



FOLLOW MARK!



TOP POSTS

Will De Havilland Canada's Twin Otter be Augering In Along with Dash 8?

Hindus and Muslims vs Each Other in England/Sikh Khalistanis vs India in Canada

Thomas Hobbes, Leviathan and COVID-19...

The Great Game, Lord Curzon and a Bucket List Book of Mine Read

US Senate Intelligence Committee Warns About Government's Weakness vs Chi-Spies (and others) (note UPDATE)

ARCHIVE

Select Month



AVIATION, BUSINESS, CANADA, TRADE

WILL DE HAVILLAND CANADA'S TWIN OTTER BE AUGERING IN ALONG WITH DASH 8?

SEPTEMBER 23, 2022 MARK3DS 1 COMMENT

(Caption for image at top of the post: "Source: De Havilland Aircraft De Havilland's vision for its planned De Havilland Field aircraft assembly and maintenance site near Calgary".)

Betting the company's new-build future on updated DHC-515 (derivative of Canadair planes) water bombers?

Further to these tweets,

Now [#DeHavillandCanada](#) 'De Havilland intends to

SEARCH

SUBSCRIBE TO BLOG VIA EMAIL

Enter your email address to subscribe to this blog and receive notifications of new posts by email.

Join 18 other followers

MARK ON TWITTER

My Tweets

TAGS

- Afghanistan Air Force al-Qaeda Asia
- Budget **Canada**
- Canadian Forces Canadian Navy
- China** Cyber Security Europe
- European Union F-35 **Foreign Policy**
- France Germany **History** Human Rights

produce [#TwinOtters](#) “well into the future”..fate of the [#Dash8](#) has been more uncertain...De Havilland needs a new facility for production...questions about demand”—Dash is dead esp if [#Embraer](#) turbo <https://t.co/YiD8j0PDDa> [#DHC6](#)

— Mark Collins (@Mark3Ds) [July 20, 2022](#)

now here's more on the saga of the resurrected De Havilland Canada, at *Flight Global*:

[De Havilland plans new assembly site near Calgary, Dash 8 and Twin Otter reboot unsettled](#)

De Havilland Canada has revealed plans to build a massive new manufacturing site near Calgary where it will assemble aircraft including its newly launched DHC-515 water bomber.

The Canadian manufacturer, which disclosed the plan on 21 September, also says the site could house assembly of its Dash 8-400 and DHC-6 Twin Otter.

De Havilland halted production of both those types during the pandemic and has not restarted the lines. It will complete reviews of both programmes before deciding whether to reboot production, it says [emphasis added].

“It is our intention to bring back production for the Dash 8 and Twin Otter. We are currently evaluating as to when,” the company tells FlightGlobal.

Called De Havilland Field, the new site will cover 607ha (1,500 acres) east of Calgary in sparsely populated Wheatland County, Alberta...

India Intelligence
International Relations Iran
Iraq ISIS Islamism Media
Middle East Military History NATO
Nuclear Weapons Procurement
Russia State of the CF Syria
Terrorism Trade U.S.
U.S. Forces Ukraine
United Kingdom

The entire planned construction project will take 10 to 15 years to complete, but De Havilland expects some buildings could be operational in 2025.

"We could see aircraft production begin as early as 2025 [emphasis added]," it adds...

Until the new site is ready, De Havilland says it has ability to produce Twin Otters and "a number of" DHC-515s annually at its production site in Calgary. "As production needs grow, we will need to move production to De Havilland Field."

De Havilland is now developing the DHC-515, an update to its stalwart CL-series line of water bombers, and expects to deliver the first by mid-decade.

The De Havilland Field news does little to clarify the future of the Dash 8 or Twin Otter.

"We are currently undertaking a significant review of the DHC-6 Twin Otter to ensure our product is meeting market demand," De Havilland says. The company expects to complete the review by year-end.

"Once we have completed our review of the DHC-6 Twin Otter, we will begin our Dash 8 review to determine a path to resuming production [emphasis added]..."

De Havilland has previously said it could resume Dash 8 production around mid-decade, if market conditions allow. Longview bought the Dash 8 programme from Bombardier in 2019.

If Dash 8-400 production is not to resume for a few years yet, and given its [slow sales before the pandemic](#), it's hard to see much of a market for it in the face of improved planes from already dominant ATR (as noted at the start of the post), and the increasing likelihood of an [all new turboprop airliner from Embraer](#).

*Repost 1 -Post Edited: Embraer has 250+ Lol's for new turboprop <https://t.co/hXeyo8Renr>
<pic.twitter.com/1meLzXjAjM>*

— *AirInsight (@airinsight) [July 20, 2022](#)*

As for the Twin Otter, there is a very limited market for new production planes unless perhaps De Havilland can come up with an electric hybrid or all-electric model—but there are already plans to [convert existing planes to all-electric so...](#)

And how big a market is there really for DHC-515 water bombers? The Americans, who need such planes, have never bought them. It seems to me that De Havilland's plans are pretty grandiose in the absence of new-build design capabilities and in the presence of market realities. Just praying for government subsidies to the rescue? But for production of what? Some sort of electric version of the Dash 8 much smaller than the current 400, such as [the original 100](#)?

Meanwhile, a post on the current state of electric airliners in Canada:

[*Air Canada Going Green with New Swedish Plane*](#)



Finally, an image of the planned DHC-515:

Canadian [#aircraft](#) manufacturer [#DeHavillandAircraft](#) has selected a site for its new facility where the planemaker plans to produce Dash 8-400s, DHC-6 Twin Otters and its new DHC-515 amphibious planes.

<https://t.co/E5uMmDFyJs>

— AeroTime News (@AviationNews) [September 22, 2022](#)

Mark Collins

Twitter: [@Mark3ds](#)

SHARE THIS:



Loading...



PREVIOUS POST

PRC Police "Stations" in Toronto Area?

NEXT POST

Hindus and Muslims vs Each Other in England/Sikh Khalistanis vs India in Canada

ONE THOUGHT ON "WILL DE HAVILLAND CANADA'S TWIN OTTER BE AUGERING IN ALONG WITH DASH 8?"



□ mark3ds

SEPTEMBER 23, 2022 AT 3:46 PM

A friend with considerable knowledge of aviation responds with more optimism than I:

"Twin Otters seem to have a steady production of a few airframes each year. If the new (?) company can arrange an efficient low-rate production process, along with components and rebuilds, the Twin Otter might go on for some time. There doesn't seem to be anything like it, when its STOL capability is considered along with its structural strength. Old Twin Otters go on, get rebuilt, while Skyvans et al. fade away.

The DHC-8 family may not be quite dead as uncertainties around fuel pricing may again make the Q400 variant a contender. The Q400 was designed to be fast enough to serve lesser inter-city markets at near-jet speeds, at reasonable (turbo-prop) costs. That is a different niche than "feeder liner."

I've wondered if the DHC-5 Buffalo might have a low-rate resurrection for small countries needing an economical

workhorse that can operate for real in rough conditions. Start 3D printing the parts rather than building new tooling; use composites. Ignore the RCAF.”

But enough business really to sustain the new De Havilland Canada with its grandiose plans just laid out? And, as far as I know, the company has no real design capability, nor financing for a new plane. More government subsidies?

Mark Collins

Like

REPLY

LEAVE A REPLY



Email (required)

(Address never made public)

Name (required)

Website

Notify me of new comments via email.
 Notify me of new posts via email.

Blog at WordPress.com.