

The de Havilland Canada DHC-6 Twin Otter in Norwegian service

In 1966, Norway selected the Twin Otter to replace the DHC-3 Otter. Four aircraft were delivered in 1967, all being of the short nosed DHC-6 Series 100 variant. One aircraft was lost in a fatal crash in 1972, and a second-hand Series 200 aircraft was acquired in 1973 to cover attrition. All aircraft were assigned to 719 Squadron at Bodø Main Air Station. The aircraft were mainly used for transporting cargo and personnel, mainly in Northern Norway, but were also used on RNoAF scheduled services as well as ambulance flights, photo reconnaissance and parachuting operations. They have also supported development of the Penguin anti-ship missile, flying simulated missile profiles with target seeking systems installed in a modified nose. The Twin Otter was phased out from the RNoAF in December 2001.

Colour notes

The aircraft were initially painted Aluminium. In September 1972 the RNoAF changed the marking system from RAF inspired letter codes to USAF inspired tail numbers. At the same time the national markings were reduced in size and placements. From 1974 a two colour camouflage scheme was introduced, with dark olive green upper surfaces and sides and greyish aluminium undersides. In the late 1980s this changed to a more tactical disruptive scheme, with the same dark olive green together with a light grey, with toned-down markings.

During 34 years of operation, antennae configuration, especially on the fuselage roof, has changed over time. We would thus recommend consulting photo documentation when modelling Norwegian Twin Otters to get the correct antennae configuration. There are a large number to be found on the internet.

A Crash Position Indicator (CPI) - a red box on the rear fuselage roof - was installed from about 1975-76. It was removed/replaced in the late 1990s.

Initially the left side cabin doors were both side-hinged and had windows. The forward door was soon replaced with a bottom-hinged with incorporated stairs, without the window.

One aircraft, 67-063, was used for photo reconnaissance. This aircraft this had extra windows installed in the right side cabin door and in the rear fuselage floor.

Modelling notes

The only model kit of the Twin Otter in 1/72 scale was released by Matchbox in 1983. It was reboxed by Revell in 2008 and should still be fairly easy to find. Although rather simple, several upgrade sets have been produced by Aerocraft Models: alternative wheels (ACM-72006), cockpit section with new windshield (ACM-72007), engine set (ACM-72008), tail plane set (ACM-72009) and under-carriage set (ACM-72012).

Decal application

The decals have a very thin carrier film and need to be handled with care. Individual decals should be cut out and soaked for a few seconds in lukewarm water. Slide the decal from the paper over to the model's surface without wrinkling. Long/narrow decals, e.g. door outlines and walkway stripes, might be tricky to get smoothly in place. It is recommended to cut these in smaller parts before applying on the model. Avoid moving the decal excessively to avoid tearing the film and washing off the adhesive. The carrier film might at first seem rigid and difficult to lay down over complex surfaces, but using decal solutions like Micro Set and Micro Sol will make them snuggle down over detail and make them look painted on when completely dry. For best results, decals should always be applied to a gloss surface.

Thanks

Thanks to Per Einar Jansen, Dag Roger Stangeland & Steinar Sævdal for sharing their knowledge on Norwegian Twin Otters.

Front page:

de Havilland Canada DHC-6-100 Twin Otter, 67-057/XJ-L. 719 Sqn., Bodø 1971

de Havilland Canada DHC-6-200 Twin Otter, 68-184/184. 719 Sqn., Bodø 1987.

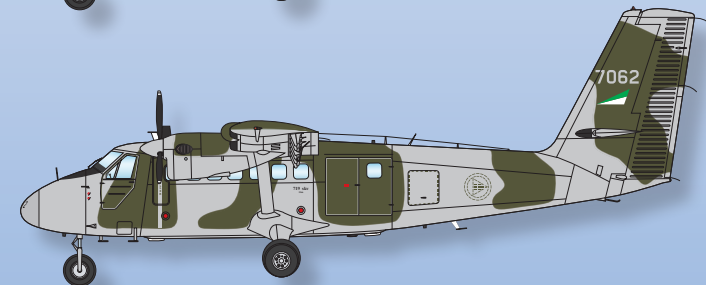
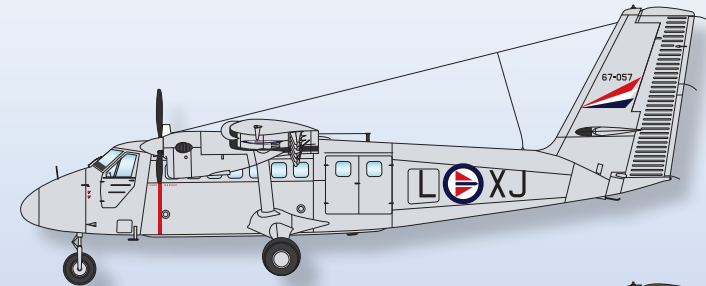
de Havilland Canada DHC-6-100 Twin Otter, 67-062/7062. 719 Sqn., Bodø 2000.

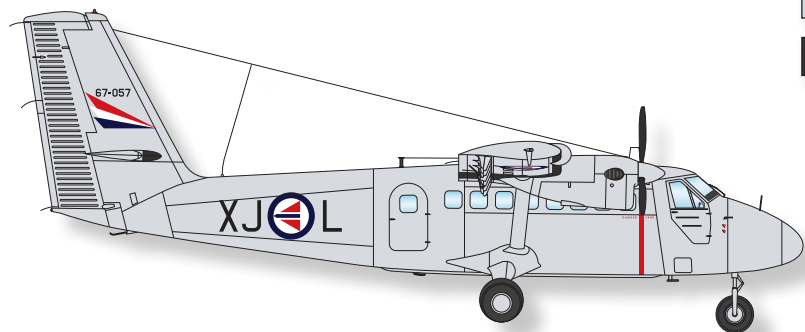
72-160

Vingtor

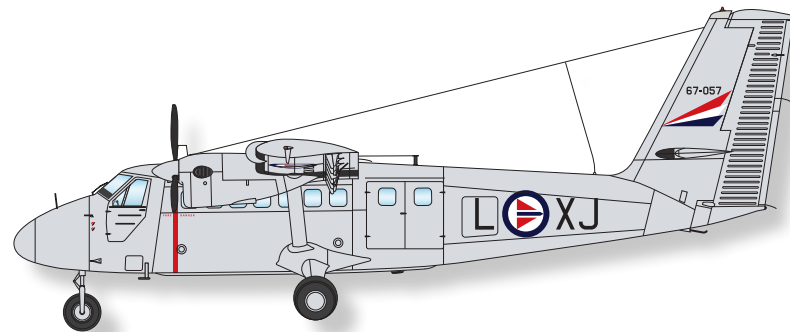
DECALS

de Havilland Canada DHC-6 Twin Otter RNoAF

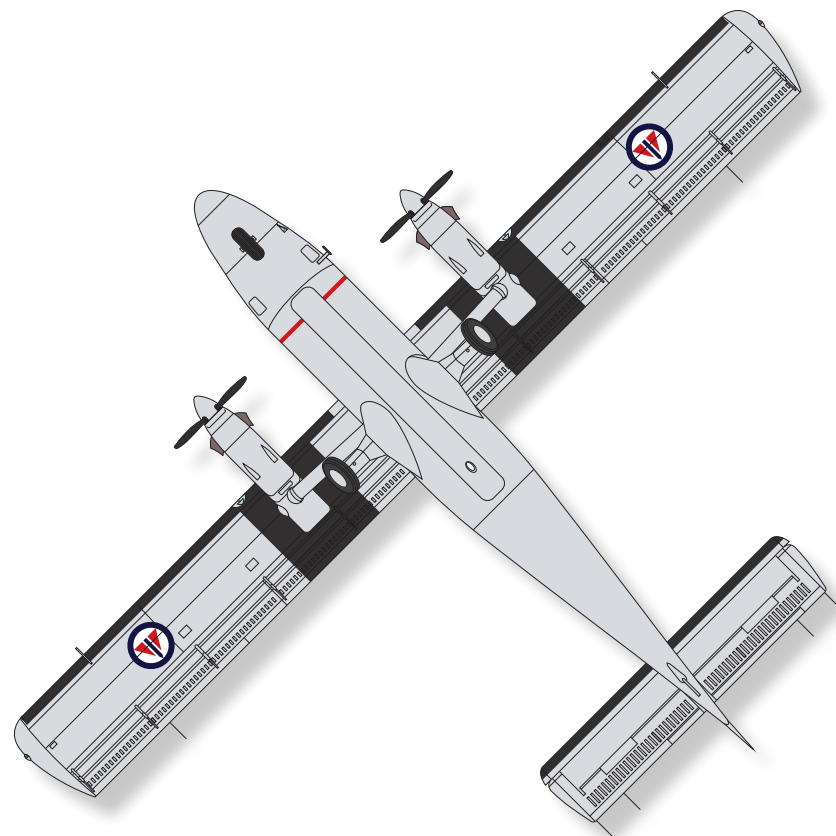
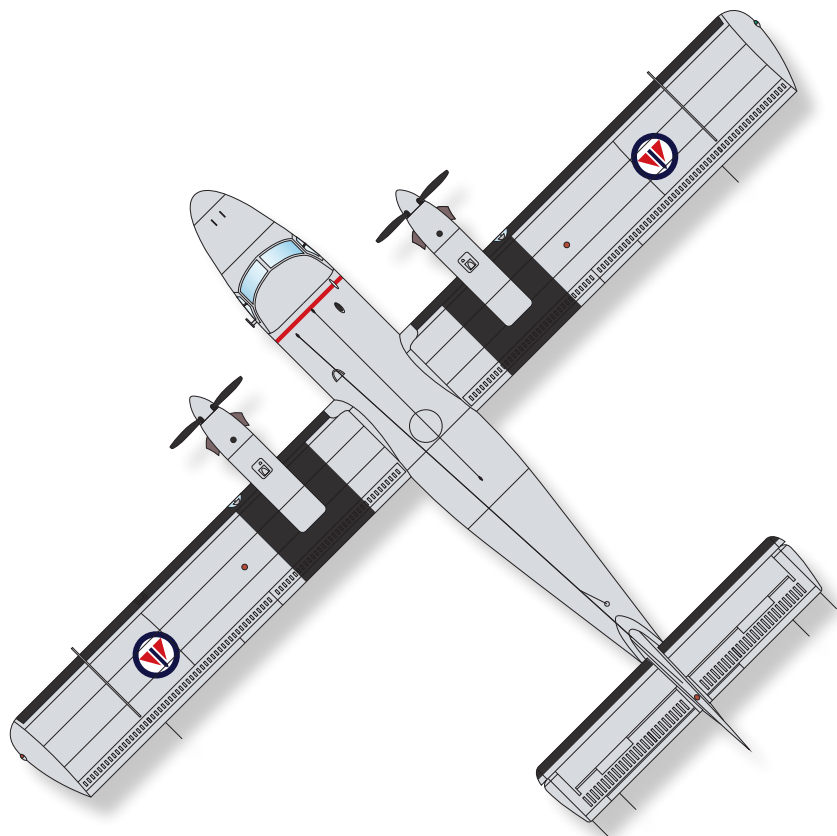







- Aluminium (FS 17178)
- Black (FS 37038)



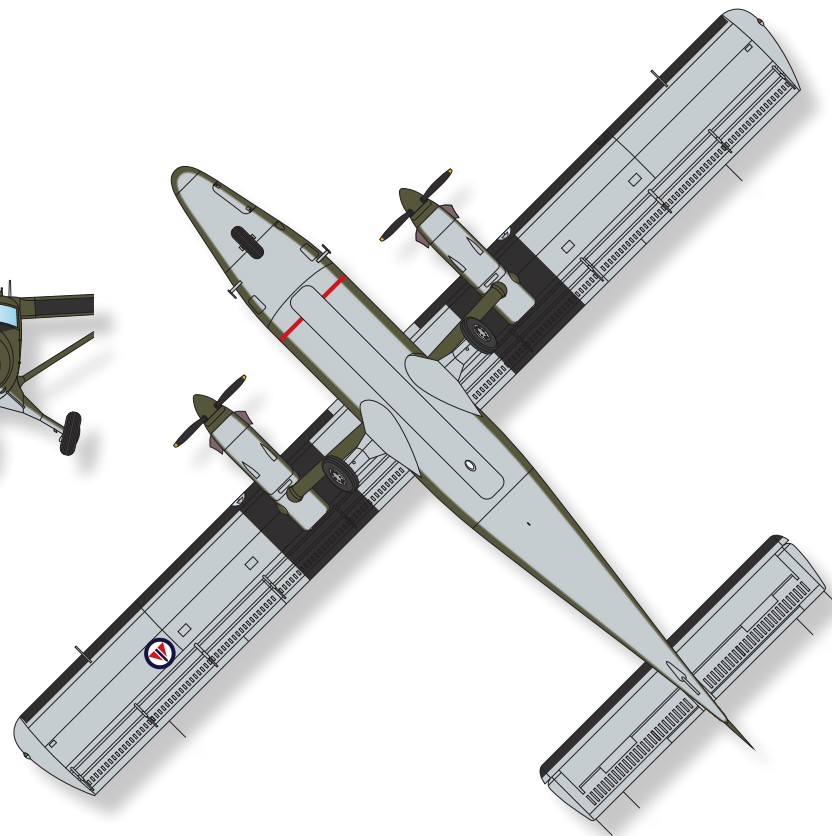
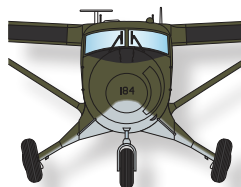
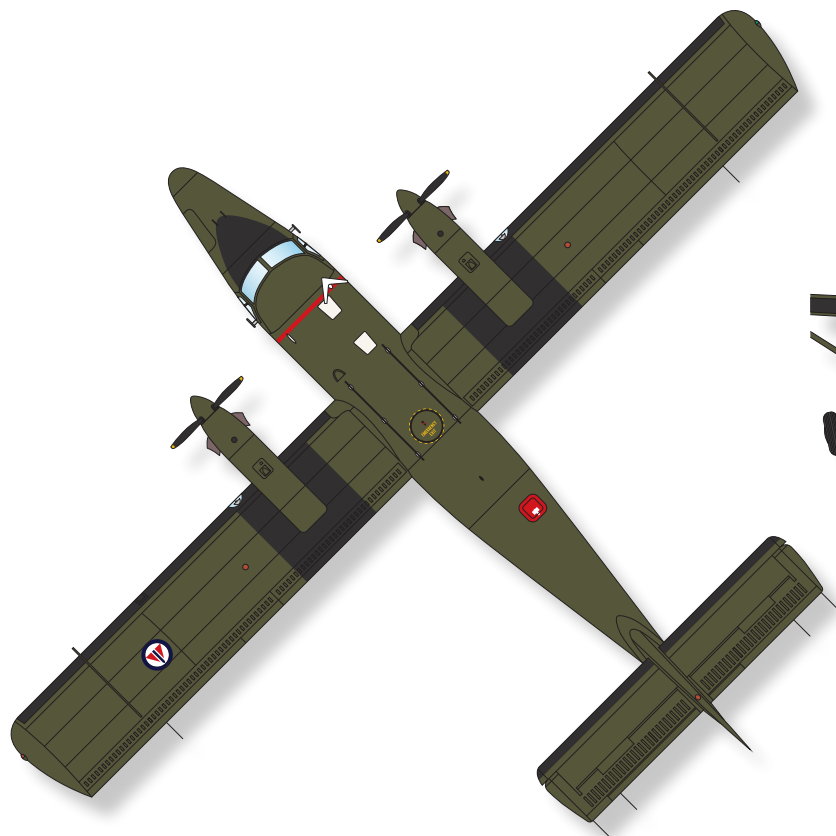
de Havilland Canada DHC-6-100 Twin Otter, 67-057/XJ-L. 719 Sqn., Bodø 1971.

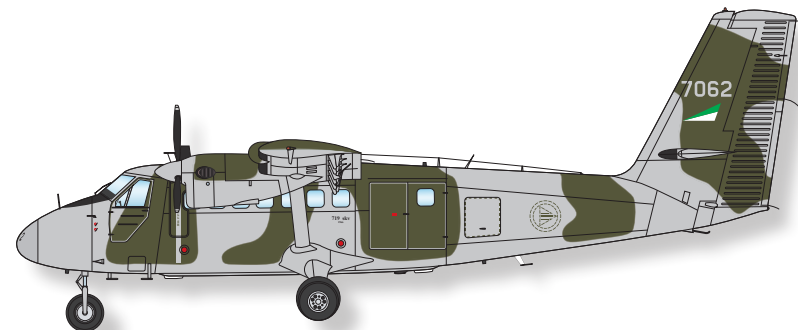
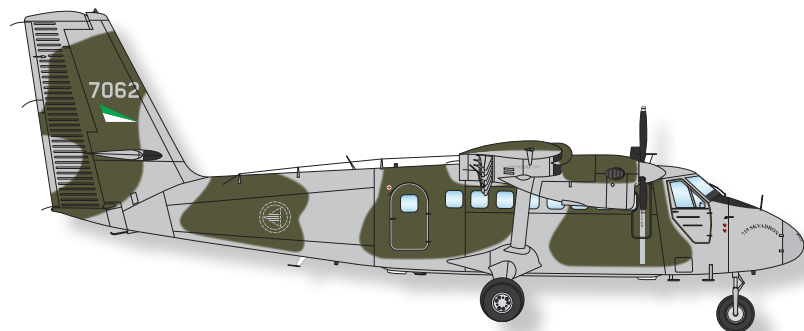


-  Olive Green Field Colour OGF 70 (FS 24098)
-  Semi Gloss Aluminium (FS 27200 with some light grey)
-  Black (FS 37038)



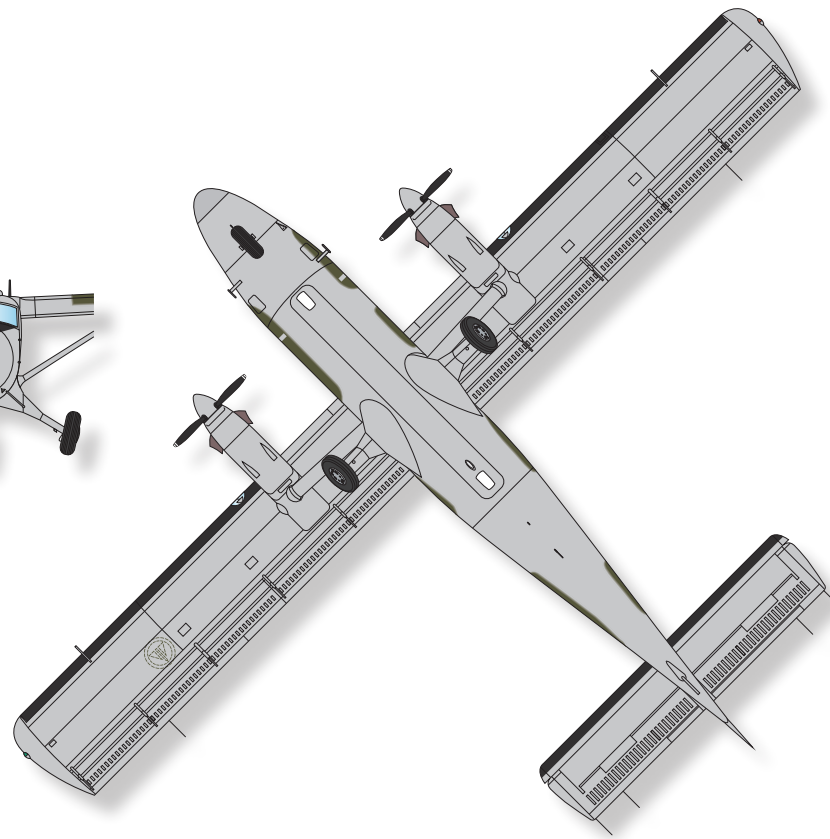
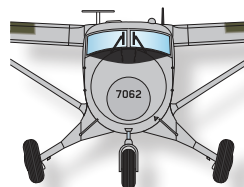
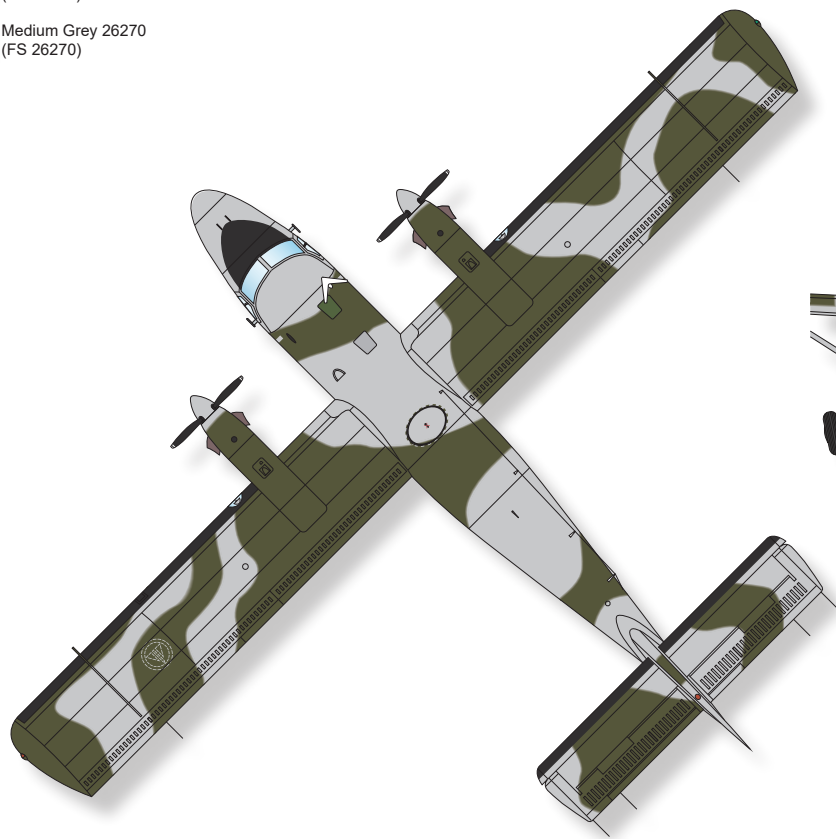
de Havilland Canada DHC-6-200 Twin Otter, 68-184/184. 719 Sqn., Bodø 1987.

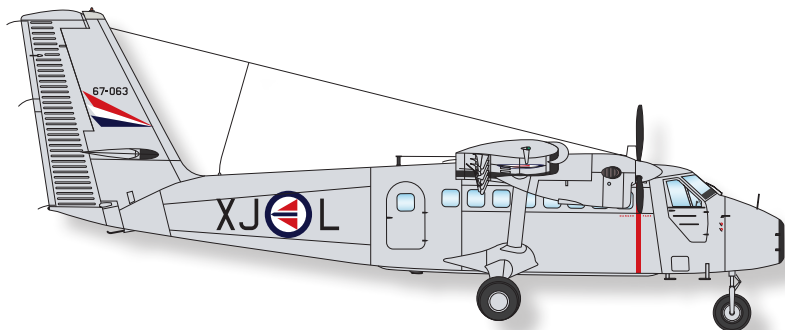




- Olive Green Field Colour OGF 70
(FS 24098)
- Medium Grey 26270
(FS 26270)

de Havilland Canada DHC-6-100 Twin Otter, 67-062/7062. 719 Sqn., Bodø 2000.
Roundels, a/c numbers and door outlines in contrasting camouflage colours.

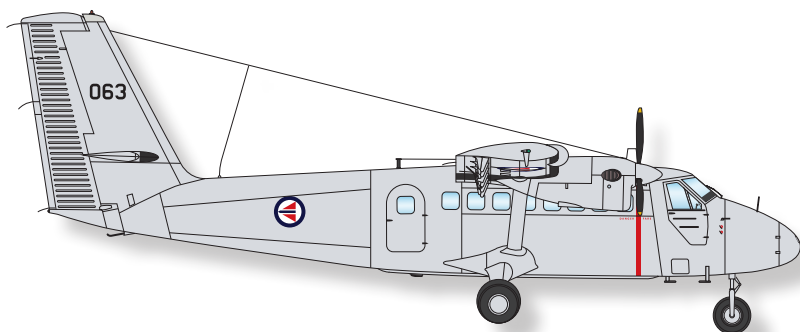




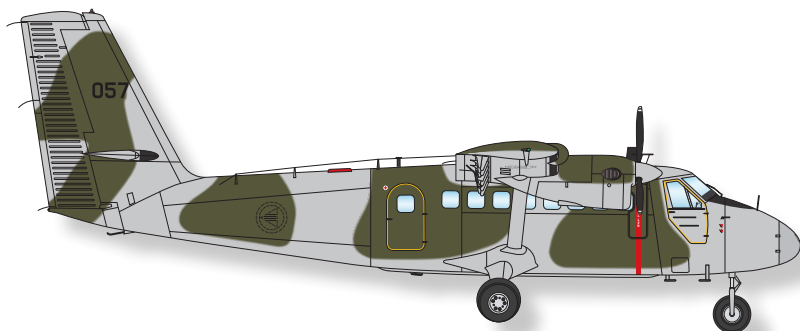
de Havilland Canada DHC-6-100 Twin Otter, 67-063/XJ-L. 719 Sqn., Flesland early 1970s.
Penguin missile test aircraft.



de Havilland Canada DHC-6-100 Twin Otter, 67-063/063. 719 Sqn., Bodø 1988.
Window for camera installed in right side cabin door and rear fuselage floor.



de Havilland Canada DHC-6-100 Twin Otter, 67-063/063. 719 Sqn., Bodø late 1970s.
Large wing roundels on both sides of both wings.



de Havilland Canada DHC-6-100 Twin Otter, 67-057/057. 719 Sqn., Bodø 1988.
Roundels and a/c numbers in black. Door outlines in yellow.

