

de havilland canada ■  ■

In 1928 de Havilland of Canada Limited started as a small sales and service outlet for British built airplanes; from this, the company has grown to be the world leader in design and construction of STOL (short take-off and landing) transport aircraft.

During World War II de Havilland turned out 1,135 Mosquito fighter bombers, 1,747 Tiger Moth trainers and 375 Ansons. At the war's end a world wide need for minerals and forest products spurred exploration and development of Canada's remote regions inaccessible, except by air.

With pre-war experience in the outfitting of floats and skis to aircraft, de Havilland Canada started producing the Fox Moth, built largely from a surplus of Tiger Moth components. By the end of 1946, 51 were delivered. In that same year the company's first Canadian design, the DHC-1 Chipmunk basic trainer, was flown.

De Havilland of Canada's first real impression on the world's aviation market made its debut in 1947, the DHC-2 Beaver, the forerunner of the company's successful range of STOL aircraft — the DHC-2 Mk III Turbo-Beaver, DHC-3 Otter, DHC-4 Caribou, DHC-5 Buffalo and the DHC-6 Twin Otter.

The Company's latest design, the DASH 7 'Quiet STOL Airliner' will be introduced into airline service in 1977.

With a reputation for engineering excellence de Havilland Canada is also actively involved in aerodynamic and hydrodynamic research.



A **DHC-1 Chipmunk** basic trainer of the Canadian Forces. First flown in 1946 the Chipmunk was de Havilland of Canada's first all-Canadian designed aircraft. Two hundred were produced in Canada, 1,200 in the U.K. and 50 in Portugal. Although it is well over 20-years-old and out of production, this nippy little trainer is still in great demand.



The STOL era in Canada was launched in 1947 when de Havilland Canada successfully flew the *DHC-2 Beaver*. STOL is an acronym for short take-off and landing. Initially designed for Canadian bush operations, the Beaver's performance was so exceptional that by the end of 1967, 1,600 Beavers were in use in 65 countries. With a payload of seven passengers or 1/2 ton of cargo, the Beaver's excellent performance is enhanced by the dependability of the well-known Pratt & Whitney R985 radial engine.



The **DHC-3 Otter** developed in 1951 was de Havilland Canada's 'stretched version' of the former DHC-2 Beaver. Seen here in Philippine Air Lines markings the Otter has the same STOL (short take-off and landing) characteristics as the Beaver, yet carries twice the payload. The Otter carries 11 passengers or one ton of cargo and is powered by a Pratt & Whitney R.1340 radial engine.



De Havilland Canada entered the jet age in 1960 with the development of the *DHC-2 Mk III Turbo-Beaver*. A lighter, more powerful PT6A-6 gas turbine engine replaced the former piston engine, giving the Beaver greater work efficiency and increased payload.



The *DHC-4 Caribou* transport developed and produced by de Havilland Canada was the first STOL aircraft in the world able to operate from 1,000 ft. strips with a four ton payload. First produced in 1958 more than 300 Caribou are used around the world from the arctic to the tropics. The Caribou is powered by two R.2000 Pratt & Whitney radial engines.



The ***DHC-5 Buffalo*** was specifically designed to fill the military requirement for a simple, dependable STOL (Short Take Off and Landing) aircraft with the ability to carry large payloads in and out of short, unprepared airstrips. With a weight of 41,000 lb., the Buffalo has a payload of 12,500 lb. and requires a takeoff distance of only 1210 ft. to clear a 50 ft. obstacle. At 49,200 lb. with 18,000 lb. of payload, the takeoff distance is 2100 ft. The Buffalo is powered by two General Electric T64-820-1 gas turbines rated at 2970 shp.



The ***DHC-6 Twin Otter***, introduced by de Havilland Canada in 1966, has earned an outstanding reputation with operators in many parts of the world. Accommodating a crew of two plus 20 passengers or 4420 lb. of cargo, this aircraft provides outstanding STOL (Short Take Off and Landing) performance while operating from grass, sand or snow covered strips. A rugged and simple airplane, the Twin Otter has been chosen by both military and commuter airlines as well as several survey organizations and oil companies, and is in operation from the arctic to the antarctic, in charter and scheduled passenger service on wheels, skis or floats.



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The ***DASH 7*** is de Havilland Canada's latest project. Designed to carry 50 passengers in airline comfort and operate from STOLports with a total length of 2000 feet the DASH 7 will be used to inaugurate a new short-haul transportation system. In the face of increasing environmental concern, the DASH 7 is designed to establish a new standard of quietness and will consume less fuel per seat mile than any other transport aircraft. It is powered by four Pratt & Whitney Aircraft of Canada PT6A-50 gas turbines rated at 1120 SHP.



This modified **Buffalo** aircraft is being used to flight test the 'Augmentor Wing' concept developed by de Havilland Canada. The program is a cooperative venture between the National Aeronautics and Space Administration, the Canadian Government, the Boeing Co. and de Havilland Canada. The powerplants are two Rolls Royce 'Spey' turbopfans, modified by Rolls Royce Canada.



The diversified capabilities of de Havilland Canada are exemplified by the ***FHE-400 Hydrofoil HMCS Bras d'Or***. The idea for a 200 ton displacement, anti-submarine, ocean-going hydrofoil ship — capable of 50-60 knots was conceived by the National Research Establishment of the Canadian Defence Research Board. de Havilland Canada was asked to develop the concept and in 1963 a development contract was awarded. de Havilland, with the aid of Marine Industries of Sorel, who built the hull, met the challenge and sea trials of Bras d'Or commenced in the fall of 1968. The first foilborne flight took place off Halifax April 9, 1969. Bras d'Or became the world's fastest naval ship on July 9, 1969 when she attained a speed of 62 knots (71.4 mph).



THE DE HAVILLAND AIRCRAFT OF CANADA, LIMITED DOWNSVIEW, ONTARIO, CANADA

