likely that most operations were high speed interdiction missions – many taking place at night.

When the US Army overran the Oberpfaffenhofen factory in late April 1945, only 11 Do 335A-1 single seat fighter-bombers and two Do 335A-12 conversion trainers had been completed. A further nine A-1's, four A-4's and two A-12's were in final assembly, and components and assemblies for nearly 70 more had been completed. Heinkel at Vienna had been unable to build any Do 335A-6 night fighters.

A number of planned developments of the Do 335 were on the drawing board when the war ended, including several big-winged high altitude fighter versions, the Do 535 with a jet rear engine, the Do 635 (later Ju 8-635) long range reconnaissance version which featured twin fuselages linked by a common wing centre section, and the P.256 twin jet fighter.

As part of Operation Seahorse, two of the surviving A-0 single seaters were put aboard the US aircraft carrier 'Reaper' and shipped back to the USA, for detailed evaluation by the US Navy and USAAF. An airworthy A-12 two seater was flown to Britain and flight tested at RAE Farnborough, but a companion A-1 force-landed in France on its delivery flight and was abandoned. Two of the B-series prototypes were also evaluated by the CEV in France.

Today, the sole remaining example of this unique type is on display at the new Udvar-Hazy Center (the Smithsonian Air and Space Museum at Dulles Airport, Virginia, USA). Do 335A-0 VP+GH (Wk Nr. 240102) had been evaluated at the

Do335-A02-VG+PH

US Navy's Patuxent River Test Center in 1945. Thereafter, it languished in open storage for 27 years. Initially in the grounds of NAS Norfolk, and later in the National Air & Space Museum (NASM) storage facility at Silver Hill. In October 1974 the decaying airframe was flown back to Munich, for a complete restoration by Dornier Aircraft at Oberpfaffenhofen (then building Alpha Jets). The magnificently restored aircraft was first displayed at the Hannover Airshow, 1-9 May 1976, and then loaned to the Deutsches Museum, Munich, for a several years before returning to the NASM.

Technically innovative, heavily armed and possessing a performance which no other piston-engined aircraft has ever achieved or surpassed, the Do 335 possessed great potential as a combat aircraft, but never got the chance to prove itself. Delayed by high ranking indecision and Allied bombing raids, it simply ran out of time.



Do 335V-1 with chin oil cooler and circular mainwheel doors. (photo, Dornier)



Do 335V-3 T9+ZH with revised nose shape and mainwheel doors. (photo, Dornier)

Variants

Requirement Specification: –

Manufacturers Designation: Do 335

Development History:	
P 59-04	Initial single-seat high-speed bomber project. Push-pull engine configuration. Elliptical fin. 1938-39.
P 231	Revised single-seat high-speed bomber project. P 231/2 became Do 335.
Do 335V1	First prototype. DB603A-2 engines. Chin oil cooler intake. Circular mainwheel covers.

Do 335V2 & V3	Second & third prototypes. Chin intake deleted – enlarged nose cowling. Canopy blisters. Revised mainwheel doors.
Do 335V4 to V14	Development & test prototype aircraft. Various engine and armament standards.
Do 335A-0	Pre-production version. DB603A-2. (Prototype was V9).
Do 335A-1	Initial production version of fighter-bomber variant. DB603E-1 with enlarged supercharger, 2 external wing hard points.
Do 335A-2	Proposed heavy fighter variant, superceded by Do 335B series
Do 335A-3	Proposed heavy fighter variant, superceded by Do 335B series
Do 335A-4	Unarmed long-range reconnaissance variant. DB603G. 2 cameras in weapons bay. (Prototype was A-0 converted).
Do 335A-5	No information
Do 335A-6	2-seat night fighter, FuG 217J radar, DB 603E engines. (Prototype was V10).
Do 335A-7	No information
Do 335A-8	No information
Do 335A-9	No information
Do 335A-10	Tandem two-seat trainer version of Do 335A-0. DB603A-2 engines. (Prototype was V11).
Do 335A-11	No information
Do 335A-12	Tandem two-seat trainer version of Do 335A-1. DB603E-1 engines. (Prototype was V12).
Do 335B-1	Initial production heavy-fighter variant, with DB603E engines. (Prototype was V13).
Do 335B-2	Heavy fighter, DB603E engines.
Do 335B-3	Heavy fighter, DB603LA engines with two-stage superchargers.
Do 335B-4	High altitude version of B-3 with long span wings. (Prototype was V14).
Do 335B-5	No information
Do 335B-6	Night fighter with DB603E engines, similar to Do 335A-6.
Do 335B-7	High altitude night fighter, version of Do 335B-6 with DB603LA engines.
Do 335B-8	Version of B-7 with long-span wings of Do 335B-4.

Do 435	Side-by-side 2-seat radar-equipped night fighter. Pressurised cabin. Jumo 222 radial engines. Long span wings. (Prototype was V4).
Do 535	Designation reserved for production version of mixed-power P 232.
Do 635	Projected version with two Do 335B fuselages joined by common wing centre-section. DB603E engines. Heinkel Project 1075.
Ju 635	Version of Do 635 further developed by Junkers. 3-seater with stretched fuselages.
P 231/3	Projected mixed-power variant of Do 335A with rear engine replaced by Jumo 004C turbojet. Lateral air intakes.
P 232/2	Refined version of P 231/3. May 1943.
P 232/3	Projected variant of P 232/2 with single dorsal intake. Sept 1943.
P 237/3	High-altitude fighter project, similar to P 232. August 1944.
P 238/1	Projected high-altitude fighter. Elongated fuselage with teardrop canopy. Jumo 222A-2 radial engines. (Junkers Ju 435?)
P 247	'Next generation' Do 335 project with nose engine deleted, Jumo 213T pusher engine, 30 degree wing sweep. Dec 1944.
P 252	Further variant of P 247 with tandem DB603LA or Jumo 213J engines driving rear mounted contra-rotating propellers. Jan 1945.
P 254	2-seat night-fighter/zerstorer project. Rear engine replaced by HeS 011 turbojet fed by lateral intakes. Lower fin deleted. Second crew member located just ahead of rear engine. Jan 1945.
P 256	Twin-jet night-fighter/zerstorer project based on Do 335. HeS 011 engines underwing. 3 crew. March 1945.



Pre-production Do 335A-0 240107.
(photo, Dornier)



Another view of Do 335A-0 240107.
(photo, Dornier)

History

Key Dates:	
3 August 1937	Patent No. 728044 granted for tractor and shaft-driven pusher propeller arrangement.
1939	P 59 high speed bomber project.
1940	P 231 high speed bomber project initiated.
May 1942	P 231 submitted to RLM against single-seat bomber requirement.
1942	Development contract placed with Dornier. P 231 becomes Do 335.
1942	Dornier instructed to redesign Do 335 for multi-purpose fighter role.
late 1942	First metal cut at Oberpfafenhofen to construct a prototype.
1943	RLM places contracts with Dornier for 14 prototypes, 10 pre-production aircraft, 11 production aircraft and 3 two-seaters.
26 October 1943	First prototype, Do 335V1, first flight.
late 1943	Do 335V1 begins official trials at Rechlin.
Autumn 1944	Side-by-side two-seater Do 335V4 cancelled by RLM.
March 1944	Allied bombing raid on Manzel production line.
23 May 1944	Hitler gives Do 335 maximum priority.
September 1944	Luftwaffe establishes EK335 to evaluate Do 335 for service use.
January 1945	First Do 335A-1 deliveries.
22 April 1945	Oberpfaffenhofen captured by Allies.
June 1948	Evaluation by Allies completed – survivors scrapped or stored.
1961	Sole survivor donated to NASM, but stored at NAS Norfolk
10 October 1974	Sole survivor delivered from NASM to Dornier for restoration.
1986	Sole survivor returned to NASM Silver Hill storage centre.
2003	Sole survivor put on display at NASM Udvar-Hazy Center.



Trainer version Do 335A-12 240112, seen at RAE Farnborough. (photo, Dornier)



Do 335A-0 204102 in US Navy markings. Later donated to the NASM. (photo, Dornier)

Operators

Military Operators

Germany – Luftwaffe	Some with EK335 & III/KG 2
USA – Navy	1 x Do 335A-0 for evaluation
USA – USAAF	1 x Do 335A-0 for evaluation

Government Agencies

France – CEV	Do 335 V14 & V17 for evaluation
UK – RAE Farnborough	1 x Do 335A-1*, 1 x Do 335A-12 for evaluation

* forced landed on delivery flight and abandoned.

Civilian Operators

None



Rear propeller installation on Do 335V-9
CP+UI 23009. (photo, Dornier)

Do 335A-0 VG+PK/105 after capture by the US
Army at Lechfeld April 1945. (photo, Jim Reed)

Specifications

Dornier Do 335A-1

Accommodation: One Pilot

Dimensions: Length 45 ft 5.25 in (13.85 m); Height 16 ft 4.8 in (5.0 m); Wing Span 45 ft 3.3 in (13.8 m); Wing Area 414.411 sq ft (38.5 sq m).

Engines: Two Daimler-Benz DB603E-1 12-cylinder inverted-vee liquid cooled engines in push-pull arrangement – each rated at 1,800 hp for take-off.

Weights: Empty equipped 16,005 lb (7,260 kg); Normal loaded 21,165 lb (9,600 kg).

Performance: Max speed 474 mph (763 km/h) at 21,325 ft (6,500 m); Max cruising speed 426 mph (685 km/h) at 23,360 ft (7,100 m); Economical cruising speed 281 mph (552 km/h) at 19,685 ft (6,000 m); Time to 3,280 ft (1000 m) 55 sec, to 26,245 ft (8000 m) 14.5 min; Service ceiling 37,400 ft (11,400 m); Range on internal fuel at max continuous power 867 miles (1400 km), at economical cruise power 1,280 miles (2050 km);

Armament: One 30 mm MK103 cannon with 70 rounds, firing through the front propeller hub, and two 15 mm MG151/15 cannon with 200 r.p.g. above the nose, plus one 1,102 lb (500 kg) bomb or two 551 lb (250 kg) bombs internally and 551 lb (250 kg) bombs on underwing racks.



Do 335 cockpit.
(photo, Dornier)



Nose engine installation
(photo, Dornier)

Production

Design Centre

Head of Design Team: Prof. Claude Dornier

Design Offices: Dornier-Werke G.m.b.H., Oberpfaffenhofen

Manufacture

Dornier-Werke G.m.b.H. (Oberpfaffenhofen, Weßling, Germany)			
Version	Quantity	Assembly Location	Time Period
Do 335V1 to V14	13+1*	Friedrichshafen	mid 1943-mid 1944
Do 335A-0	10	Oberpfaffenhofen	July 1944-Oct 1944

Do 335A-1	11+9*	Oberpfaffenhofen	Nov 1944-April 1945
Do 335A-4	4*	Oberpfaffenhofen	Jan 1945-Feb 1945
Do 335A-6	none	Heinkel, Vienna-Swechat	–
Do 335A-10	1+1*	Oberpfaffenhofen	Oct 1944-Apr 1945
Do 335A-12	2+2*	Oberpfaffenhofen	Nov 1944-Apr 1945
Do 335B-1	1	Oberpfaffenhofen	Jan-Feb 1945
Do 335B-2	2	Oberpfaffenhofen	Feb-Mar 1945
Do 335B-3	1*	Oberpfaffenhofen	Feb-April 1945
Do 335B-6	2	Oberpfaffenhofen	Jan-Feb 1945
Do 335B-7	1*	Oberpfaffenhofen	Feb-April 1945
Do 335B-8	2*	Oberpfaffenhofen	Feb-April 1945
Total:	42 + 21*		

* not completed.

Total Produced: 42 (all variants)

[Full Do 335 Production List](#)

Production List

[Do 335 prodn](#)

More Information

Books

'Dornier Do 335 "Pfeil" – The Last and Best Piston-Engine Fighter of the Luftwaffe' [\[Order this book from USA\]](#) [\[Order this book from UK\]](#)

by Heinz J Nowarra

Schiffer Publishing, Oct 1989 ISBN: 0 88740 189 9

* Landscape format pictorial history. B+w illustrations only, except for covers. English language version of German-text Waffen Arsenal 93 from Podzun-Pallas (ISBN 3-7909-0243-8)

'Dornier 335 – Monogram Close-Up 21' [\[Order this book from USA\]](#)

by J. Richard Smith and Eddie J. Creek

Monogram Aviation Publications, Jan 1983 ISBN: 0-914144-21-9

* Detailed look at the development of the Do 335.

'Monogram Monarch Series Number 2: Dornier 335 Arrow' [\[Order this book from USA\]](#) [\[Order this book from UK\]](#)

by J. Richard Smith, Eddie J. Creek & Thomas H. Hitchcock.

Monogram Aviation Publications, Jan 1998 ISBN: 0-914144-52-9

* Essentially an expanded version of Monogram Close Up 21 with the addition of a chapter on the history of the Dornier Company and a chapter on projects derived from the Do 335. It also contains additional illustrations. Extremely comprehensive.

'Dornier Do 335. Mehrzweck-Jagdflugzeug'

by Karl Heinz Regnat

Aviatic Verlag, Dec 2000 ISBN: 3-925505-59-8

* Very good history of the Do 335. German text. Available from www.amazon.de

'Dornier Do 335: An Illustrated History' [\[Order this book from UK\]](#)

by Karl Heinz Regnat

Schiffer Publishing, Aug 2003 ISBN: 0764318721

* English language version of above.

'Dornier Do 335 Pfeil (Aircraft Monograph 15)' [\[Order this book from USA\]](#)

by Marek Rys

AJ Press, July 2000 ISBN: 8372370532

* Extremely well illustrated profile with 34 pages of 1/72 scale drawings and 9 pages of colour drawings. English-language version of Polish-text Monografie Lotnicze 67 (ISBN: 83-7237-052-4)

'Vom Original zum Modell: Dornier Do 335' [\[Order this book from USA\]](#)

by Karl Heinz Regnat

Bernard & Graefe Verlag, July 1999 ISBN: 3-7637-6018-0

* Comprehensive scale modellers guide to the Do 335. German text. Available from www.amazon.de

'Dornier Do 335, 435, 635: Kampfflugzeug – Aufklärer – Zerstörer – Nachtjäger'

by Manfred Griehl

Motorbuch Verlag, April 2004 ISBN: 3613023806

* The most complete and authoritative book on the subject. German text. Available from www.amazon.de

'German Aircraft Industry and Production 1933-1945' [\[Order this book from USA\]](#) [\[Order this book from UK\]](#)

by Ferenc A Vajda & Peter G Dancey

Airlife Publishing, July 1998 ISBN: 076800246X

* Includes details of Do 335 production from official records

'War Prizes – An Illustrated Survey of German, Italian and Japanese Aircraft Brought to Allied Countries During and After the Second World War' [\[Order this book from USA\]](#) [\[Order this book from UK\]](#)

by Phil Butler

Midland Publishing, April 1994 ISBN: 0904597865

* Includes the individual histories of the six operational Do 335s captured by the Allies after WW2

'Warplanes of the Luftwaffe' [\[Order this book from USA\]](#) [\[Order this book from UK\]](#)

by David Donald

Aerospace Publishing/AIRtime Publishing, Jan 1997 ISBN: 1880588102/1880588102

* Comprehensive, well illustrated, guide to the aircraft used by the Luftwaffe in WW2, including the Do 335

Magazines

Air Enthusiast January 1973 p16-21

Air Enthusiast No.52 p54-59

Airfoil Vol.1 No.1 Winter 1983 p26-39

Aviation News Vol.22 No.5

IPMS-USA Quarterly Vol.17 No.4 p5-18

Scale Aircraft Modelling April 1982 p311-316

Scale Models Vol.6 No.70 July 1975 p348-358

Links

[Luftwaffe Resource Centre: Dornier Do 335](#)

* Spec, photos

[Dornier Do 335A-1 Pfeil](#)

* NASM official page on the Do 335

[Podklady](#)

* 13 Do 335 photos

[The Luftwaffe in Scale](#)

* Dornier Do 335V3 colour profile & notes

[Camouflage of the Do 335:
A Critical Re-evaluation](#)

- * Detailed feature on Do 335 colours and paint schemes

[WWII German Aircraft Photos – Fighters: Dornier 335 Pfeil](#)

- * 8 pages of Do 335 photos (144 photos)

[Dornier Do 335](#)

- * Photos of the sole survivor's restoration in Germany

[Dornier Do 335 Decals](#)

- * Cutting Edge decals review

[Dornier Do 335 Pfeil](#)

- * Two pages of b+w photos & drawings.

[Rare Color Photographs of Do 335](#)

- * Good detail photos of Do 335 in storage at Silver Hill

[Wikipedia: Dornier Do 335](#)

- * History, technical spec

[The Do 335 'Arrow' at Unter Biberg](#)

- * Narrative and photos of Do 335 visit to US occupied airfield in 1945

[Wings Palette](#)

- * 31 colour profile drawings of German, French, UK & US Do 335s

[AXLs Plane Gallery](#)

- * 17 Do 335 photos

[WWII German Aircraft Projects List: Dornier](#)

* Links to details for projects P 247, P 252 and P 256

[Junkers Ju 635](#)

* Artwork, history, spec

[Dornier/Heinkel Do 435/He 535](#)

* Drawing, spec and brief history

Shop

Flight Simulator Models:

To be added.

Scale Models:

To be added.

Scale Drawings:

Aviation News Vol.10 No.20

[A. L. Bentley Drawings](#)

[NASM Archives](#)

Videos:

[Dornier Do-335](#)

* Documentary on the Do 335 using original flight test footage – VHS cassette

Type Details

Do 335, Dornier, Dornier Do 335

5 Comments

Type Details

Do 335, Dornier, Dornier Do 335

5 Comments

Dornier Do 335 Manufacture

Last updated: 28 June 2016 by admin

Production List

Do 335V series prototypes

14 aircraft built at Friedrichshafen, mid 1943 to mid 1944, and tested at Mengen.

Model	Code	Werk Nr.	Notes
Do 335V-1	CP+UA	230001	First prototype. DB603A-1 engines. First flight 28 Oct 1943
Do 335V-2	CP+UB	230002	To Rechlin, rear engine caught fire, w/o 15 April 1944
Do 335V-3	CP+UC/T9+ZH	230003	A-4 prototype, to Ob.d.L.
Do 335V-4	CP+UD	230004	Do 435 prototype, not completed
Do 335V-5	CP+UE	230005	First with armament fitted, A-2 engines
Do 335V-6	CP+UF	230006	Dornier development a/c, hit by bomb
Do 335V-7	CP+UG	230007	Junkers Jumo 213A & E testbed, Dessau
Do 335V-8	CP+UH	230008	Daimler-Benz DB603E-1 testbed, Stuttgart
Do 335V-9	CP+UI/V9	230009	A-0 prototype, to Rechlin May 1944
Do 335V-10	CP+UK	230010	A-6 prototype night fighter with SN-2 radar

Do 335V-11	CP+UL/11	230011	A-10 prototype trainer
Do 335V-12	CP+UM	230012	A-12 prototype trainer
Do 335V-13	RP+UA/13	230013	B-1 prototype
Do 335V-14	RP+UQ/14	230014	B-2 prototype, to France, with CEV until 4 June 1948

Do 335A-0 pre-production batch

10 aircraft built at Oberpfaffenhofen July-Oct 1944. One example converted to A-4 standard.

Model	Code	Werk Nr.	Notes
Do 335A-0	VG+PG/101	240101	DB603A-2 engines, at Rechlin July 1944, to USAAF as FE-1012 Dec 1945, scrapped
Do 335A-0	VG+PH/102	240102	Sole survivor, to US Navy as BuAer 121447 Dec 1945, now at NASM
Do 335A-0	VG+PI/103	240103	To Ob.d.L. late July 1944
Do 335A-0	VG+PJ/104	240104	To Erkdo 335 Sept 1944
Do 335A-0	VG+PK/105	240105	To Erkdo 335, captured by US at Lechfeld April 1945
Do 335A-0	VG+PL/106	240106	To Erkdo 335
Do 335A-0	VG+PM/107	240107	To Erkdo 335
Do 335A-0	VG+PN/108	240108	To Erkdo 335
Do 335A-0	VG+PO/109	240109	To Erkdo 335
Do 335A-0	VG+PP/110	240110	To Erkdo 335 Oct 1944

Do 335A-1 production batch

11 aircraft built at Oberpfaffenhofen, plus 9 aircraft part assembled, Nov-April 1945.

Model	Code	Werk Nr.	Notes

Do 335A-1	113	240113	Captured by US
Do 335A-1		240161	Captured by US. To RAE but w/o on delivery flight 13 Dec 1945 at Merville?
Do 335A-1		240162	Captured by US
Do 335A-1		240163	Captured by US
Do 335A-1		240164	Captured by US
Do 335A-1		240165	Captured by US
Do 335A-1		240166	Captured by US
Do 335A-1		240167	Captured by US
Do 335A-1		240168	Captured by US
Do 335A-1		240169	Captured by US
Do 335A-1		240170	Captured by US
Do 335A-1	01	240301	Partly assembled. Captured by US
Do 335A-1	02	240302	Partly assembled. Captured by US
Do 335A-1	03	240303	Partly assembled. Captured by US
Do 335A-1	04	240304	Partly assembled. Captured by US
Do 335A-1	05	240305	Partly assembled. Captured by US
Do 335A-1	06	240306	Partly assembled. Captured by US
Do 335A-1	07	240307	Partly assembled. Captured by US
Do 335A-1	08	240308	Partly assembled. Captured by US
Do 335A-1	09	240309	Partly assembled. Captured by US

Do 335A-2 Project only

Do 335A-3 Project only

Do 335A-4

10 aircraft scheduled Jan-Feb 1945, only 4 part assembled at Oberpfaffenhofen.

Model	Code	Werk Nr.	Notes
Do 335A-4	10	240310	Partly assembled. Captured by US
Do 335A-4	11	240311	Partly assembled. Captured by US
Do 335A-4	12	240312	Partly assembled. Captured by US
Do 335A-4	13	240313	Partly assembled. Captured by US

Do 335A-6

None assembled, Heinkel Vienna-Swechat factory bombed out.

Do 335A-10

1 aircraft built at Oberpfaffenhofen, plus 1 aircraft part assembled.

Model	Code	Werk Nr.	Notes
Do 335A-10	111	240111	Flew late Nov 1944. Captured by US at Oberpf.
Do 335A-10		240114	Not completed

Do 335A-12

2 aircraft built at Oberpfaffenhofen, plus 2 aircraft part assembled.

Model	Code	Werk Nr.	Notes
Do 335A-12	112	240112	Air Min 223, to RAE 8 Sept 1945, w/o 18 Jan 1946 near Farnborough
Do 335A-12	121	240121	Captured by US
Do 335A-12	122	240122	Not completed, scrapped by US

Do 335A-12		Partly assembled
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Do 335B series prototypes.

6 aircraft part assembled at Oberpfaffenhofen.

Model	Code	Werk Nr.	Notes
Do 335B-2	RP+UB 14/18	240118	B-2 replacement proto
Do 335V-15	RP+UC 15/19	240119	B-1 2nd prototype, to Lwe Feb 1945
Do 335V-16	RP+UD 16/20	240120	B-2 2nd prototype, night fighter with FuG 218
Do 335V-17	RP+UE 17/16	240116	B-6 prototype, also W Nr 230017, to France CEV, w/o 1947?
Do 335V-18	RP+UF 18/17	240117	B-6 2nd prototype, night fighter, to Lwe Feb 1945
Do 335V-19	RP+UG 19/15	240115	B-3 prototype, not completed
Do 335V-20			B-7 prototype, not completed
Do 335V-21			B-8 prototype, not completed
Do 335V-22			B-8 2nd prototype, not completed

Production

Do 335, Dornier, Dornier Do 335

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Production

Do 335, Dornier, Dornier Do 335

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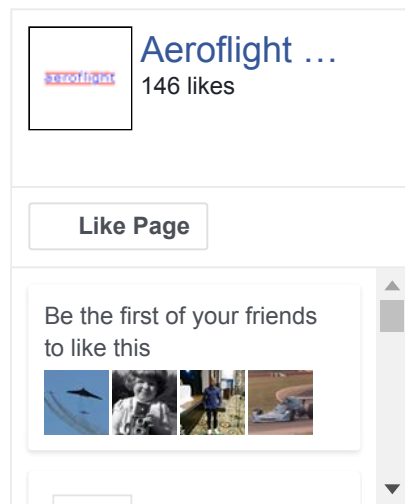
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