De Havilland Canada

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Twin Otter There is some suggestion that the level of demand for this suc-cessful 15-20-seat utility/commuter might reduce a little on the commuter side, as demand there becomes more sophisticated (and, on average, turns to larger types) as the business grows in North America. But this is the kind of machine for which there could be a continual demand, the eventual deter-minant being whether it remains high enough to make it all worthwhile for DHC. Demand remains high enough at present, with the line turning Otters out at about five a month. Price is about $1-25 million.

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DHC-6 Twin Otter

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Dash 7 This machine's charm lies in an undoubted ability to combine Stol, four-engine performance with economy. There are those who are presently per-suaded that the only target worth pursu-ing is economy, but steady Dash 7 pro-duction at three a month says that more people want this $5-1 million 50-seater than any other of its size right now. Perhaps it will be tested when a non-Stol twin like the ATR42 becomes avail-able.

De Havilland Canada is still working hard at making sure this can be a real feeder—pressing for Stol areas to be standard at most airports so that air-

de Havilland Canada Dash 7

Commuter airliner guide f m

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de Havilland Canada Twin Otter

craft like the Dash 7 can slip in and out from pans and taxiways of a suit-able size while the main lines ply their trade from the runways. The idea is well received in the USA, but while the air traffic slot system still plagues the

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50 Passengers

Normal cruise

De Havilland
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big 22 airports, the Stol ships are de-pendent on VMC there. Introduction of microwave landing systems and RNAV
is also the kind of progress DHC presses for, so the Dash 7 can feed quickly into runway stubs without up-setting the traffic. A 60-seat stretched version is a distinct possibility.

Dash 8 De Havilland Canada is seem-ingly committed to Stol capability, and the Dash 8 has it, but in more gentle measure than originally planned. Its primary market is the commuter, the regional, even the "executive" (a cor-porate fit is offered): not so much the oil-support image.
The 36-seater Dash 8 has the makings
of a stylish, quick aeroplane. It is
somewhat heavier than its nearest ad-
versaries and goes for a pair of power-
ful new engines—1,800 h.p. Pratt & Whit-
ney Canada PW100 Series powerplants

FLIGHT International, 15 May 1982 1233