

# More DHC-6 Twin Otters

RCAF aircraft 13808 in UN service. This aircraft was destroyed during the India-Pakistan War of 1971



Twin Otter 77-0465, used by the USAF parachute team at the Air Force Academy.



DHC-6 Twin Otter of the Ethiopian Army, Nov. 1976.



DHC-6 Twin Otter of the Panamanian naval air service.



Chilean Air Force Twin Otter used for SAR duties, and based on Easter Island.



Black nose and anti-glare panel.

Short-nose configuration. Black anti-glare panel.

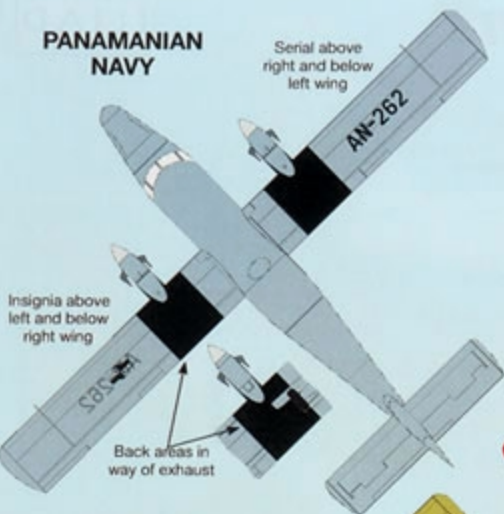
Peruvian Air Force aircraft is use by TANS (*Transportes Aéreos Nacionales de Selva*). The aircraft carries both civil registration and military serial and unit markings.



Note the float 3-strut configuration.

Scheme is overall red with white fuselage top and spinners. The floats are dull aluminum with dark grey walkway and black nose.

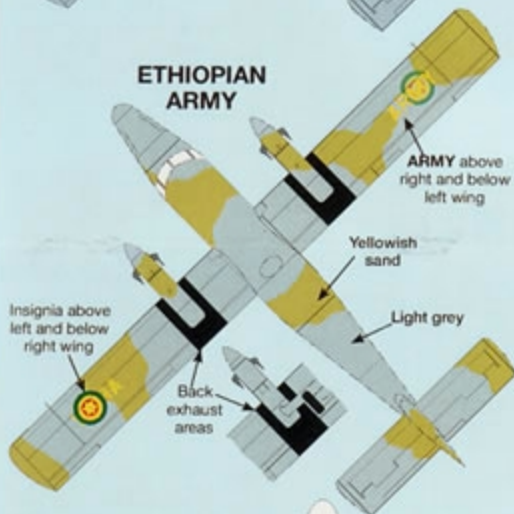
## PANAMANIAN NAVY



## PERUVIAN A.F. TANS



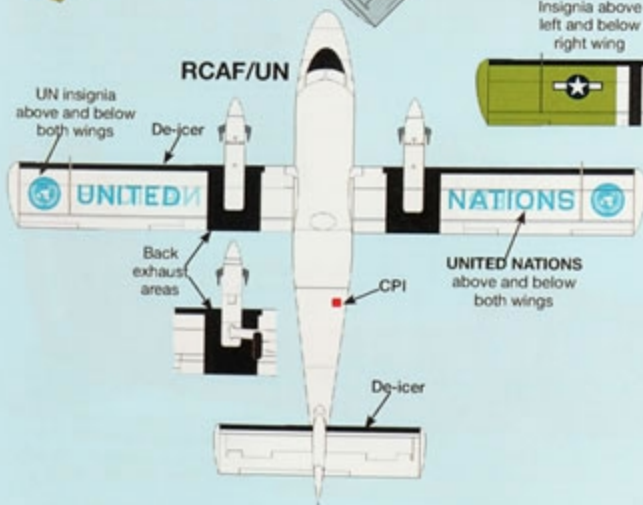
## ETHIOPIAN ARMY



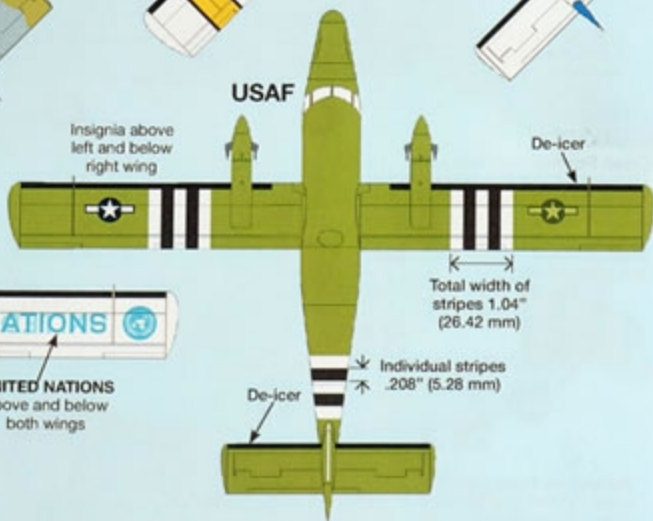
## CHILEAN SAR



## RCAF/UN



## USAF

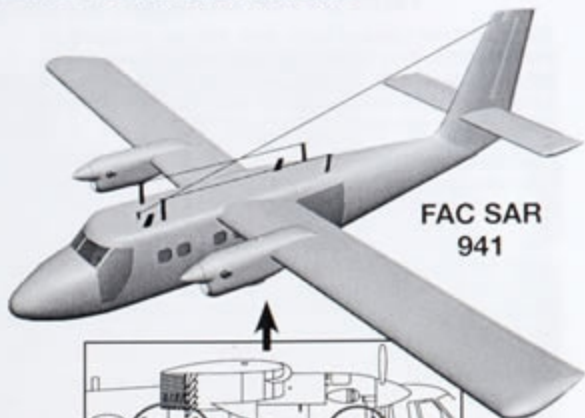


## ANTENNA CONFIGURATIONS

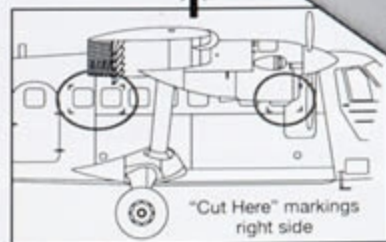
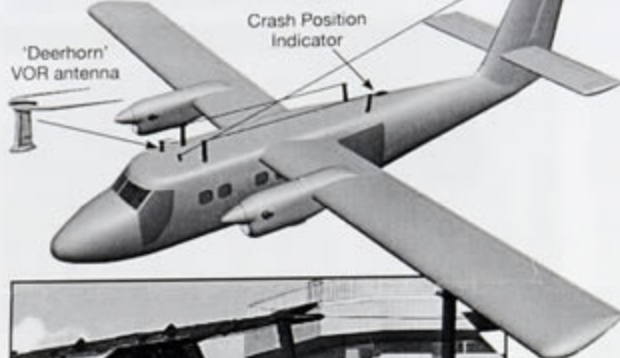
TANS



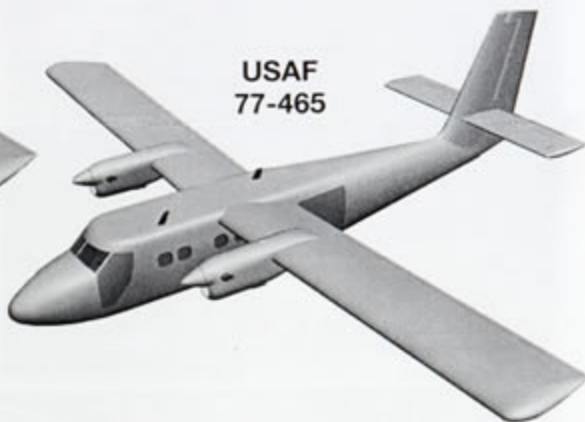
FAC SAR  
941



UN  
13808



USAF  
77-465



Crash Position Indicator (CPI) shown here on an RCAF Twin Otter. It is coloured bright orange

ETHIOPIA  
EA 61



PANAMA  
AN-262



## TWIN OTTER DOORS

There are three types of cabin door that can be found on the Twin Otter. The "stair-door" is the type provided in the Matchbox/Revell kit. As you can see in the photo there is a swing-open door with a window, and a fold-down door with stairs and no window.

The "door-door" type is intended more for cargo loading than passenger use. Here there are two swing-out doors, each with a window.

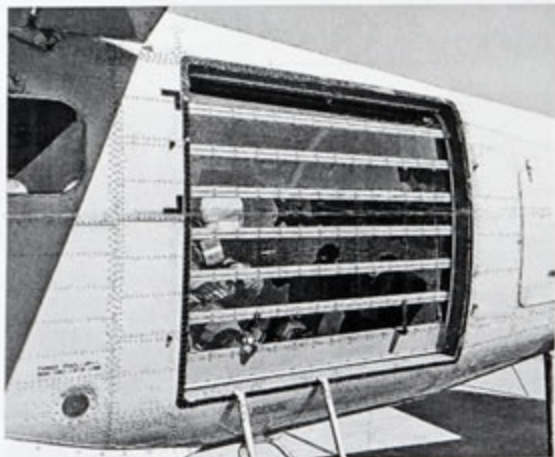
The "Ikhana" door is radically different. Designed primarily for parachuting, it is composed of clear panels joined by piano hinges, and rolls up inside the cabin just like a garage door. The easiest way to produce an Ikhana door would be to cut out the existing doors on the kit. The roll-up door can be made from a piece of very thin clear sheet – possibly clear styrene or even a piece of bubble pack from some consumer item. Curve it as required and mask and paint the hinges and bottom panel. As you can see in the photo, it's mounted inside the cabin, so you can simply attach it to the inside of the fuselage half. It's probably best to do this before gluing the fuselage halves together.



The "stair-door" as provided in the kit.



The "door-door", with additional window.



## THAT EXTRA WINDOW

Adding the window to the "door-door" variant is relatively simple. Using an existing window opening make a template so you can mark or scribe the new window outline in the correct position.

Carefully drill and file the opening to the correct shape so that it is identical to the other windows. The window itself can be easily made using Micro Krystal Klear (or similar product). Here is a video showing how easy this is:

[www.youtube.com/watch?v=VGpNUqpnU0](http://www.youtube.com/watch?v=VGpNUqpnU0)



Left upper: The Ikhana door in its closed position. Note the clear panels, hinges, and metal lower panel. Note also the two handhold straps at the bottom for opening and closing the door.

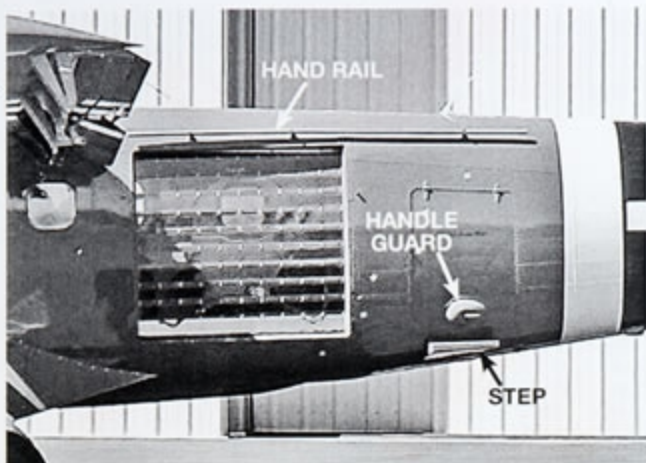
Left: An interior shot showing how the door rolls up, just like the one on a garage.

## AIRCRAFT 77-0565 DETAILS

In addition to the "Ikhana" roll-up door, this aircraft has a couple of other modifications which will be fairly simple to fabricate. There is a hand rail above the door which can be made from a section of plastic rod. Note that there are three supports attached to the fuselage.

There is a guard wrapped 3/4 way around the baggage compartment handle. This aircraft is used for parachuting, and this guard is to prevent any lines or harness from snagging on the handle, should a mishap occur. This could be made from a small piece of plastic – perhaps the end of a sprue – carved and sanded to shape and affixed to the fuselage side.

Right below the handle there is a small step. You can see that it is rectangular in shape and one edge is contoured to fit against the fuselage. There is black non-skid material on the top.



## APPLYING THE TANS DECAL

Applying a long strip of decal can be challenging at the best of times. So before you cut out and soak the long **TANS** fuselage stripe consider whether you may want to cut it into smaller sections before applying it. Applying it in two or even three separate parts would make it more manageable. Study the profile and decide if you would like to live danger-

ously, or if you want to cut it, and how. If you do decide to cut it apart use a straightedge and sharp Xacto knife to cut the sheet as shown below. Apply the front section first, using the windows as a guide. Then the other part(s) can align with this front section.

