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ALL NEW.



TWIN OTTER - SERIES 400

VIKING



IT IS HARD TO IMPROVE ON A LEGEND.

OUR SOLUTION - START AGAIN, PROVIDING THE PERFORMANCE, RELIABILITY AND VERSATILITY THAT HAS COME TO BE EXPECTED FROM THE TWIN OTTER IN OVER 40 YEARS OF WORLDWIDE OPERATIONS.

Still Canada's most successful 19-seat commercial aircraft program with more than 800 aircraft built, the Twin Otter is popular for its rugged construction and useful STOL performance.



Perhaps the best testimony to the timelessness of the Twin Otter's design is the fact that it remains today the largest-selling 19-passenger commuter airplane in the world.

The de Havilland Twin Otter is a highly maneuverable, versatile aircraft which can be flown safely at various speeds from 80 to 160 knots. The Twin Otter is a high winged, un-pressurized, twin engine turbine powered aircraft ideally suited to operate in all conditions and climates.

Around the world in jungles, deserts, mountains, the Arctic, and anywhere where rugged reliability and short-take-off-and-landing are required you will find the hard working Twin Otter. Adding to that versatility the Twin Otter can be fitted with wheels, skis or floats.



Well liked by operators for the easy maintenance offered by its fixed undercarriage, the Twin Otter's two engine design also offers dependable passenger safety and confidence.

RELIABILITY.
PERFORMANCE.
DEPENDABILITY.

PROVEN AGAIN AND AGAIN.

- In 2001 the Twin Otter was chosen as the only aircraft capable of performing, under extreme -60 degree conditions, a South Pole evacuation flight of a critical patient
- NASA's Glenn Research Center operates its Twin Otter in treacherous conditions for icing research.
- Twin Otter International buys Twin Otters, converts them to "Vistaliners" (enlarged windows for panoramic views from all seats) and leases them to airlines and tour operators throughout the world.
- British Antarctic Survey operates four Twin Otters of which one has a full remote sensing capability. In a typical season the planes will arrive in the Antarctic in late October and depart in early March. In total they will fly for around 1300 hours in the Antarctic supporting fifteen field projects.
- The Twin Otter is giving service to the parachute community many places in the world, amongst others Sweden, USA and Norway.



VIKING IS NOW SEEKING FIRM COMMITMENTS TO LAUNCH PRODUCTION OF THE TWIN OTTER - SERIES 400



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You are invited to attend a Twin Otter Operator's Forum where the aircraft's specifications, commercial terms and delivery program will be outlined.

**SEPTEMBER 13 & 14, 2006
VICTORIA, BRITISH COLUMBIA, CANADA**

Please contact Robin Moore for details
robin.moore@vikingair.com
USA & Canada Toll Free: (800) 663-8444
International Toll Free: (800) 6727-6727



TWIN OTTER - SERIES 400

GENERAL INFORMATION:

Maximum Takeoff Weight:	12,500 lb (5670kg)
Maximum Landing Weight:	12,300 lb (5579 kg)
Number Of Crew:	1 or 2
Number Of Passengers:	20
Fuel Capacities:	Total – 378 US Gallons Optional Long Range – 89 US Gallons

AIRFRAME:

Configuration and Construction: All metal, non pressurized, high-wing monoplane with a fixed tricycle (steerable nose) landing gear

DIMENSIONS:

Wing Span	65 ft (19.8 m)
Length	51 ft 9 in (15.77m)
Cabin Height	9 ft 8 in (2.95m)
Tail Height	19 ft 6 in (5.94 m)

CABIN DIMENSIONS:

Cabin Length	18 ft 5 in (5.61m)
Cabin Height	4 ft 11 in (1.50m)
Cabin Volume (usable)	384 cu ft (10.87 cu. m.)
Cabin Doors (left side)	50 in X 50 in (1.27m X 1.27m)
Cabin Door (right side)	30 in X 45.5 in (.76m X 1.16m)

ENGINES:

Two, Pratt & Whitney Aircraft of Canada Limited, PT6A-34 or optional PT6A-35, single stage, free-turbine engines.

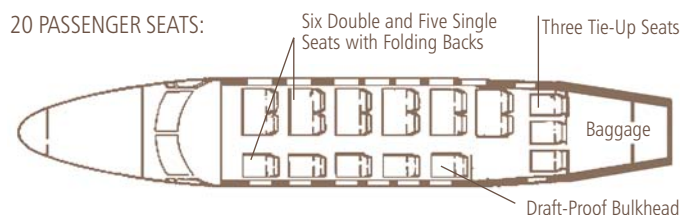
PROPELLERS:

Two, Hartzell, HC-B3TN-3DY, three bladed reversible pitch, constant speed, fully feathering propellers. Optional 4-blade – type and configuration TBA

STANDARD AIRCRAFT

BASIC WEIGHT: 6881 lb (3121 kg)

20 PASSENGER SEATS:



PERFORMANCE SUMMARY:

STOL Takeoff and Landing Distance (Takeoff distance to 50 ft):	1200 ft (366m)
Maximum Cruise Speeds, TAS	Sea Level: 170 kt 5000 ft: 181 kt 10,000 ft: 182 kt
Enroute Rate of Climb a Sea Level (both engines at maximum climb power):	1600 ft/min
Service Ceiling (Rate of climb 100 ft/min) (both engines at maximum climb power):	26,700 ft (8138 m)
Payload Range – at maximum cruise speed	
Payload for 100 nautical mile (185km) range:	4280 lb (1941 kg)
Payload for 400 nautical mile (741 km) range:	3250 lb (1474 kg)
Maximum Range (Zero Payload)	
With standard tankage (2583 lb (1172 kg) fuel):	775 nm (1435 km)
With long range tankage (3190 lb (1447 kg) fuel):	980 nm (1815 km)
Maximum Endurance	
With standard tankage (2583 lb (1172 kg) fuel):	7 hr 10 min
With long range tankage (3190 lb (1447 kg) fuel):	9 hr

NOTE:

- All data is preliminary and subject to change without notice
- Viking is the owner of the Type Design and Certificates relating to de Havilland Aircraft product lines; DHC-1 Chipmunk, DHC-2 Beaver, DHC-3 Otter, DHC-4 Caribou, DHC-5 Buffalo, DHC-6 Twin Otter, DHC-7 Twin Otter.
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