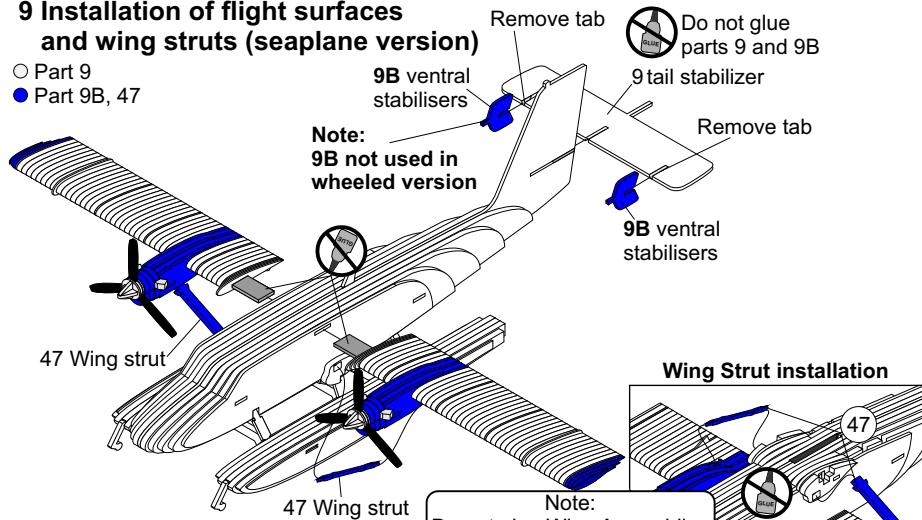


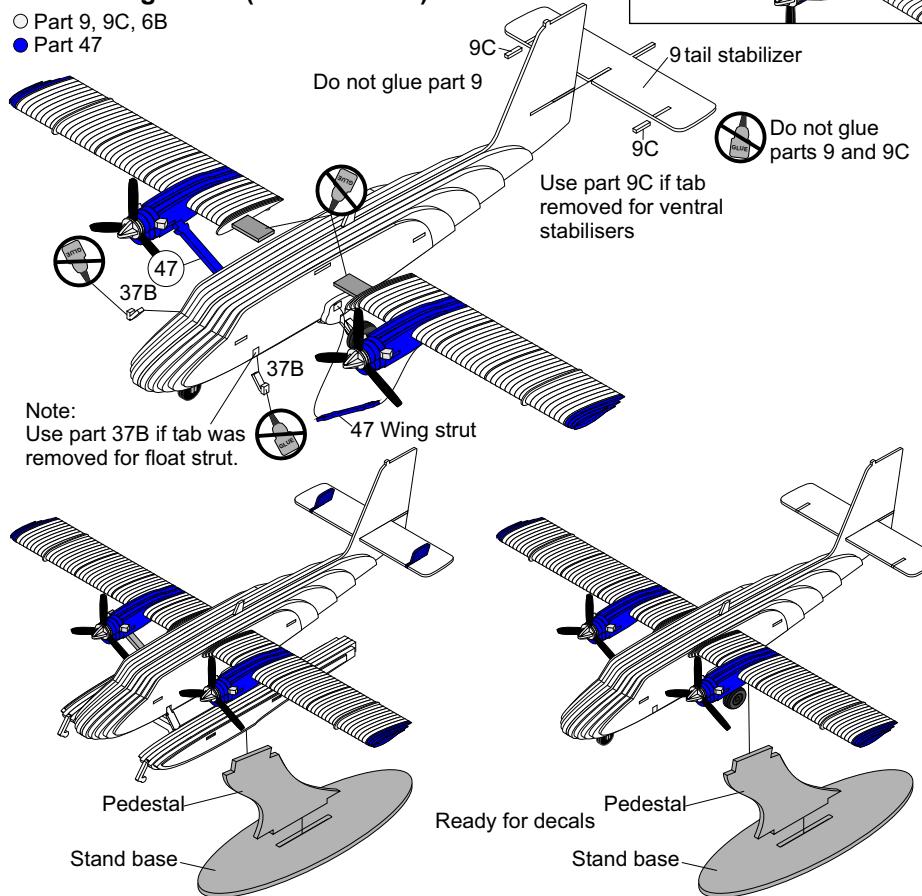
### 9 Installation of flight surfaces and wing struts (seaplane version)

- Part 9
- Part 9B, 47



### 9B Installation of flight surfaces and wing struts (Land version)

- Part 9, 9C, 6B
- Part 47



# de Havilland Canada DHC-6 Twin Otter



The de Havilland Canada (DHC) DHC-6 Twin Otter is a Canadian aircraft developed by de Havilland Canada in the mid-1960s. It incorporates many of the same features found on other DHC aircraft. The Twin Otter short takeoff and landing (STOL) ability makes it well suited to operate in many configurations. It can be flown from short unprepared runways using its rugged tundra landing gear, or when equipped with skis it can operate from frozen snow covered lakes and fields. The Twin Otter can also be equipped with floats allowing it to access waterways in the back country.

Development of the aircraft began in 1964, with the first flight on May 20 1965. Production continued until 1988 producing 844 airframes in three different series. All Twin Otters are powered by the Pratt & Whitney Canada PT6A turboprop engine. Power ratings varied depending on the version used but general produced between 578-680shp. Two nose configurations were used, a long nose and a short nose. The short nose being popular with military and seaplane operators.

Because of its versatility the Twin Otter has been used by many different customers all around the world. It has been used by small airlines, military, research and search and rescue to name a few. As of 2018 there are currently over 450 still active. In 2006 Viking Air purchased the types certificate from Bombardier and restarted production in 2008 with the series 400.

The markings in this kit are from S/N 231 built in May of 1969. 231 would see many users before ending up with the seaplane operator Harbour Air in 2022. It is operated alongside three other Twin Otters and multiple other DHC aircraft.

#### Twin Otter Series 300

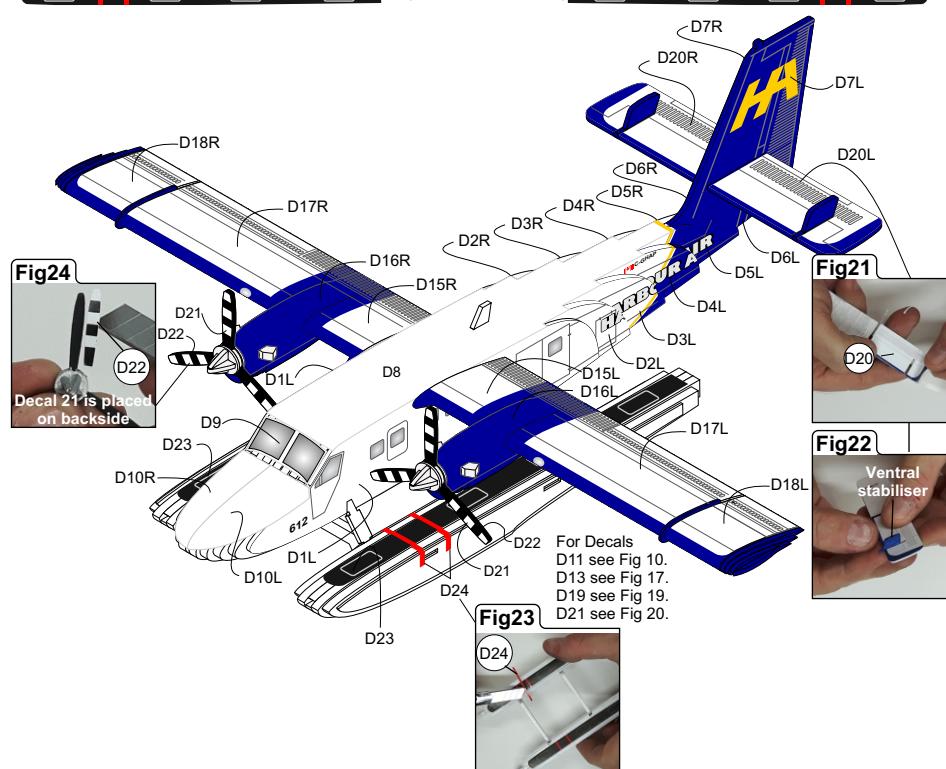
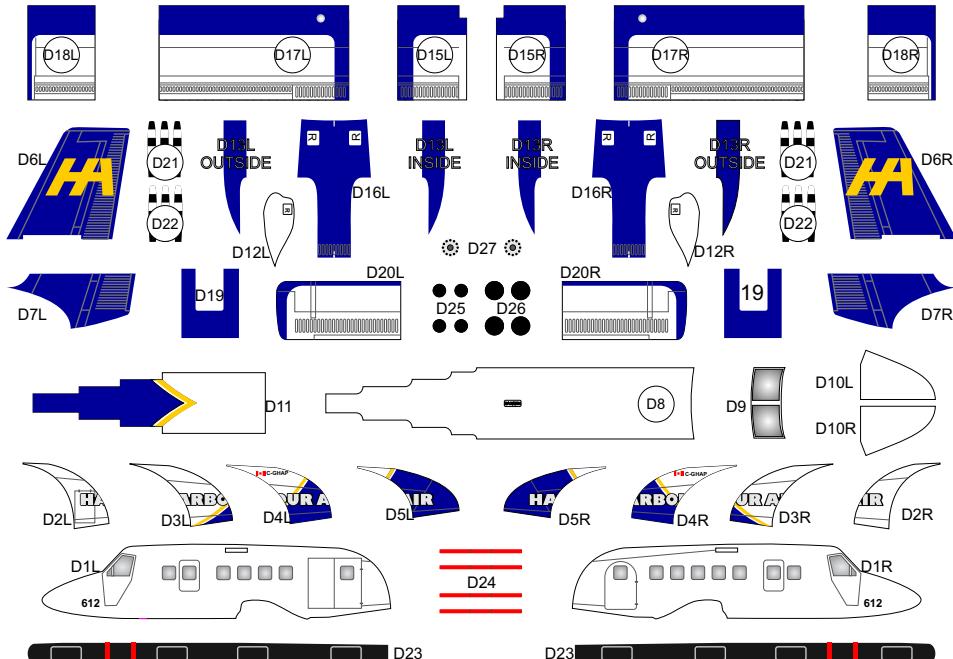
##### Specifications

Length	51' 9"
Wingspan	65'
Power	Two PT6A-27
Performance	210mph or 182knots
Seating capacity	20



Decals should be placed into position in numerical order. You will need to remove part 1B, tail stabilizer, ventral stabilisers, wing assembly and struts, propeller assembly, exhaust pipes, floats or landing gear as they need to be removed to apply decals.

**Take your time.**



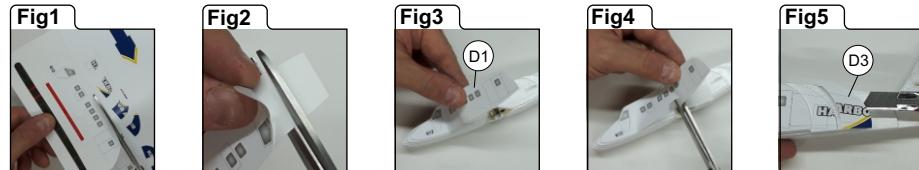
## Applying decals

### Tools needed to apply decals

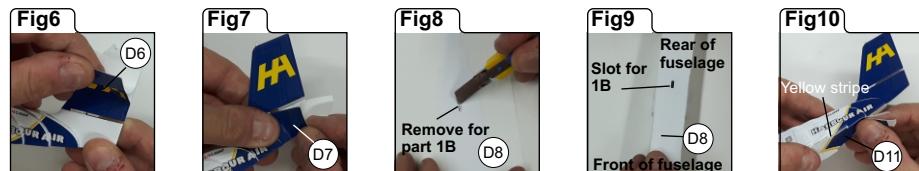
Scissors, Utility knife

Make sure your hands are clean before applying decals. Avoid contact with the adhesive as this can cause the decal to lose some of its adhesion. Decals will adhere better to a smooth clean surface so we do recommend painting your model for best results.

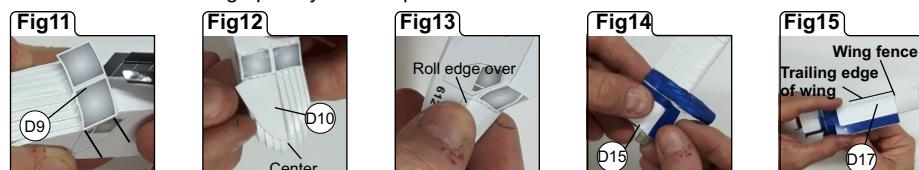
**Note:** Paint fuselage and all flight surfaces white before applying decals. The following is a series of illustrations that will help in painting and applying the decals



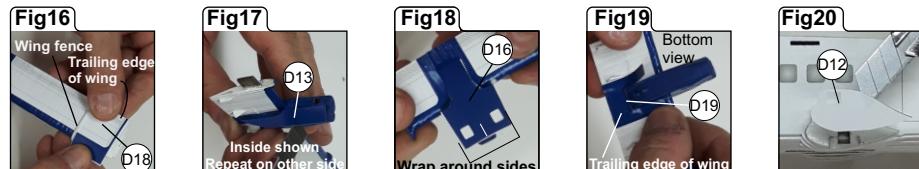
**Fig 1.** Cut out each decals as close to the edge as possible. **Fig 2.** For the large decals, remove about a 1/4" of the backing and cut off with scissors. **Fig 3.** Place the exposed section on the surface making sure that your decal is properly aligned on the part. **Fig 4.** Slowly remove the backing by cutting backing in stages to make sure the decal is staying aligned on the surface. **Fig 5.** For small decals you may use a utility knife to remove them from the backing and place in position.



**Fig 6.** Peel/cut away a portion of the backing on decal 6 and align on the upper tail then apply. **Fig 7.** Repeat for decal 7. **Fig 8.** Remove piece of vinyl on D8 for part 1B. **Fig 9.** Remove backing up to the slot on D8 and cut off the backing. Line the slot of D8 to the slot on top of the fuselage making sure it is centered, apply the remaining part of the decal. **Fig 10.** Apply decal 11 to the bottom tail section lining up the yellow strip.



**Fig 11.** Line up D9 with the side cockpit windows, make sure D9 is centered. **Fig 12.** Apply D10 to one side of the nose of the fuselage, line up the inside edge with the center of the fuselage. **Fig 13.** Roll the outer edge over the side of nose. Repeat on the other side. **Fig 14.** Place D15 onto the inner part of the wing starting from the trailing edge working forward then wrapping around front of wing. **Fig 15** Center D17 in between the edge of the engine nacelle and the wing fence, start from the trailing edge working forward then wrapping around front of wing.



**Fig 16.** D18 is placed on the outer part of the wing. Line D18 up to the edge of the wing fence. Start applying from the trailing edge working forward then wrapping around front of wing **Fig 17**. Place D13 L/R into position on the side of the nacelle. **Fig 18.** Place D16 onto the top center of the engine nacelle starting from the trailing edge working forward. Wrap edges around the sides of the nacelle. **Fig 19.** Place D19 onto the bottom of the wing starting from the trailing edge centering to the engine nacelle. **Fig 20.** Place D12 into position on part 8.

# Colour Scheme of Harbour Air DHC-6 TwinOtter C-GHAP

## Suggested colours by Tamiya Model Paints

### 1 White X2

All fuselage and flight surfaces

Floats, struts and braces

Ladders

Landing gear

### 2 Blue X4

Leading edges  
of flight surfaces to match decals

Wing struts

Wing fence

Back of fuselage

Engine Nacelles

### 3 Black XF1

Propeller

Wheels

### 4 Aluminum XF16

Spinner

Exhaust pipes, front landing gear

### 5 Red X7

Navigation light

## Note:

Use a matte white acrylic paint

on all surfaces to seal the wood.

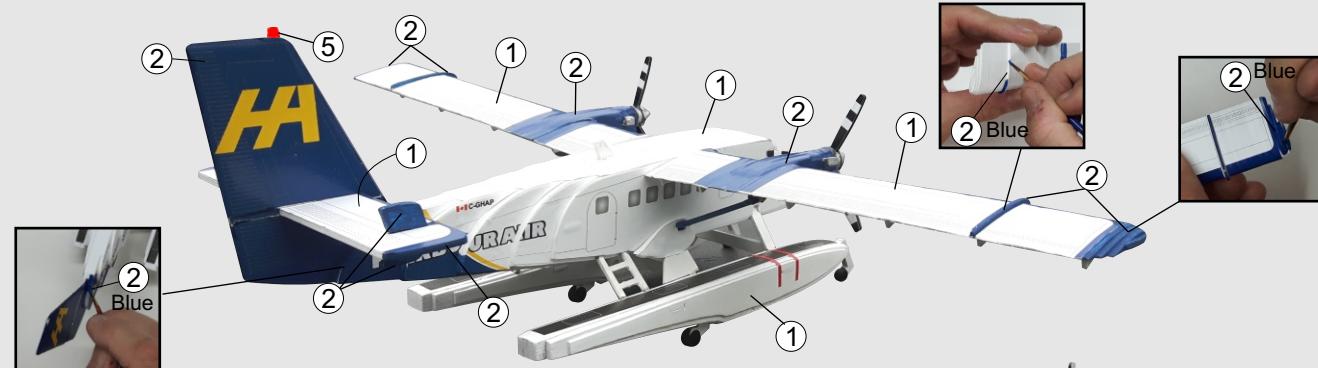
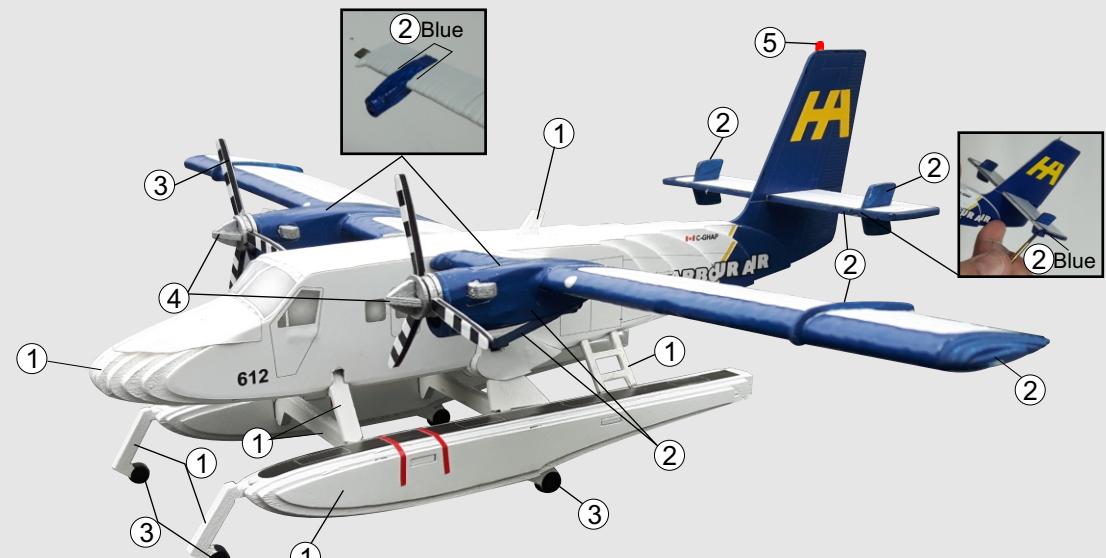
Once dry sand smooth with a fine

sandpaper like 320 grit. Proceed

in painting all fuselage and flight

surfaces white before adding

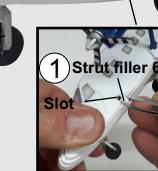
decals.



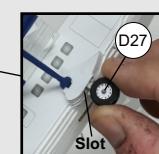
## Landing gear equipped



Insert the front wheel assembly into the hole at the front of the fuselage.



Slide the front strut filler part 6B into the front slot.



Insert rear landing gear into the slot in the fuselage.

