

THE SUPER BEAVER . . . THE OTTER

Inspired By The Success Of The Beaver, de Havilland Designed And Built An Even Bigger One, Which He Named The Otter.

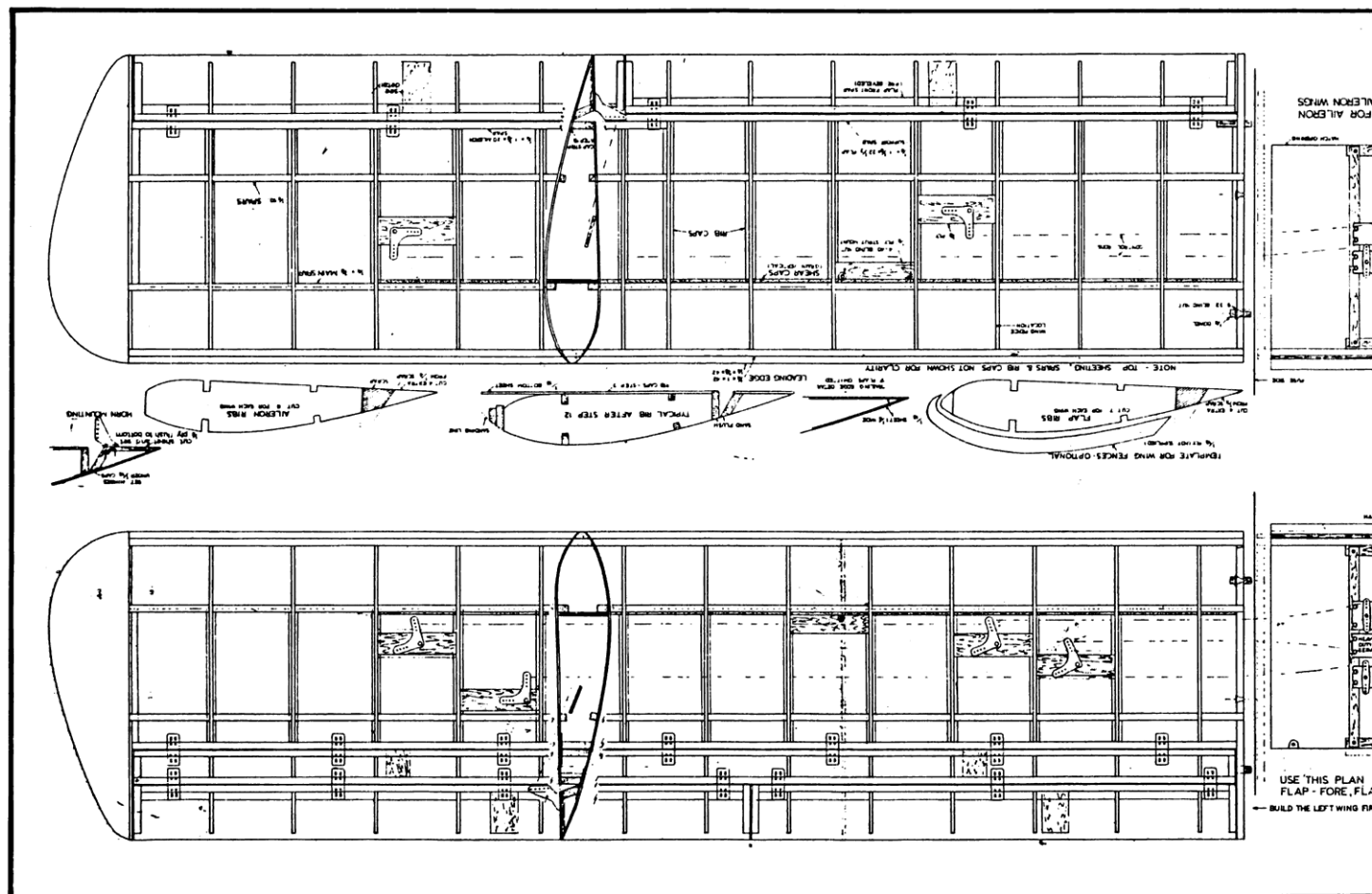
BY ED CHAPUT

The overwhelming success of the DHC-2 Beaver proved to de Havilland that there WAS a good market for a utility STOL aircraft, so they designed the Otter as a larger version of the Beaver, with the same STOL capabilities, and first named his new design the "The King Beaver." They soon changed

its name to the "Otter," however, and from December 1951 until production ceased in 1967, over 450 Otters were produced. Like the Beaver, most Otters were sold to the military aviation powers of various countries; indeed, a total of three-hundred-and-fifty of them.

At one time, almost every secondary

The Otter with a modern civilian paint scheme is a very pretty aircraft.

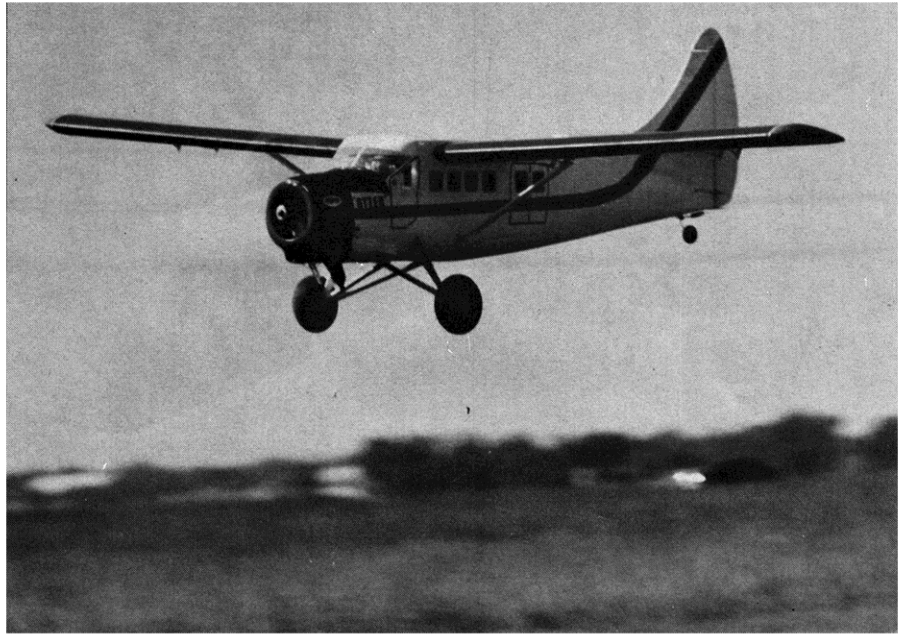


airline in Canada, as well as all of that country's mining and oil companies, had an Otter on their roster of aircraft. Provincial Canadian governments and their forestry services also put large numbers of DHC-3 Otters to work. Quite a few of the big, rugged, utility, single-engine STOL transports can still be found giving good service in various parts of the world. The secret of the Otter's ruggedness is its all-metal structure, powered by the super dependable and powerful Pratt & Whitney R-1340 of 600 horsepower. The Otter can easily carry 14 passengers, or a ton of cargo.

The U.S. Army had Otters under the designation, U-1A, while the Navy called them U-1B. With a span of 58 feet, a length of 41 feet 10 inches, the Otter has an empty weight of 4165, and a gross weight of 7600 pounds. Maximum speed is 160mph, with a cruise of 139mph. Initial climb rate of the Otter is 850fpm, and it has a range of 960 miles.

When the U.S. military finally released their inventory of Otters, these sturdy aircraft were turned over to many communities where they were gratefully accepted and put into service as ambulance aircraft.

Somehow, though, modelers have completely ignored the majestic Otter, and for the life of me, I can't understand

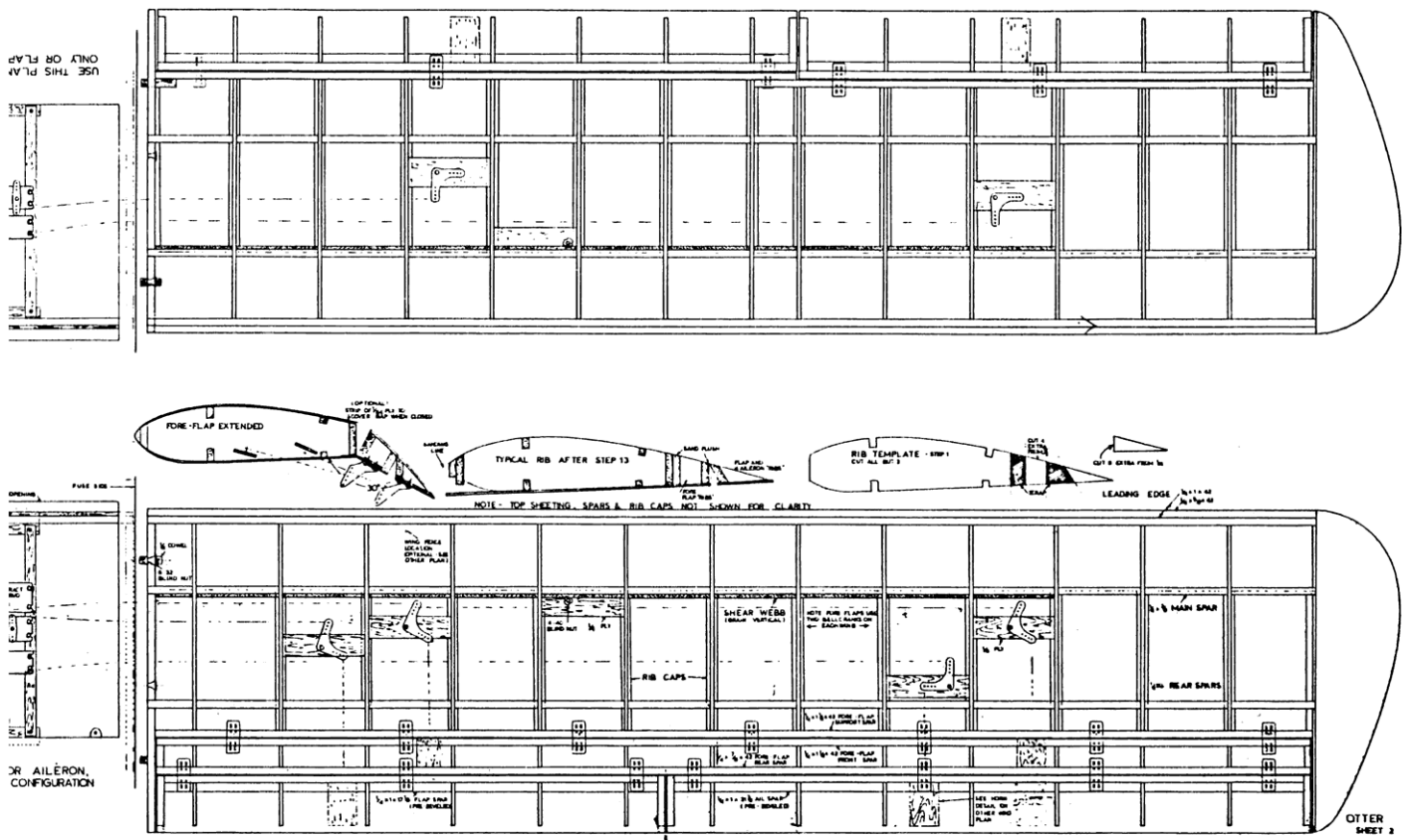


The Otter has a unique stance in the air, flying along on the step, tail high.

why. It's a natural for a large scale aircraft. Options could be the working double flaps, parachutists, floats, amphibious floats, skis and wheels. Besides, you'd have a model that's as gentle as a Cub, and one with true STOL capabilities.

The Otter's baby brother, the Beaver, has long been a favorite of modelers, with

several companies producing kits for the DHC-2, including Unionville Hobby Supply in Canada and Ikon N'West in this country. Last year at the Masters, a beautifully modeled Beaver on amphibious floats, by Bob Heitkamp from Alaska, stole the show with its majestic beauty. It was first seen at the Klondike Scale Masters





Multiple windows and wide double doors offer option possibilities for passengers, and/or parachutists.

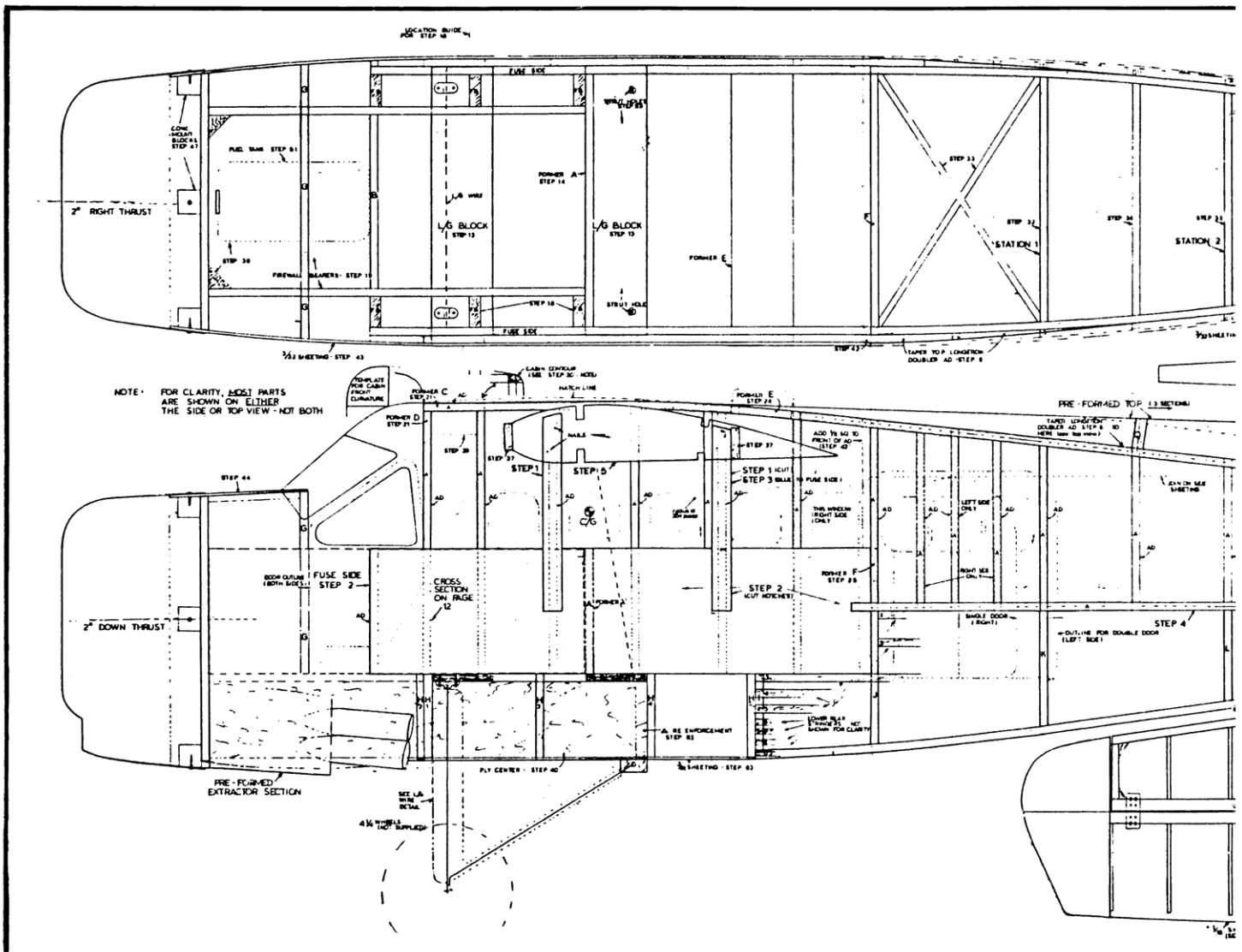
cover the biggest scale meet in Canada, I met the owner of Unionville Hobby Supply, and made arrangements for *Scale R/C Modeler* to run the plans on their very scale large Otter.

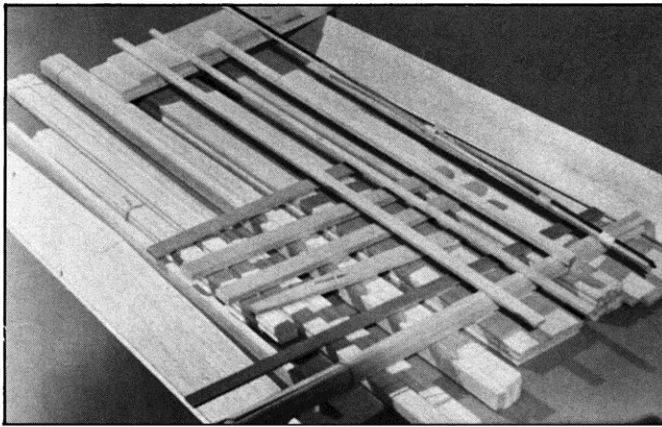
The plans were drawn using factory drawings for scale reference, and they're very accurate. Included are full details on how to build and activate the double flaps which contribute greatly to the STOL capabilities of the full-size aircraft, and to those of the model as well.

In the U.S., Unionville Hobby Supply Kits are distributed by MDM Company, P.O. Box 739, Rancho Murieta, California 95683; (916) 985-6130. Dealers should contact MDM for details on stocking the complete line of this company's excellent Canadian aircraft including Beavers, Otters, Norsemen, Turbo Beavers, Tiger Moths and a J-2 Cub. That's right . . . a J-2, not a J-3. Yes, our neighbors to the north are proud of their aviation heritage,

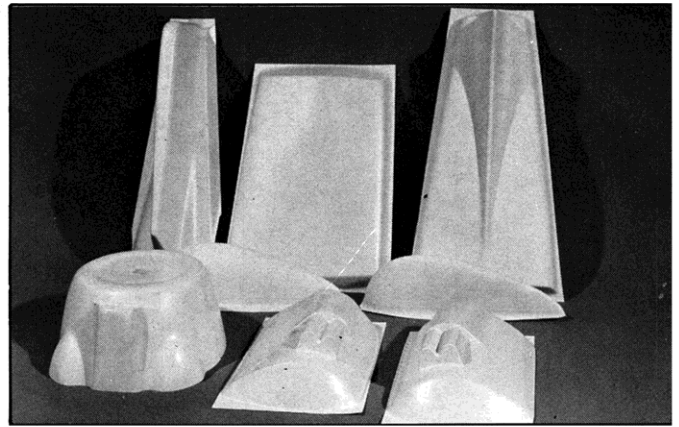
Qualifier, (see December 1986 issue of *Scale R/C Modeler*, Vol. 12, No. 9, Pages 55, 56 & 57).

This fall, while attending the Flying Dutchmen Kitchener/Waterloo Scale Rally, where I helped Norm and Tina Goyer

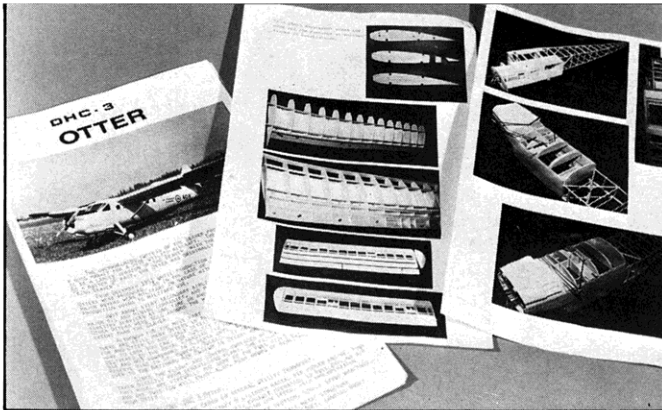




The boxes are packed with quality, well-labeled balsa strips and sheet wood.



Many of the parts are pre-formed from fiberglass and formed ABS. The windscreen is also pre-formed from a thick, clear plastic.



A comprehensive, twenty-five-page instruction manual is provided; it includes full details for preparing the double flaps for STOL operation.



Shaped parts have been band-sawed and sanded including all ribs, firewall, wing spar webs, rudder and stabilizer outlines. Wing tips are pre-formed ABS plastic.

times STOL landings get away from the pilot, and you have an arrival rather than a landing.

Otters which have been built from this kit weigh in at 13 to 15 pounds, depending on the amount of additional detail.

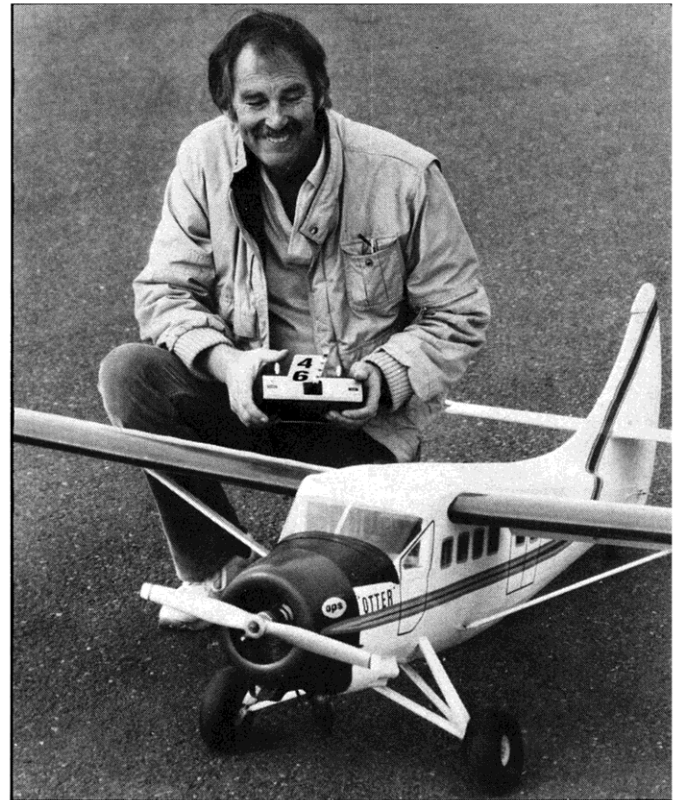
The full-size Otter from which this aircraft was modeled is now on display at the National Air Museum in Ottawa, Canada, bears Serial Number 370, and was delivered to the Royal Canadian Air Force

in July of 1960. It consequently served with Squadrons 418 and 403 in Alberta, Canada, until 1975, when it was transferred to Number One Reserve Wing in Saint Hubert, Quebec, which eventually turned it over to the National Air Museum when its useful service was over. I'm offering this information because I've been told by many modelers (and that's how I feel about it, too) that the builder of a scale aircraft is able to relate to his project in a much more closely personal way, when he knows the origins and history of the full-scale aircraft he's creating.

As Otters have been used in a large

number of specialized applications, many bright and unusual paint schemes are available for the big bird. For lovers of easy-flying aircraft, the large Otter gives them a good alternative to the more mundane and often seen Cubs, Champs and T'Crafts.

In addition to Unionville Hobby's kit, there are several other Otter kits available, in a variety of sizes, and fidelity to scale. Besides the 8-foot Otter we are reviewing here, which is very scale, there is a smaller, semi-scale, 6-foot version available, which shares the great flight characteristics of the larger aircraft. ●



Rugged landing gear with large air wheels are a must to absorb the less-than-gentle STOL arrivals.