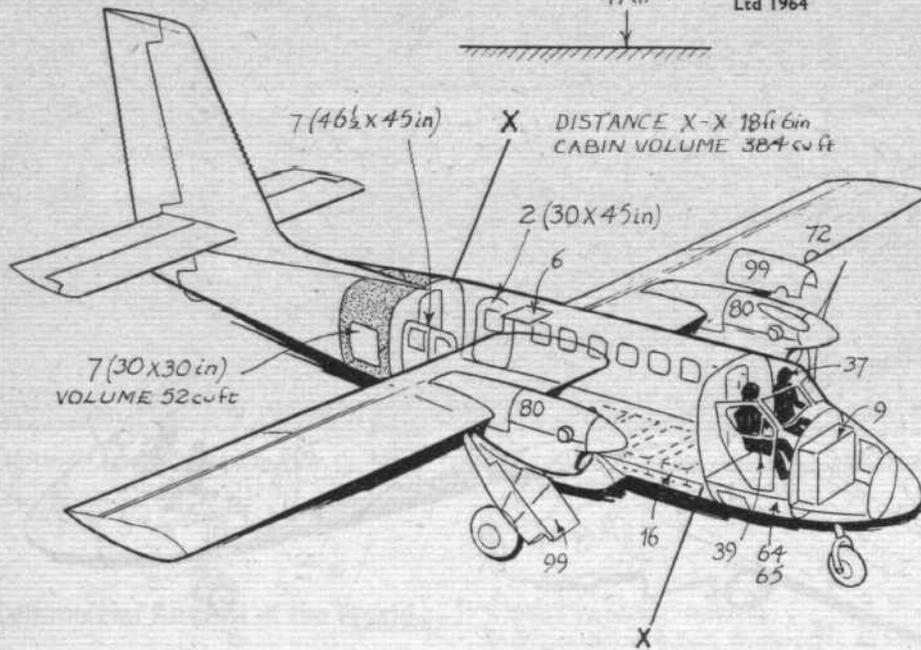


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DE HAVILLAND CANADA TWIN OTTER

"Flight International" operators' reference drawing (see page 903 for key)

Commercial Aircraft of the World . . .

DE HAVILLAND AIRCRAFT OF CANADA Downsview, Toronto, Ontario, Canada (Member of the Hawker Siddeley Group).

DHC-2 Beaver The prototype of this light single-engined utility transport first flew in August 1947. Since then more than 1,500 have been built, of which nearly 1,000 have been supplied to the US armed forces. There are about 170 in airline service in many parts of the world. A Canadian P & W PT6-A6 turboprop is specified in a new version called the Turbo-Beaver which is now available for early delivery. This new development is intended to supplement the piston-engned Beaver which, DH say, will remain in production for at least one more year. The cabin

length of the Turbo-Beaver is 30in longer to permit seating for up to eight passengers. The cruising speed is 127kt; take-off distance to 50ft at gross weight, ISA sea level, is 900ft. Existing Beavers may be converted.

DHC-3 Otter The Otter flew for the first time in December 1951, and was awarded a landplane and seaplane certificate of airworthiness in October 1952. Some 500 Otters have been built, more than half going to US military services and about 50 to airlines.

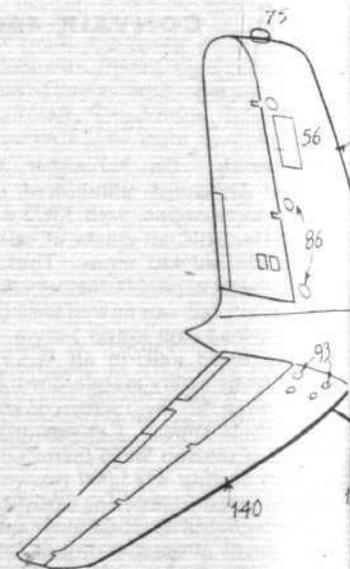
DHC-4 Caribou The Caribou made its first flight in July 1958 and the first of large batches for the US Army was delivered in October 1959. More than 100 are now in service with the US Army in addition to others with the RCAF, Ghana Air Force, Swedish Air Force, Indian Air Force, RAAF and other operators. The Chinese Nationalist airline CAT is so far the only civil operator of the type.

DHC-5 Buffalo Under joint development for the Canadian and US Armies is this more spacious and heavier turboprop development of the Caribou. Though principally an STOL tactical troop and equipment transporter, nevertheless DH has a regard to possible civil applications. The first aircraft of an initial development batch made its maiden flight on April 9 this year.

DHC-6 Twin Otter The Twin Otter is a simple and practical response to the world need for a small transport that can open up or maintain local air routes of low traffic density, from the smallest of airfields, yet with the appeal and advantages of turbine power and twin-engine security. This is a requirement which DH has had under study for a long time and which, some years ago, evolved, to US Army requirements, into the much larger Caribou. However, the situation is now especially favourable for the design of a 15-seater since the Canadian Pratt & Whitney PT6A-20 578 e.s.h.p. turboprop has reached production and begun to win a reputation for reliability and good operating features. First announced last August, development and production have started on an initial quantity of five Twin Otters. Flight trials will begin next June and certification is expected in time for first deliveries in January 1966.

DASSAULT Générale Aéronautique Marcel Dassault, Mount-Vernon, Vaucresson, Seine et Oise, France.

Mystère 20 Largest of all the executive twin-jets, the Mystère 20 first flew in May 1963 under the power of 3,000lb thrust P & W JT12 turbojets. The aircraft's big commercial break-through came in August 1963 when it



In the best bush aircraft tradition: DH's new Turbo-Beaver

