

FLY BRUKT AV DET NORSKE LUFTFORSVARET

HEFTE NR. 18



de Havilland DHC-3

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Innhold

Innledning

DHC-3 i Norge

Farger - Merking - Koder

Profiler

Liste over fly

Bilder

Modeller

Kilder



Innledning

Dette hefte er laget med tanke på modellbyggere og andre med historisk interesse om temaet. Hovedvekten av innholdet er farger og merking av flyet. I tillegg er relevant historisk informasjon forsøkt samlet. Heftet er ikke laget for videresalg men for gratis nedlastning via internett. På denne måten kan ny informasjon raskt legges inn og en oppdatering kan være klar for brukerne på en enkel måte.

Innholdet er ikke nødvendigvis 100% riktig, men inneholder det jeg vet i dag. Det oppfordres derfor til å komme med innspill, kommentarer, kritikk, nye bilder m.m. slik at historien blir mest mulig korrekt

Et slikt hefte er som oftest et samarbeid mellom entusiaster, som på hver sin side har samlet bilder og informasjon om temaet. Dette heftet er laget i samarbeid med Bjørn Hafsten og er mer eller mindre enn resirkulering av hans artikkel i Flyhistorisk Tidsskrift nr 3-91.

Jeg vil påpeke at profilene i dette hefte er illustrasjoner og ikke nødvendigvis millimeter korrekt mht farger, størrelser og plassering av merking

De fleste bildene er funnet og lastet ned via internett, men vil I tillegg takke følgende personer for deres bidrag til at dette hefte var mulig å lage:

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DHC-3 i Luftforsvaret



de havilland DHC-3 Otter, O-AF, serie nr. 50-30

I perioden fra 1945 til 1952 anskaffet Luftforsvaret ikke mindre enn 24 Noorduyn Norseman enmotors lette transportfly. Ett fly ble ødelagt i transitt til Norge, slik at det egentlige tallet fly ble 23. Den 1. februar 1954 var antallet redusert til 22 fly som fordelte seg slik

333 Skvadron Sola	4 stk.
Kommunikasjons ving Jarlsberg	4 stk.
No.1 Foto rek.ving Kjevik	1 stk.
Flygeskolen Værnes	4 stk.
Kommunikasjons ving Bardufoss	3 stk.
Norseman ving Skattøra	2 stk.
FVFK Kjeller	1 stk.
FVFK Horten	3 stk.

Umiddelbart skulle det derfor virke som om Luftforsvaret var godt forsynt med fly av denne kategorien. Hvorfor man allerede i 1953 bestemte å gå til innkjøp av seks de Havilland Otter, har det ikke lyktes å finne. Sannsynligvis var noe av årsaken Otter-flyenes vesentlige større lastekapasitet. Luftforsvaret var dessuten pålagt et betydelig ansvar for rednings og am-

bulansetjenesten i landet, og det var påkrevet med nytt og bedre materiell. Norseman flyene hadde nok allerede sin "tid" bak seg. De seks første flyene ble skipet fra fabrikken i Toronto og ankom Norge i kasser den 8. april 1954. Luftforsvaret var blant de første som gikk til innkjøp av denne flytypen. Etter de Havilland fabrikkens suksess med STOL-flyet Beaver, ønsket man å bygge videre på samme konseptet, nå med større fly og kraftigere motor. Resultatet fikk betegnelsen DHC-3 Otter og prototypen var på vingene første gang den 12. desember 1951. Etter et omfattende test-program, ble den første Otteren levert et knapt år senere. Av totalt 466 fly som ble bygget av denne typen, gikk hele 359 i første omgang til det militære. Mange av disse fant imidlertid senere veien til det sivile markedet. I Norge ble de seks Otterne tatt hand om av FVFK på Kjeller. De første flyene (18, 20 og 29), ble i dagene 25. til 28. mai levert Flygeskolen på Værnes for opptrening av flygere og mannskap. I juli var ytterligere to fly ferdigmontert (30 og 31) og det siste 2 sto på Kjeller klar til mottakskontroll. Fly-



ene fikk tildelt typekjennetegn "O" og de individuelle bokstavene "AB" til "AG". De skulle inngå med to fly hver i Kommunikasjonsvingene Jarlsberg, Ørland og Bodø. Det hører også med til historien at flyene fikk et noe eiddommelig serienummer, et slags kvasi USAF system. De to første tallene anga bestillingsåret, i dette tilfellet 53. Så føyde man til fabrikkens byggenummer. O-AB fikk derved serienr. 53-18, O-AC 53-20, O-AD 53-21, O-AE 53-29, O-AF 53-30, og O-AG 53-31.

Den 31.12. 1954 fordelte flyene seg slik:

7191 Komm.ving Gardermoen:

2 stk. (O-AF, O-AG)

7193 Komm.ving Ørland:

1 stk. (O-AB)

7194 Komm.ving Bodø:

2 stk. (O-AC, O-AD)

FVFK Kjeller:

1 stk. (O-AE)

Kommunikasjonsvingen på Ørland var blitt opprettet fra den 15.11.54 og L.K.Ø's ving på Jarlsberg hadde samtidig flyttet til Gardermoen. Den nye vingen i Bodø så dags lys allerede i august samme år. Tydeligvis svarte Otterflyene til forventningene. Det virket som om det var

lite snags og flyene var stort sett bare inne til de rutinemessige ettersyn. I Oktober 1957 ble Kommunikasjonsvingene og helikopterseksjonene slått sammen til felles Støttevinger. På Gardermoen ble ikke vingen umiddelbart overført til Rygge som var base for den nye 7190 Støtteving. Otterflyene, sammen med et par SAAB Safir og en enslig Norseman, ble i stedet satt opp som B-ving under 335 skvadron. Støttevingen på Ørland fikk nummer 7192 og vingen i Bodø nr. 7194, begge med Ottere i oppsetningen. To av flyene, O-AE og O-AB, var dessuten ombygget med flottører i løpet av sommeren og høsten 1957. Disse ble tildelt en egen støtteving for sjøfly, den tidligere Norsemanvingen, på Skattøra. Den 7. april 1959 var O-AE utsatt for et uhell som fort kunne blitt alvorlig. Flyet var på et rent rutineoppdrag til Andøya og landingen forløp normalt inntil flyet tok bakken. O-AE var på dette tidspunkt utstyrt med flottører påsatt opptrekkbare hjul, og flygeren hadde i farten glemt at han fløy et amfibium. Flottørene klarte landingen etter forholdene bra.

Operasjon "Pingvin"

Det internasjonale geofysiske år begynte i 1957 og fortsatte et stykke inn i 1958. En



de havilland DHC-3 Otter, O-AF, serie nr. 50-30 under operasjon Pingvin



de havilland DHC-3 Otter, nr 303 og 304 i Kongo

av de viktigste norske bidrag i denne sammenheng, var en ekspedisjon til Antarktis for å nærmere utforske områdene i den norske Sektoren. Arbeidet skulle avsluttes med en omfattende luftfotografering, en oppgave som ble tildelt Luftforsvaret. De to Otterflyene O-AF og O-AG ble tatt ut til dette formålet og samlet i 7070 Støtteving. Etter en vinterøvelse i Jotunheimen i mars 1958, ble vingen oppløst inntil den endelige oppsetningen fant sted på Jarlsberg flyplass i juli samme år. Den 1. november skulle fly og mannskaper dra avgårde sydover med M/S "Polarbjørn», vel forberedt for de primitive og strabasjøse arbeidsforholdene i Antarktis. De ankom isbarrieren 17. desember og en brukbar losseplass, straks gitt navnet Otter-bukta, ble funnet. Monteringen av flyene gikk greit unna og den 24. på selveste julaften, kunne begge flyene ta turen over hovedkvarteret til den norske ekspedisjonen som hadde vært i området siden året før.

Begge fly var utstyrt med ski-understell og mens ett fly fotograferte, kunne det andre fly ut drivstoff. Arbeidet gikk derfor raskere enn planlagt, og allerede den 29. januar 1959 satte "Polarbjørn" kursen for Norge hvor de ankom den 5. mars. En på alle måter vellykket ekspedisjon var avsluttet og Otterflyene beviste nok en gang sin fortre-

ffelighet. 36.000 kilometer var fløyet og over 3.000 fotografier ble tatt over et område i på 350.000 kvadratkilometer.

Otter til Kongo

Den 30. juni 1960 ble det tidligere Belgiske Kongo erklært som selvstendig republikk i en føderasjon av delstater. Kort etter selvstendighetserklæringen utbrøt det opprør mot de tidligere koloniherrer og det gikk raskt mot fullstendig kaos. Delstaten Katanga med Moise Tsjombe som president, forsøkte å løsrive seg fra føderasjonen den 11. juli. Det samme skjedde i delstaten Sør-Kasai. Den føderale regjeringen rettet en appell til FN om øyeblikkelig hjelp for å opprettholde ro og orden i landet, eller som det het "mot aggresjonshandlinger begått av belgiske tropper". FN's Generalsekretær, Dag Hammarskiöld, henvendte seg også til Norge for hjelp og allerede den 20 juli tok et av Luftforsvarets C-119 maskiner av fra Fornebu. Ombord var fire flygere og fire teknikere for Otterfly, i tillegg til hovedkontingenten med svensker som ble tatt ombord i Stocholm. Den 25. ble en del norske helikopter mannskaper sendt av gårde. Samtidig ble de to Otterflyene i Bodø, O-AC og O-AD overført til Kjeller hvor de ble malt om til FN-



farger. Den 30. juli ble de to flyene hentet på Gardermoen av en C-124 Globemaster fra USAF og fløyet til Kongo. Her fikk de tildelt numrene 303 og 304, og inngikk sammen med de to Otterne 301 og 302 som var utlevert fra U.S. Army, i FN's lille "flyvåpen" i Kongo.

Otterflyene benyttet N'djili ved Leopoldville som hovedbase, men var størsteparten av tiden ute på oppdrag på de mange små flystripene landet over. Under de tildels meget farlige operasjonene i Kongo, gikk bare en Otter tapt. Det var ex. norske 303 som i mai 1963 var stasjonert i Kiwu med svensk mannskap. Den 22. skulle en svensk misjonsstasjon syd for Bakavu evakueres, da stasjonen var omringet av opprørs-soldater. Selve evakueringen skulle foregå med biler, men Otter 303 skulle overvåke det hele fra luften. I 1200 forts høyde ble flyet plutselig truffet av et skudd fra bakken. En oljeledning ble tydeligvis revet av og trykket sank til null. En nødlanding var ikke til å unngå og flygeren, Gunnar Elg, klarte i første omgang å lande på en vei nord for Luvungi flyplass. Den høyre vingene traff imidlertid et tre slik at den ble revet av og flyet skar ut og totalhavarte. Utrolig nok slapp Elg og hans mekaniker, Gösta Kersmark, fra ulykken uten alvorlige skader. Det samme var tilfelle for for passasjerer som var ombord i flyet.

Tidlig i 1963 var Otter 304 sammen med 301 blitt sendt fra Kongo til Yemen som støtte for FN's observatørkorps der. Her ble de fløyet av kanadiske mannskaper inntil engasjementet sluttet i januar 1964. Flyene ble da overført for lagring i El Arish i Egypt. Mange sivile selskaper var interessert i å kjøpe flyene og 304 ble overtatt av Aero Leasing i Montreal i mai 1964. Det må ha blitt vidørsolgt umiddelbart, for flyet fikk midlertidig amerikansk registrering N128F for Ferrer Aviation Inc, Florida, før turen til USA. Det passerte Prestwick i Skottland på vei vestover den 22. juni samme år. Gamle O-AD fikk senere ny kanadisk registrering C-FR-NO. I 1981 ble Otteren nok en gang videresolgt, nå til Air BC Ltd. i Richmond.

Nyanskaffelser og nye skvadroner

De to Otterne som ble avgitt til FN forsønt helt fra Luftforsvarets annaler. Først flere år etter at operasjonene i Kongo var avsluttet, fant noen tydeligvis ut at disse flyene aldri var blitt formell avskrevet, noe som utløste en hektisk korrespondanse. Alle forsøk til tross, flyene kunne ikke oppspores og de ble begge regnskapsmessig kassert den 26.mai 1967. Umiddelbart etter avsendelsen av de to flyene i juli 1960, ble to erstatningsfly bestilt fra Havilland. De ankom Oslo den 12. desember samme år og ble montert av Widerøe som også overtok alle hoved- ettersyn av Luftforsvarets Otterfly. Flyene fikk kjenne-tegn O-AH og O-AI med serienummere 60-395 og 60-397. Begge ble levert til støttevingen i Bodø i løpet av mars og april 1961. Det eneste alvorlige uhellet med de militære Ottere i Norge, fant sted den 26. Oktober 1963 med O-AH. Flyet kom under et kveldsoppdrag inn i meget dårlig vær og var til slutt nødt til å foreta en nødlanding ved Skattøra. Med et kombinert hjul-ski understell gikk flyet ned på landet bare 100 meter fra land. Det holdt seg flytende i ca. 8 minutter men sank til slutt på 30 favners dyp. Heldigvis var det bare mannskapet, inkludert en liten hund, ombord og alle ble reddet iland. Flyet ble hevet påfølgende dag og rustskader samt ødelagte skrogdeler ble konstatert. Det hadde gått særlig hardt ut over motoren som måtte kasseres. Flyet ble gitt til Widerøes verksteder som utførte en kjempejobb med å sette flyet i perfekt stand. Det tok riktignok sin tid, men den 25. februar 1965 var O-AH tilbake i Bodø for nye oppdrag. Ytterligere to Ottere ble anskaffet, 61-423 som ankom den 11. desember 1961 og ble til O-AK, etterfulgt av 64-441 den 2. mars 1964 med kjenne-tegn O-AL. Flyene ble henholdsvis tildelt Støttevingene i Bodø og på Ørland.



Den 31.12.1964 fordelte flyene seg slik:

7092 Støtteving, Ørland: O-AL
7094 Støtteving, Bodø: O-AB, O-AE,
O-AF, O-AI,
O-AK
LFK, Kjeller (Wideroe): O-AG, O-AH

I 1966 ble det bestemt å erstatte de åtte Otterflyene med fire nye de Havilland DHC-6 Twin Otter. Otterne skulle gå inn i handelen som innbyttefly og skulle etterhvert overtas av de Havillands representanter i Norge, firma Halle & Peterson, for videresalg. Før en kom så langt ble Støttevingene i Sør- og Nord-Norge omorganisert i to nye skvadroner, 719 i Bodø og 720 på Gardermoen med detasjement på Sola og Ørland. Otterflyene ble bare stasjonert i Bodø og på Ørland. Først ute var 719 skvadron som formelt ble opprettet den 1. januar 1966. Oterne i Bodø fikk høsten samme år på malt skvadronens nye kjenningbok-staven "XJ":

53-18	O-AB ble til XJ-S
53-29	O-AE ble til XJ-T
53-31	O-AG ble til XJ-U
60-395	O-AH ble til XJ-V
60-397	O-AI ble til XJ-W
61-423	O-AK ble til XJ-X

Et år senere var 720 skvadron et faktum, men det tok tre måneder frem til den 1 april før den formelle siden av saken var i orden. Nytt skvadronskjennetegn var imidlertid allerede tatt i bruk og de to Otterflyene O-AF og O-AL ble til henholdsvis JT-R og JT-S. Den 8. april ble 720 skvadron midlertidig forsterket med 719 skvadrons XJ-U. Men nå var utfasingen i full gang og Halle & Peterson overtok flyene i perioden fra januar 1967 til januar 1968



De tre flyene; 53-29, 61-423 og 64-441 etter de ble solgt og fotografert i Skottland på vei til Kanada



Farger - Merker - Koder

Farger

Flyene ble levert sølv malt fra fabrikken. Flyene beholdt denne fargen gjennom hele tjenestetiden. På bilder kan man se at deler av flyene er overmalt med en lys grå farge som likner på sølvmalning. Det kan også se ut som om O-AB og O-AF ble overmalt fullstendig med denne gåfargen. Unntaket er de to flyene som ble sendt på FN oppdrag til Kongo. De ble malt hvite. De to flyene som ble sendt til Antarktis, fikk malt hale, nese og vingetupper i fargen Arctic Red. Dette var standard for fly som opererte i arktiske strøk for å gjøre de mer synlige. Rundt 1960 ble alle andre linje fly i Luftforsvaret malt med fargen Day Glo Orange på samme steder som på flyene som hadde vært i antarktis. På Otter flyene var det tydeligvis ikke noe standard og man ser forskjellige størrelser på feltene på forskjellige fly. Samme fly kan også ha variasjoner i løpet av tjenestetiden. Ikke alle fly hadde Day Glo Orange maling på nesen. Fargen på feltene varierer også en tanke. Fra Day Glo Orange til mer rødlig som ved Arctic Red. En del fly fikk malt ett svart felt bakover langs eksosrøret.

Nasjonalitetsmerker

Flyene hadde norske rundeller på de 6 vanlige stedene. Det kan se ut som at alle 6 var 900 mm i diameter.

Koder

Flyene fikk tildelt typekjennetegn O og individuell bokstav-kode AB til AL. Bokstavkoden AJ ble ikke brukt. Bokstavene ser ut til å være 600mm høye. Normalt skulle bokstaven O være foran rundellen mens to-bokstavskoden skulle være bak. På bilder av flyene ser man stor variasjon på standard bokstavdeling. I forbindelse med opprettelsen av 719 og 720 skvadron, fikk de gjenværende fly ny kode. 719 skvadron fikk koden XJ mens 720 skvadron fikk koden JT.

Serienummer

Serienumre ble malt midt på halen. Her ser det ut

som om det var en viss standard. Noen fly hadde ikke serienummer mens halen var malt med Day Glo Orange farge.

Serienummeret besto av bestillingsåret pluss fabrikkens fabrikkasjonsnummer. Det første flyene fikk da serienummer 53-18 mens fly som ble bestilt i 1960 fikk da serienummer f.eks 60-423.

Annen merking

Alle flyene hadde de Havilland logo øverst på halen og alle flyene hadde Otter logo på side dørene foran.

Et fly (O-AG) ble i 1961 påmalt en rød stripe (noen hevder denne var blå) Det er ukjent hvor lenge denne stripen var på flyet.



de Havilland logoen som var på toppen av halen

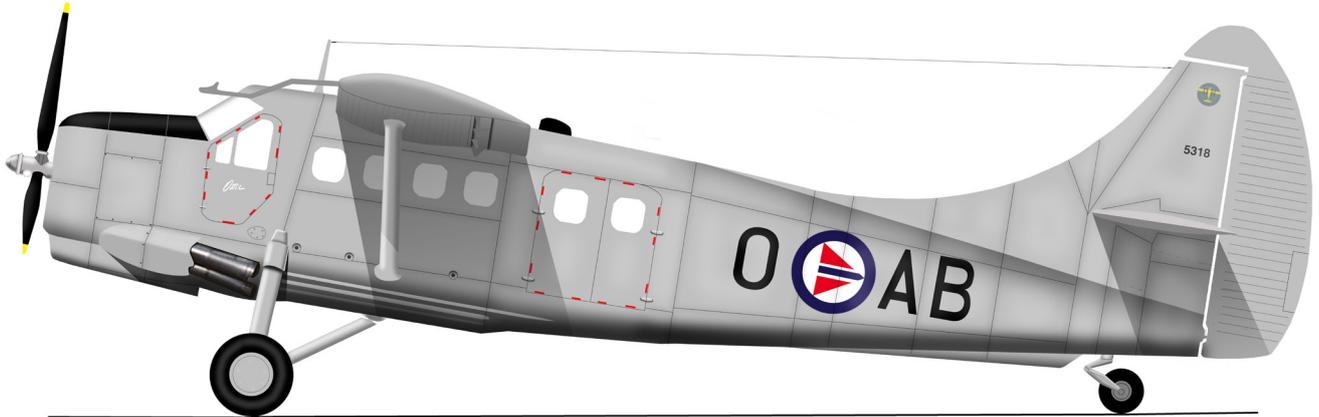
de Havilland



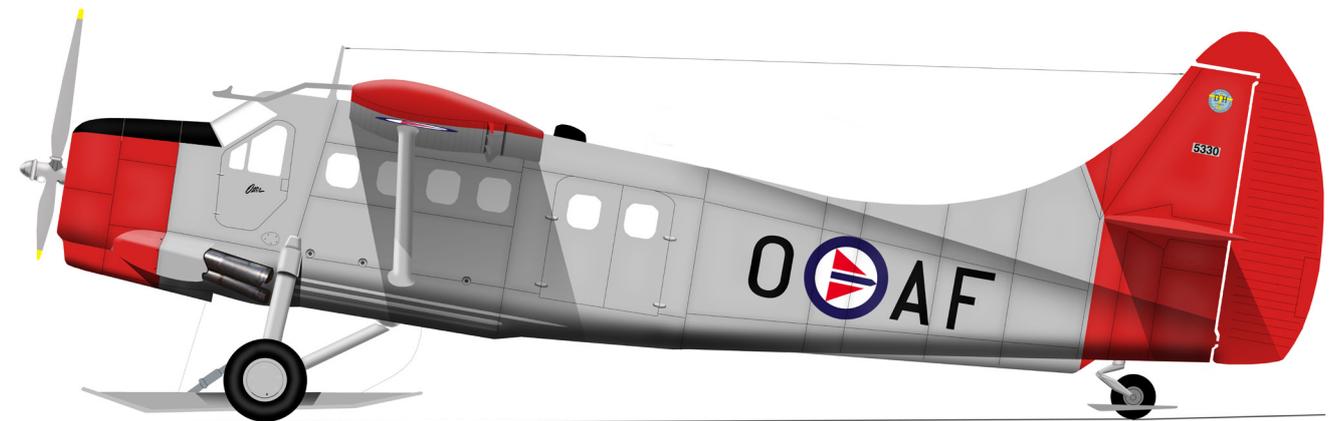
Otter logoen som var på sidedørene foran



Profiler



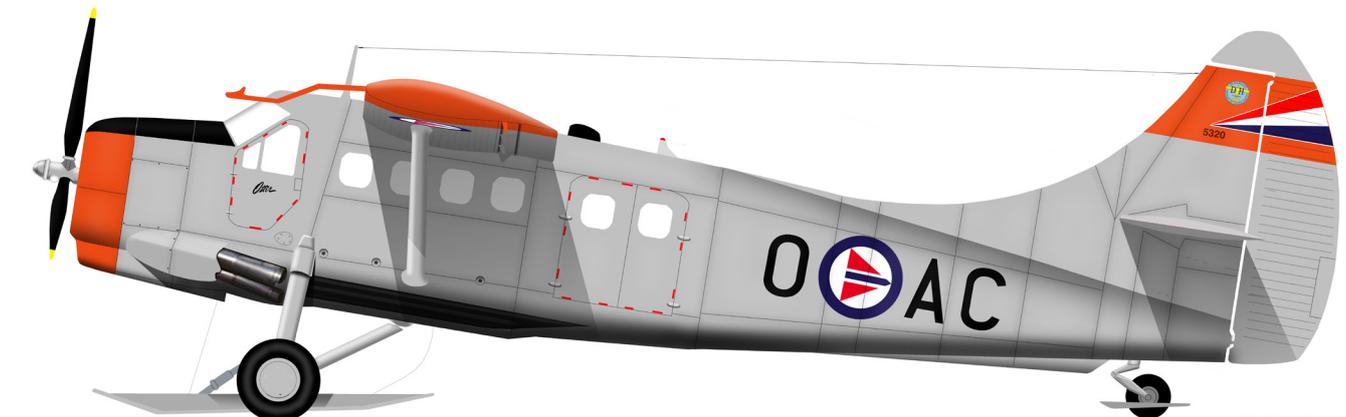
de Havilland DHC-3 Otter, serie nr. 53-18 slik som flyet så ut rett etter levering. Sølv malt over hele flyet. Kode O-AB. Flyet har rettvinklet pitot stang, som var standard ved levering



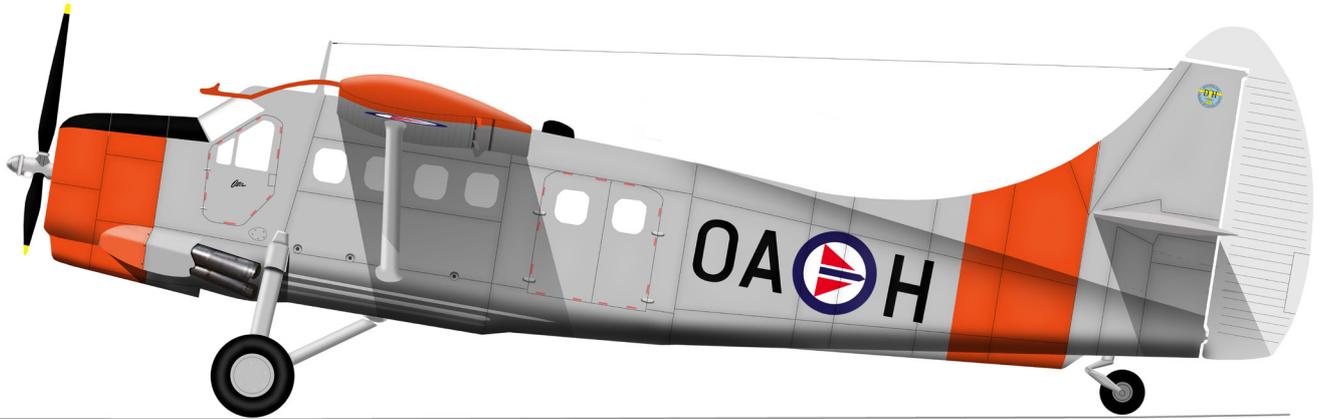
de Havilland DHC-3 Otter, serie nr. 53-30. O-AF slik det så ut under operasjon Pingvin. Flyet har nå Arctic Red på hale, nese og vingetupper. I tillegg påmontert skiunderstell. Dette skiunderstellet kunne settes på og fjernes med enkle midler



de Havilland DHC-3 Otter, serie nr. 53-30. O-AF etter gjenkomsten til Norge. Flyet har nå Day Glo Orange felt. Men ikke på nesen. Pitot stangen er nå av den mer buete typen som tålte nedising bedre. Flyet har i tillegg fått et navigasjonslys på toppen av flykroppen. Vi ser nå også en annen plassering av bokstavkoden. Serienummer overmalt. Flyet har også Bodø Flash på halen



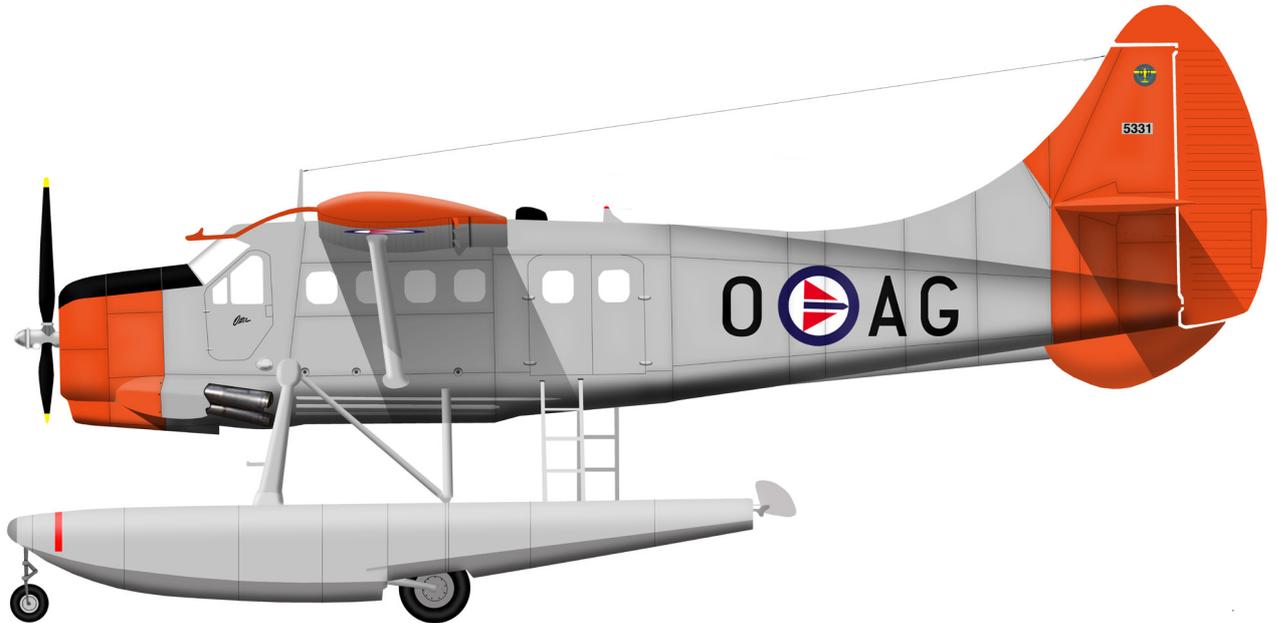
de Havilland DHC-3 Otter, serie nr. 53-20, O-AC Her ser vi en variasjon på Day Glo Orange mønsteret på halen. Flyet har i tillegg Day Glo Orange på nesen. Flyet har også et svart felt nede på flyet fra eksosrøret og bakover



de Havilland DHC-3 Otter, serie nr. 60-395, O-AH med en tredje variant av Day Glo Orange mønsteret på halen. Ingen serienummer. Sideroret var hvitmalt (mest sannsynlig). Day Glo Orange mønsteret er større



de Havilland DHC-3 Otter, serie nr. 53-29, O-AE. Her påmontert flottører. Flyet fikk montert disse 14.09.1957



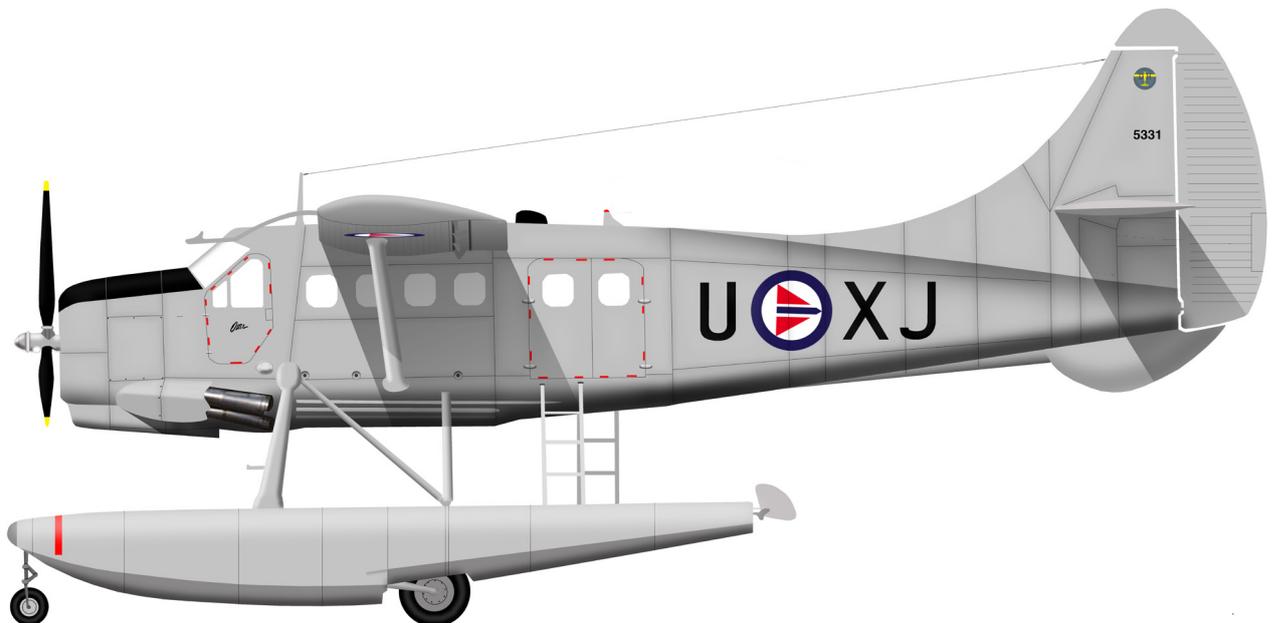
de Havilland DHC-3 Otter, serie nr. 53-31, O-AG. Flyet fikk montert flottører 11.06.1960. Vi ser her en variasjon på Day Glo Orange mønsteret på Halen



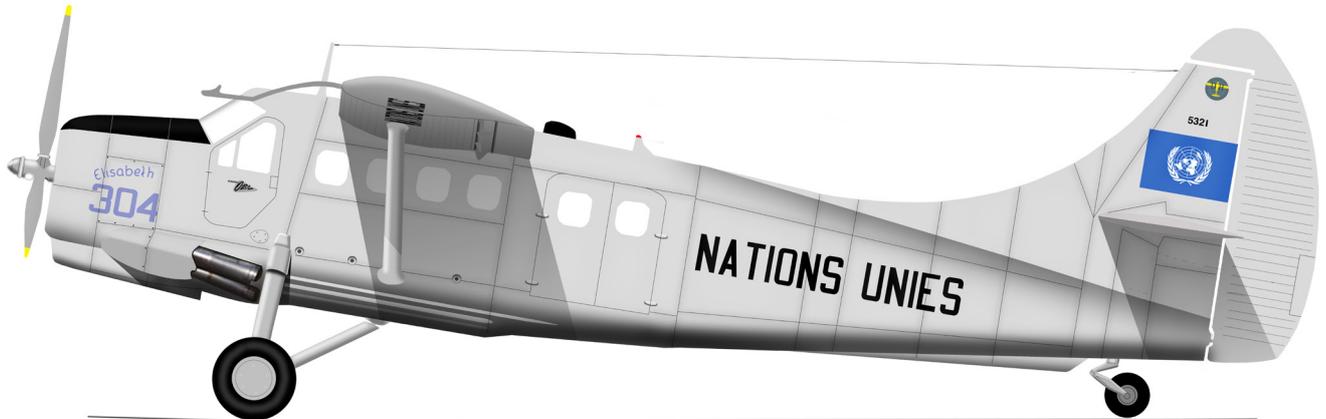
de Havilland DHC-3 Otter, serie nr. 53-30, O-AF. Flyet fikk montert flottører 24.07.1961. Tilbake til skiunderstell 05.10.61 og flottører igjen 31.07.62. Til slutt hjulunderstell 31.01.1964. Vi ser her en tredje variasjon på Day Glo Orange mønsteret på Halen



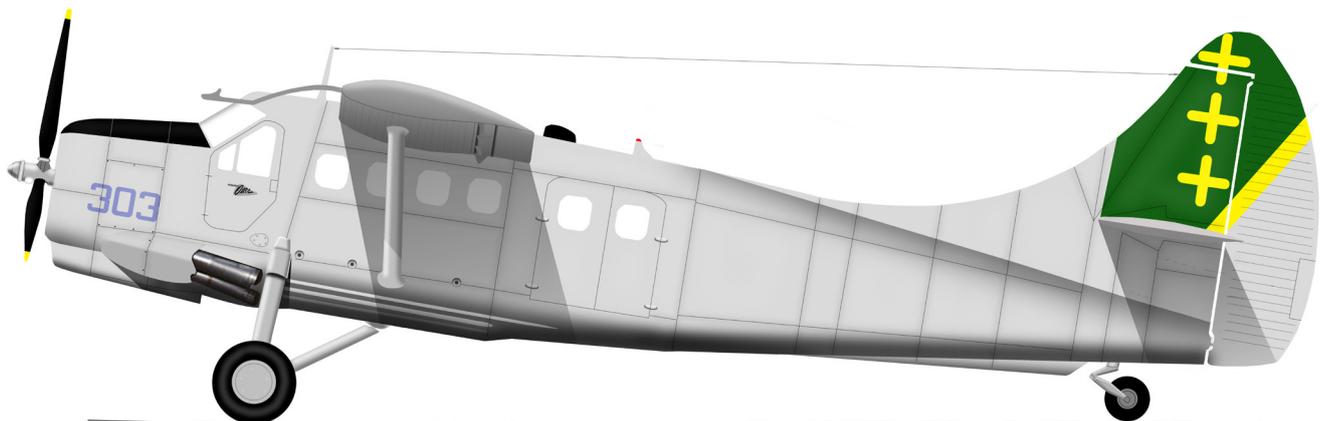
de Havilland DHC-3 Otter, serie nr. 53-31, O-AG. Rød stripen ble malt av Odd Thoresen ca 1961. Det er ukjent hvor lenge denne fargestripen var på flyet. Merk forskjellen på Day Glo Orange mønsteret i forhold til forrige profil



de Havilland DHC-3 Otter, serie nr. 53-31, XJ-U. Nå med kjennetegn til 719 skvadron XJ



de Havilland DHC-3 Otter, serie nr. 53-21, 304 slik det så ut ved ankomst i Kongo. Nations Unies tekst på venstre side og United Nations på høyre side. Begge bokstavkodene ble fjernet og erstattet med ONU merking senere.



de Havilland DHC-3 Otter, serie nr. 53-20, 303. Kongo. Flyet ble overmalt av noen Katangiske personer en natt det sto ubevoktet. De ble tydeligvis ikke helt ferdig med jobben. Det mangler noe rødt
Flyet ble skutt ned 22.05.1967 uten tap av liv



Liste over fly

Modell	Serienr.	Mottatt	Kode	Merknad
DHC-3	53-18	08.04.54	O-AB XJ-S	Solgt som LN-FAE til Widerøe. Havarerte 28.03.68 i Tromsø
DHC-3	53-20	08.04.54	O-AC	Til FN i Kongo som 303. 30.07.64. Skutt ned 22.05.64
DHC-3	53-21	08.04.54	O-AD	Til FN i Kongo som 304. 30.07.64.
DHC-3	53-29	08.04.54	O-AE XJ-T	Solgt som CF-XJM
DHC-3	53-30	08.04.54	O-AF JT-R	Solgt som LN-IKI til Varangerfly A/S
DHC-3	53-31	08.04.54	O-AG XJ-U	Solgt som LN-LMM til Widerøe
DHC-3	60-395	12.12.60	O-AH XJ-V	Solgt som VP-FAM til British Antarctic Survey
DHC-3	60-397	12.12.60	O-AI XJ-W	Solgt som LN-TSC til Ocean Products A/S i Bergen
DHC-3	61-423	12.12.61	O-AK XJ-X	Solgt som CF-XIL
DHC-3	64-441	02.03.64	O-AL JT-S	Solgt som CF-CDL

Ser.nr: 53-18

Code: O-AB, XJ-S

Flown by RNoAF: 4724 t

Arrived Norway: 08.04.1954

Written off by Luftforsvaret: 25.01.1967



Foto: Forsvaret

History:

Otter number 18 was one of the first six of ten DHC-3 delivered by DHC to the Royal Norwegian Air Force (Kongelige Norske Luftforsvaret), the first six of which were delivered in 1954. All six of these were formally handed over on 2nd March 1954 and were then shipped in crates from Downsview to Oslo, arriving in Oslo Harbour on 8th April '54. They were assembled at Kjeller Air Base. With the Royal Norwegian Air Force, the serial number comprised the Fiscal Year in which the



aircraft were ordered with the constructor's number and this serial was painted on the fin. Thus aircraft 18, ordered in FY53, became serial 5318.

Following assembly at Kjeller Air Base, the Otter was taken on charge and allocated code O-AB. It was initially assigned in May 1954 to the Air Force Flying School at Vaernes Air Base for the training of pilots and mechanics. In June '54 it was assigned to the Communications Flight at Jarlsberg Air Base and then at Vaernes Air Base. In November '54 it was assigned to the Communications Flight at Orland Air Base where it remained until early 1957, when it went to the Horton Marine Base for installation of straight floats, and on 8th December 1957 it arrived with the Norseman Flight at Skattora Seaplane Base, Tromsø in northern Norway.

In February 1959, Otter 5318 transferred to 7193 Støtteving (Support Flight) at Bodø in northern Norway. On 15th August 1959 the floats were damaged in a landing accident on Lake Soikkajavre, a small lake in Finnmark. The floats were temporarily repaired and the aircraft flown off the lake and back to Fornebu Air Base, Oslo for repair before return to Bodo on 29th September '59. On 29th October 1961 on a flight from Kirkenes to Bardufoss, the pilot was forced to make a landing on Lake Mievtajavre, Finnmark (that part of Norway near the Russian border) due to bad weather with heavy snow. During the night, the lake froze and the Otter could not take off again. The Otter was pulled ashore and was guarded for nearly a month before the ice was strong enough for the Otter to take off on wheels. On 25th November '61 it was flown off the frozen lake to Banak Air Base, and then back to its base at Bodø.

During July 1962 the aircraft was at Fornebu, Oslo for depot level maintenance with Wideroe, before returning to Bodø on 20th November '62. The Otter arrived at Bardufoss Air Base on 26th November '63, returning to Bodo on 21st January '64. It arrived at Fornebu again on 19th August '64 for maintenance with Wideroe, returning to 7193 Support Flight at Bodo by 16th December '64. On 1st January 1966 7193 Support Flight at Bodo became 719 Squadron, which the Otter joined, and in November '66 it received its new squadron code of XJ-S. It continued in service with 719 Squadron, Bodo until it arrived at Kjeller Air Base on 15th December 1966 on withdrawal from service, having been replaced by the DHC-6 Twin Otter. 5318 was formally struck off charge on 25th January 1967, having flown, 4,724 hours in the service of the Royal Norwegian Air Force.

The Otter was sold through Halle & Peterson of Oslo, the DHC agents in Norway. The buyer was the Norwegian airline, Wideroes Flyveselskap A/S, to whom it was registered LN-FAE on 7th February 1967. The Otter joined the Wideroe's fleet on scheduled services in northern Norway. On 28th March 1968, LN-FAE on amphibious floats departed from Tromsø at 1015 hours for a scheduled flight to Harstad. In addition to the pilot, a company mechanic was on board as an assistant and there were three passengers. The weather was not good, with low cloud, heavy snow showers and reduced visibility. Due to the conditions, the pilot elected to divert from the track laid out in the company's route manual. This change of route however was not reported to air traffic control because of poor radio coverage at low altitude. This is a very rugged coastal area with numerous fjords and inlets amidst mountains rising to four thousand feet.

As the Otter flew in on the west side of Rossfjord, some 45 kilometres south-west of Tromsø, visibility dropped and the pilot said to his assistant "We'll cut across here, I know this area" and started a right turn. Eye witness reports put the aircraft at this time at between 100 feet and 25 feet above the ice-covered fjord, although the pilot was later to claim he was flying at 500 feet. Immediately after starting the turn, the right wingtip and float made contact with the ground. The aircraft was thrown to the left at the first impact and crashed at a 35 degree angle to its direction of travel. It caught fire and was burnt to destruction. All five occupants survived the crash but one passenger and the pilot's assistant suffered severe burns and were flown by helicopter to hospital in Tromsø. The Otter was a write-off and the registration was cancelled on 10th June 1968.

The Accident Investigation Board was not able to determine whether the pilot meant to make a 180 degree turn and fly back out of the fjord, or initiate a climb to get across a low mountain ridge and out into the next fjord to the west. The Board concluded that the accident was caused by the pilot's decision to turn towards higher terrain. If the purpose was to exit the fjord, it should have been made to the left over the fjord. If it was to climb across the ridge, it would not have been possible to clear the terrain, given the aircraft's weight and performance.

**Ser.nr: 53-20****Code: O-AC, 303**

Flown by RNoAF: 2975 t

Arrived Norway: 08.04.1954

Written off by Luftforsvaret: 09.05.1967



Foto: OM

History:

Otter number 20 was one of the first six of ten DHC-3 delivered to the Royal Norwegian Air Force, as explained in relation to number 18. The batch of six were delivered in crates by ship and formally handed over on 2nd March 1954, arriving Oslo Harbour 8th April '54, being assembled at Kjeller Air Base near Oslo. The Otter took serial 5320. In May '54 the Otter was assigned to the Air Force Flying School at Vaernes Air Base for the training of pilots and mechanics. In July '54 it was with the Communications Flight at Vaernes and on 15th November '54 it moved north to the Communications Flight at Bodo Air Base, which became designated as 7193 Stotteving (Support Flight). It was to remain based at Bodo for the rest of its military career with the Royal Norwegian Air Force, with periodic visits to the Horten Marine Base for maintenance.

In July 1960 it was allocated, together with Otter 21, for duty with the United Nations in the Belgian Congo. It was painted white with titles "United Nations/Nations Unies" in blue on each side of the fuselage and the UN flag on the tail fin. At this stage, the Otter had total time on the airframe of 2,975 hours. On 24th July 1960 it was flown from Bodo to Gardermoen Air Base, Oslo and on 30th July '60 was airlifted from there to Leopoldville in the Congo on board a USAF C-124 Globemaster.

Having arrived in the Congo, the Otter joined the UN Air Wing, Support Squadron, being allocated serial 303. It was one of a number of Otters with the Squadron, which was based at N'djili United Nations Air Transport Base, Leopoldville but the aircraft were regularly detached to other airfields in support of UN operations. The Otters, flown and maintained by Swedish UN personnel, were used as general support aircraft and for reconnaissance, supply and evacuation missions.

In May 1964 Otter 303 was temporarily based at Kamembe airfield, Bukavu. Some 100 kms south of Bukavu was a Swedish missionary station named Lemera, where 20 Scandinavians lived and worked with hundreds of young African students. The station was surrounded by rebel troops but guarded by Congolese National Army soldiers. On 12th and 13th May, a 100 hour inspection was carried out on 303 at Kamembe airfield, after which it flew some visual reconnaissance missions.

Frequently, people were seen firing at the Otter from the ground. On 22nd May '64 the Scandinavian personnel at the Lemera mission station were to be evacuated by an army convoy of trucks coming from Bukavu. The Otter was tasked with overseeing the operation from above. 303 took off, piloted by Gunnar Elg, with Gosta Kersmark as flight engineer in the right seat and four passengers (one radio operator and three observers) in the cabin. They followed the road southwards at an altitude of 1,200 feet, which they believed to be a safe height. They overflew Luvungi airstrip, and five kilometres further on were taking a look at a parked lorry when one of its occupants took a shot at them with an automatic weapon. The bullet struck the Otter with a loud bang and seemingly severed an oil line, as the oil pressure fell to zero. The engineer throttled back but the RPM



remained the same, indicating that the oil pressure system connected to the propeller adjustment had been affected. As the Otter had a hydromatic propeller, he could neither reduce the RPM nor stop the oil leak. They headed down following the road, which was straight but narrow. The pilot decided he would try and land on the road. After some two minutes, the engine failed, accompanied by violent vibrations. They were then 30 feet over the road. Take-off flap had been selected during the descent, but just before landing the pilot pumped the flaps to the landing position. The Otter touched down on the road at a speed of 70 knots and rolled about 150 feet until the starboard wing was torn away on striking a tree. The aircraft left the road and lost the landing gear going over a ditch, before coming to rest. The engine was knocked off and thrown thirty feet forward. 303 was a complete wreck, but its occupants miraculously escaped with only a few cuts and bruises. The six crew congregated on the road and then set off at a brisk pace towards the convoy. The group was over-flown by a Piper Apache aircraft, whose pilot waved and notified Kamembe Tower of the mishap. At times, the six hid in the undergrowth when rebel troops were encountered. Eventually they met up with the convoy and were taken to safety, after a most frightening ordeal.

At the time of the crash, the Otter had 4,389 hours on the airframe. On 25th May '64 United Nations C-47 serial 215 took off from Bukavu and flew over the downed Otter, which was judged to be beyond economical repair. A salvage attempt was not made due to the presence of hostile forces in the area. The Board of Inquiry into the incident recommended that the Otter be written off the UN inventory and the remains handed over to the Congolese government.

Ser.nr: 53-21

Code: O-AD, 304

Flown by RNoAF: 2705 t

Arrived Norway: 08.04.1954

Written off by Luftforsvaret: 09.05.1967



Foto: OM

History:

Otter number 21 was, like number 20, one of the first six of ten DHC-3 delivered to the Royal Norwegian Air Force. The batch of six were delivered in crates by ship and formally handed over on 2nd March 1954, arriving Oslo Harbour 8th April '54, being assembled at Kjeller Air Base, Oslo. The Otter took serial 5321. In May '54 the Otter was assigned to the Air Force Flying School at Vaernes for the training of pilots and mechanics. On 1st July '54 it joined the Communications Flight at Vaernes Air Base, moving to Orland Air Base on 15th November '54. On 18th December '54 it joined the Communications Flight at Bodo Air Base, which was designated 7193 Stotteving (Support Flight) in December 1956. It was to remain at Bodo for the rest of its military career with the Royal Norwegian Air Force, with periodic visits to the Horten Marine Base for overhaul.



In July 1960 it was allocated, together with Otter number 20, for duty with the United Nations in the Belgian Congo. It was painted white with titles "United Nations/Nations Unies" in blue on each side of the fuselage and the UN flag on the tail fin. At this stage, the Otter had total time on the airframe of 2,705 hours. On 24th July 1960, together with Otter number 20, it was flown from Bodo to Gardermoen Air Base, Oslo and on 30th July 1960 was airlifted from there to Leopoldville in the Congo on board a USAF C-124 Globemaster. Having arrived in the Congo, the Otter joined the UN Air Wing, Support Squadron being allocated serial 304. It was one of a number of Otters with the squadron, which was based at N'djili United Nations Air Transport Base, Leopoldville but the aircraft were regularly detached to other airfields in support of UN operations. The Otters, flown and maintained by Swedish UN personnel, were used as general utility support aircraft and for reconnaissance, supply and evacuation missions.

304 served in the Congo for three years, until September 1963 when, along with five other UN Otters, it was transferred to the Yemen, where a requirement had arisen for aircraft for the UN Observation Mission in the Yemen, some 1,500 miles north-east of the Congo. The previous year, a Yemeni Republic had been established, which was opposed by a royalist government in exile. Fighting broke out between the two factions. In June 1963 the UN secured a ceasefire and sent an Observation Mission to the area on 4th July '63. This Mission was supported by the 134 Air Transport Unit (ATU) of the RCAF who operated DHC-4 Caribous, providing logistics support for ground teams and patrolling the de-militarized zone which had been established on each side of the border separating Saudi Arabia from the Yemen, to monitor the observance of the terms of disengagement.

The six Otters were flown up from the Congo to the Yemen on board RCAF Hercules, where they were taken on charge by 134 ATU and flown and maintained by RCAF personnel of the Unit. At the termination of the Observation Mission in January 1964, the six Otters were flown to the UN Emergency Force air base at El Arish, Egypt to be put into storage, awaiting a decision on their disposal. Two of these six Otters, 301 (serial 164) and 304 (serial 21), were sold by the UN to Mr G.Rae MacLeod, Trading As Aero Leasing of Montreal on 26th May 1964. They were however registered as N127F and N128F to Ferrer Aviation Inc of Miami, Florida for the ferry flight from Africa.

This was the company of Mr Frank Ferrer who had a considerable involvement with Otters during the late fifties and throughout the sixties and early seventies, and who was responsible for rebuilding several Otters and returning many more back to Canada from other parts of the world. N127F and N128F passed together through Manchester, England and Prestwick, Scotland on ferry to Montreal, Canada on 21/22 June 1964. They were still in the all-white colour scheme they had sported while in UN service.

On arrival at Montreal's Dorval Airport, N128F was registered on 31st July 1964 to Mr MacLeod as CF-RNO and after overhaul it went on lease, although details of its use over the next four years have not been ascertained. It was then sold to Pacific Western Airlines of Vancouver, BC to whom it was registered on 8th April 1968. Its time with them was brief, as a few months later it was sold to Trans Provincial Airlines Ltd of Terrace, BC to whom it was registered on 5th August 1968, when Trans Provincial took over two routes which up to then had been operated by Pacific Western, serving northern British Columbia out of Prince Rupert.

The Otter crashed near Schaft Lake, BC on 13th December '68. CF-RNO, on skis, was prepared for flight after being parked outside overnight. A layer of ice on the upper surfaces of the wings had not been completely removed. The pilot took off at near-maximum permissible loading and climbed away slowly in a right turn after a long ground run. There was insufficient altitude to cross a mountain pass ahead and as the turn rate was increased to avoid the mountain, the aircraft stalled and came to rest on the snow-covered western slope of the mountain pass, which was extensively covered with dead trees, one mile east of Schaft Creek. It was repaired and continued to serve northern BC for many years. In February 1973 the registration was changed to C-FRNO.

In 1979 a Vancouver industrialist named Jim Pattison began acquiring many of the third level carriers on the BC Pacific coast, with the intention of creating a unified, regional airline called Air BC. He acquired Trans Provincial Airlines in May 1979, which became a subsidiary of Air BC. Although the other carriers acquired were merged into Air BC, and their aircraft painted in Air BC colours, Trans Provincial Airlines continued to operate under its own name, although C-FRNO was registered to Air BC Ltd on 14th May 1979. Air BC went on to become a successful regional airline insofar as its commuter aircraft operations were concerned, although the same did not happen for its bush aircraft. Over the years that followed, the bush operation was sold off, and Trans Provincial Airlines became an independent carrier again. C-FRNO was re-registered to Trans Provincial Airlines on 2nd June 1988.

All the while C-FRNO continued to fly from its Prince Rupert base, painted in Trans Provincial colour scheme. There were a number of minor mishaps. On 9th August 1987 the main gear collapsed on landing at Prince Rupert. Usually however the Ot-



ter was flown on floats from the Seal Cove seaplane base at Prince Rupert. On 13th September 1988 while in cruise flight the engine failed and the Otter was landed on a small, un-named lake. On 24th September '88, following a power interruption, the pilot force-landed on Skidegate Lake, BC and on 18th July '89, ten minutes after departing Sandspit on the Queen Charlotte Islands the engine began to run rough and a precautionary landing was made. On 20th August 1991, when reaching cruise altitude two miles west of Rose Harbour BC the engine lost power and the pilot landed back on the water. A cylinder head was found to be cracked at the rocker arm housing.

C-FRNO continued in the service of Trans Provincial Airlines until the company ceased trading and went into receivership on 19th March 1993. On that day, it had a total time of 19,683 hours on the airframe. It was sold to Harbour Air Ltd of Vancouver, to whom it was registered on 13th May 1993 and repainted in their attractive yellow and white colour scheme. Harbour Air took over Trans Provincial's Prince Rupert operation, so C-FRNO remained based at Seal Cove seaplane base at Prince Rupert, continuing its service to the northern BC communities. On 12th June 1995, eight miles north of Prince Rupert, the float equipped Otter developed a rough-running engine en route to Port Simpson and the crew made a precautionary landing on a lake.

Another incident was recorded on 18th November 2000. RNO was in cruise flight en route from Seal Cove to Hartley Bay when the engine lost power due to cylinder failure. The pilot performed a precautionary landing on the Oona River near Gibson Island. The Otter was taxied on the water to the dock without further problems, escorted by local boats to ensure safety. On 5th September 2001 the Otter was en route from Port Simpson to Seal Cove when the pilot noted a decrease in engine power and completed a precautionary landing onto Georgetown Lake, fifteen miles north-west of Prince Rupert. The company dispatched other aircraft to collect the passengers and a maintenance team to fix the Otter, which had a cracked cylinder. Shortly after this incident, RNO was ferried south to the Harbour Air maintenance base at the Vancouver International Airport where during November/December 2001 it was converted to a turbine Vazar DHC-3T Otter, joining the company's turbine Otter fleet.

Ser.nr: 53-29

Code: O-AE, XJ-T

Flown by RNoAF: 5483 t

W.F.U: 11.01.1968

Written off: 11.01.1968



Foto: OM

History:

Otter number 29 was one of the first six of ten DHC-3 delivered to the Royal Norwegian Air Force, as explained in relation to Otter number 18. The batch of six were delivered in crates by ship and formally handed over on 2nd March 1954. They arrived in Oslo Harbour on 8th April '54, being assembled at Kjeller Air Base, Oslo. The Otter took serial 5329 and code O-AE. The Otter was originally assigned on 28th May '54 to the Air Force Flying School at Vaernes Air Base, for the training of pilots and mechanics. On 30th July '54 it was assigned to the Communications Flight at Bodo Air Base in northern Norway and was re-assigned in January '55 to the Communications Flight at Orland Air Base. In September '57 it went to the Horten



Marine Base for installation of straight floats and left there on 14th September on ferry to its new base at Skattora Seaplane Base, Tromsø where it joined the 'Norseman Flight'. It remained with the Flight until January 1959 when it went back to the Horten Marine Base for the installation of amphibious floats and the following month it joined 7193 Stotteving (Support Flight) at Bodø Air Base.

On 7th April 1959 the Otter made a wheels-up landing at Andøya Air Base, suffering minor damage which was repaired. It continued to serve at Bodø for the remainder of its Air Force career, making periodic trips south to Widerøes at Fornebu Airport, Oslo for depot maintenance. In January 1966 the 7193 Support Flight was re-designated 719 Squadron and in January 1967 the Otter received a new code of XJ-T. It continued to fly with 719 Squadron until it arrived at Vaernes Air Base on 11th January 1968, in company with Otter 423, on withdrawal from Air Force service. It had flown 5,483 hours. It had been replaced in service with 719 Squadron by the Twin Otter. As with the other former Royal Norwegian Air Force Otters, it was handed over to Halle & Peterson, Oslo who were the DHC agents in Norway for disposal.

Three of the former Norwegian Air Force Otters were sold to Thomas Lamb Airways Ltd of The Pas, Manitoba, number 29 which was allocated Canadian registration CF-XJM, number 423 which became CF-XIL and number 441 which became CF-CDL. The purchase price was \$30,000 a piece, and at the time of sale all three Otters were located at Vaernes Air Base, Trondheim, Norway on amphibious floats. Thomas Lamb Airways (later called Lambair) were responsible for returning many Otters back to Canada from foreign parts, and arranged for ferry pilots to fly the three Otters back to Canada. A ferry permit was issued for the delivery flight from Vaernes Air Base to The Pas.

The three Otters set off in formation, flying first to Rotterdam in Holland (also noted at Soesterberg Air Base nearby on 22nd April '68), then to Manchester, England and on to Shannon in Ireland where they arrived on 25th April '68. At Shannon, ferry tanks were installed in the Shannon Repair Services hangar, for the ocean crossing. The three-Otter formation departed Shannon on 4th May for Prestwick, Scotland. All three arrived at Prestwick in formation, quite a sight according to local aviation enthusiasts as they peeled off for landing. Then it was on to Stornoway before setting off across the Atlantic via Iceland and Greenland to Goose Bay. The flight was reported as uneventful (if crossing 2,500 miles of North Atlantic at 100 mph in an ageing, single-engined aircraft can be considered uneventful) until the formation got within 125 miles of The Pas, when XJM "blew a pot" (cylinder) and had to land on the nearest lake, south-east of Norway House, Manitoba. A few hours earlier and it would almost certainly have been lost in the ocean. It required an engine change before being able to complete its flight to The Pas.

The Otter was overhauled at the Thomas Lamb Airways base at Grace Lake, The Pas and inspected on 16th May 1968 for the purpose of its Canadian registration. It then had 5,554 hours on the airframe, an increase of 71 hours since retired from Norwegian Air Force service, most of which comprised the lengthy ferry flight. It then entered service with Thomas Lamb Airways, but only three weeks later was already in trouble. On 3rd June '68 the Otter departed from Trout Lake, Severn, Ontario en route to Pickle Lake. The following is the pilot's report of the incident: "After flying over the settlement at Pickle Lake, I tried to lift my main gear on the amphibious floats. There was no indication of wheel up or down and after trying to put them down, which gave no results, I tried my selector in both up and down position but no indication of gear up was shown." "I checked that all seat belts were done up and advised the passengers what they may expect. I called CF-MWF, a helicopter that was travelling with me and asked him to come and fly around us. I made a standard approach, trying to put my heels down first. I felt it touch and then the nose dug in. I opened the throttle and tried to pull it back out. We nosed down. I cut the throttle and hollered to get out. The three passengers went out the aft door, the two crew out the cockpit doors. The Otter came to rest on its nose. We all got out and were able to stand on the wing. A boat from Ontario Lands & Forests came and took us ashore. I called base and then returned to try and upright the aircraft. By that time the wind had turned the aircraft and it was lying on its back, fifty yards from the shore and a half mile from the seaplane base".

XJM was fished out of the lake, repaired and returned to service. Alas, it was not to last much longer. On 9th December 1968 the Otter took off from the gravel runway at The Pas, with the pilot and three passengers on board. After departure, an uncontrollable fire developed in the engine compartment. The pilot landed the aircraft back at The Pas and although the occupants safely exited the aircraft, the Otter was destroyed by fire. Subsequent investigation revealed that a drain plug was missing from the carburettor float chamber, allowing fuel to escape into the engine. The fire occurred five flight hours after the installation of an overhauled engine. On overhaul, this drain plug is normally installed finger-tight only, requiring the engineer to tighten and lock-wire the plug during the engine

installation, a procedure overlooked in this case, with tragic consequences for CF-XJM. The cause of the crash was given as "incomplete inspection after engine installation". The scrap was bought by Superior Airways of Fort William, Ontario.



Ser.nr: 53-30 Code: O-AF, JT-R

Flown by RNoAF: 5293 t

W.F.U: 14.02.1967

Written off by Luftforsvaret 30.05.1967



Foto: OM

History:

Otter number 30 was one of the first six of ten DHC-3 delivered to the Royal Norwegian Air Force, as explained in relation to Otter 18. The batch of six were delivered in crates by ship and formally handed over on 2nd March 1954. They arrived in Oslo Harbour on 8th April '54 and were assembled at Kjeller Air Base, Oslo. The Otter took serial 5330 and code O-AF. On 16th July '54 it joined the Communications Flight at Jarlsberg Air Base, which in November '54 moved to Gardermoen Air Base.

Otter number 30 was one of two Norwegian Air Force Otters (the other was number 31) selected to support a Norwegian scientific expedition to the Antarctic during the International Geophysical Year of 1958/59. One of the Expedition's tasks was to map large sections of Queen Maud Land, for which the Otters were to be used. The aircraft unit was given the designation Support Flight 7070. In March 1958 the Otter deployed to Tyn for winter training for the Antarctic mission. The two Otters had to undergo some modifications to equip them for the mission. Additional fuel tanks were installed in the cabin to increase range. A radio compass, gyrosyn remote compass, sun-compass, directional gyro, radio altimeter, periscope drift measuring equipment, HF radio and camera equipment were all installed. This work was undertaken at the Horten Marine Base, where the two Otters were crated and loaded aboard ship.

The deployment was code named "Operation Penguin". The expedition left Oslo on board the vessel Polarbjorn on 1st November 1958. Nearly two months later they arrived in the Antarctic. The two Otters were unloaded on the ice and re-assembled. An automatic radio beacon was positioned at the base as a navigation aid. For five weeks missions were flown for photographic purposes in the area 70 to 74 degrees South, 0 to 15 degrees East. When the mission was finished, the aircraft were disassembled and shipped back to Oslo on board the Polarbjorn, arriving home on 5th March 1959 after a successful job. The Otters were again unloaded at the Horten Marine Base and re-assembled there.

In May '59 the Otter joined the 7193 Stotteving (Support Flight) at Bodo Air Base in northern Norway. It was to continue to serve with this unit until April 1965, making periodic trips to the Horten Marine Base, Kjeller Air Base and Wideroes at Fornebu for depot maintenance. After overhaul at Fornebu in April '65 it was assigned to 7192 Support Flight at Orland Air Base, and was to serve at Orland for the remainder of its military career. On 1st January 1967 7192 Support Flight was redesignated 720 Squadron at Orland, the Otter joining the Squadron's D Flight. On 25th January '67 the Otter made its first flight with its new squadron code of JT-R. On 30th May 67 its military career came to an end when it was struck off charge, having flown 5,293 hours in Air Force service. As with all the other Royal Norwegian Air Force Otters, it was handed over to Halle & Peterson, Oslo the DHC agents in Norway for disposal.

The Otter was sold to Varangfly A/S of Kirkenes, to whom it was registered LN-IKI, the registration date being 31st May 1967. The Otter was to serve this operator for the next 15 years, although the company underwent several changes of name, becoming Varangfly-Norwings A/S on 1st April 1971 and Norving A/S on 4th July 1975. The company specialised in pas-



senger and cargo and air ambulance work in northern Norway. During its years of service with Norving, LN-IKI was used for air taxi and ambulance work. It suffered a taxiing accident at Varanger on 11th July 1970 but was repaired. A somewhat more serious accident occurred at Ornes on 25th October 1972 when the Otter landed on the water on amphibious floats with the wheels down, but despite substantial damage was repaired and returned to service.

By 1980 this hard-working Otter had put up more than 10,000 flying hours, and by that stage was the last active Otter in Norway and indeed the only active Otter in all of Europe. It was then based at Bodo. Operating Europe's only active Otter from a base in remote northern Norway was not without its problems. As Norving observed: "The engine is a thirsty devil and parts are unbelievably costly. It will be a sad day when our company will have to sell the Otter. An era will then be over and a very fine flying machine will then forever be lost from our country. It is sad because this machine was one of the very first to pick up scheduled flights after WW2. It served our part of Norway with a regularity only next to seagulls. Thousands of people in northern Norway still remember the green machine turning finals two feet above the water in their familiar harbour, bringing news, people and post to and from" (this being a reference to the Wideroe Otter operation which started in 1954).

Norving continued to fly LN-IKI until July 1982, when it was sold to another Norwegian operator, Sirdalsfly A/S of Tjorhom, along with two Beavers. LN-IKI was registered to its new owners, who traded as Transit Air, on 26th July '82 and was based at Stavanger-Sola. It was re-painted in an attractive colour scheme of white undersides, red cheat line and blue upper fuselage with "Transit Air Inter City Sky Taxi" on the tail, indicating its use. The Otter remained in service with Transit Air for nearly a year, until the operation went bankrupt. On 11th April 1983 the Otter was put up for sale by auction in the course of the bankruptcy, but a bid of 105,000 crowns was rejected by the bank who had a charge on the aircraft. On 2nd June 1983 it was registered to the Oslo Handelsbank, the main creditor. There was a second auction on 20th June '83 and it was sold to Norronaffly A/S of Rakkestad and on 4th July '83 it was registered to its new owners. During July it was transported from Norway to Stockholm, from where it sailed to the United States. The Norwegian registration was officially cancelled on 18th August 1983. That left Europe without any active Otters, a situation that was to obtain for the next seven years until two Otters (274 and 406) arrived in Sweden.

The purchaser of Otter number 30 was Dodson Aviation Inc of Ottawa, Kansas who reserved registration N4683K on 7th February 1984 and registered the Otter with these marks the following month. The period from August 1983 to March 1984 when the aircraft was without a registration represented the time it was in transit by sea from Europe to the US and its re-assembly in the US. The Otter remained registered to Dodson Aviation for two and half years, until sold to Newcal Aviation Inc of Little Ferry, New Jersey in September 1986. Newcal Aviation are a major supplier of parts and equipment for DHC aircraft.

In July 1988 the Otter was sold on to a Mr Eugene Q. Weiler of Anchorage, Alaska, who was well familiar with Otters, being an Instructor Pilot on the type with the Alaska Wing of the Civil Air Patrol. He leased the aircraft to Diamond Aviation, based out of Wrangell, Alaska. N4683K was noted at Vancouver on 10th August 1988. Diamond Aviation supported a gold mine in the mountains of northern British Columbia, flying in fuel and supplies and flying out the gold concentrate. Their first Otter was N61LC (393) operated from August 1987 until it crashed in November '87. This was replaced by N55CX (139) operated from December 1987 until it crashed in July 1988. N4683K was acquired as the replacement and remained in service with Diamond Aviation from August 1988 until June 1992, when support of the mine was taken over by another operator.

N4683K was sold on to Waglisla Air Inc, trading as Wagair of Bella Bella, BC. It arrived at Vancouver on 15th June '92 on delivery to Wagair, to whom it was registered as C-FWAF on 20th July '93, after overhaul and repaint into their colours. Wagair were one of several Canadian native owned First Nations operators which were formed during the 1980s. C-FWAF joined their fleet, painted in their striking yellow and green colour scheme and for two years provided charter services along the BC Pacific coast from its base at Bella Bella, flying alongside the company's other Otter CF-MPY (324) and also C-FRHW (445) which flew out of Prince Rupert.

Sadly, things did not work out for Wagair which ceased trading during 1995. The fleet was disposed of, Otter WAF being sold to Edward K. Kiesel, trading as Ward Air, based at Juneau, Alaska to whom the Otter was registered N63354 on 26th April 1996. Ward Air was a business which had been formed in 1974 by Ken Ward to provide a bush charter service out of Juneau serving the Alaskan panhandle, and had previously operated Otter N62355 (262). Mr Kiesel took over the business in 1993 and added Otter N63354 to the fleet of Beavers and single Cessnas in April 1996. As its website proclaims: "Ward Air offers unmatched excellence in floatplane and amphibious air charter service for Juneau's outlying wilderness areas. Aircraft such as the Otter, Beaver or Cessna 185 provide the flexibility for Ward Air to travel almost anywhere within Southeast Alaska".



Ser.nr: 53-31 Code: OA-G, XJ-U

Flown by RNoAF: 4172 t

W.F.U:

Written off by Luftforsvaret 16.06.1967



Foto: VG

History

Otter number 31 was the last of the first batch of six of ten DHC-3 delivered to the Royal Norwegian Air Force, as explained in relation to Otter number 18. The batch of six were delivered in crates by ship and formally handed over on 2nd March 1954. The ship arrived in Oslo Harbour on 8th April '54, the Otters being assembled at Kjeller Air Base, Oslo. The Otter took serial 5331 and code O-AG. The Otter originally joined the Communications Flight at Jarlsberg Air Base in July '54, moving to Gardermoen Air Base in November '54. In May 1955 it joined the Communications Flight at Bodo Air Base in northern Norway.

Otter number 31 deployed to the Antarctic on "Operation Penguin" from October 1958 until March 1959, as explained in relation to Otter number 30. After its exploits in the Antarctic, it was reassembled at the Horten Marine Base and joined 7192 Stotteving (Support Flight) at Orland Air Base in May 1959. In June 1964 it joined 7193 Support Flight at Bodo Air Base. In January 1966 this unit was re-designated 719 Squadron and in December 1966 the Otter received its new squadron code XJ-U. In April 1967 the Otter moved south to Orland Air Base, joining C Flight of 720 Squadron and it continued to fly for that until 16th June '67 when its military career came to an end and it was struck off charge, having flown 4,177 hours in Air Force service. As with all the other Royal Norwegian Air Force Otters, it was handed over to Halle & Peterson, Oslo the DHC agents in Norway for disposal.

The Otter was sold to Wideroes Flyveselskap A/S to whom it was registered LN-LMM on 22nd June '67. For the next four years, the Otter flew on Wideroes scheduled services linking the remote communities of northern Norway, until replaced by the Twin Otter. LN-LMM was one of the last three Otters flown by Wideroes, all three of which were sold to Laurentian Air Services Ltd of Ottawa. LN-LMM became CF-APR, the other two being CF-APP (138, ex LN-BDD) and CF-APQ (201, ex LNBIB).

By this stage of its career, LN-LMM's total airframe time had risen to 8,150 hours. The Bill of Sale for all three aircraft is dated 19th October 1971. The three Otters were shipped back to Canada and re-assembled at Laurentian's Ottawa base.

All three Otters entered service with Laurentian Air Services, which was a large operator of the DHC-3. Over the years, it operated 14 Otters. Although based at Ottawa, most of the company's flying was done in Quebec and Labrador. CF-APR continued in service with Laurentian until sold in 1977 to Bearskin Lake Air Services Ltd of Big Trout Lake, Ontario, the registration by that stage having been changed to C-FAPR. It was to fly for this operator for the next eight years, one incident being recorded, on 19th December 1979 at the aircraft's base at Big Trout Lake, where the outside air temperature was a sharp -20C. This extract from the report: "Prior to commencing take-off from the ice strip, the pilot selected an abort point. On take-off the aircraft passed the selected point, but the pilot continued, thinking that the aircraft would soon lift off. The Otter did become airborne but the gear struck a pile of snow. The pilot continued and landed at a land strip to inspect the damage".

In April 1988 the Otter was sold to Ignace Airways Ltd of Ignace, Ontario, being re-registered in August 1996 to Ignace Airways (1996) Ltd. C-FAPR supports fly-in fishing camps during the summer months.

**Ser.nr: 60-395****Code: OA-H, XJ-V**

Flown by RNoAF: 2249 t

W.F.U:

Written off by Luftforsvaret 30.08.67



Foto: OM

History

Otter 395 was delivered to the Royal Norwegian Air Force on 16th November 1960, with serial 60-395, taken from its year of delivery and constructor's number. It was crated and shipped to Norway along with 397, arriving in Oslo. It was taken to Fornebu Airport, Oslo on 19th December 1960, where it was re-assembled by Widerøes Flyverksted, and was then accepted by the Royal Norwegian Air Force. It was assigned to Rygge Air Base in February 1961. It was allocated to 7193 Stotteving (7193 Support Flight), code 0-AH, at Bødo Air Base in northern Norway with effect from 1st March 1962, this unit being part of Air Command North. In May 1962 it returned to Widerøes at Oslo for depot maintenance and returned to Bødo on 21st July 1962.

On 26th October 1963, while on wheel-skis, on a flight from Kautokeino to Bardufoss Air Base, the crew encountered bad weather with heavy snow and low clouds. Unable to find a way through, the crew decided to make an emergency ditching in the sea near Skattora Seaplane Base, Tromsø when their fuel was nearing exhaustion. The two pilots and a dog that was onboard escaped and were rescued. The Otter sank after eight minutes. The next day, the Otter was salvaged from where it had sunk and was taken to Skattora SPB. The rear fuselage had been totally destroyed due to the water pressure. All magnesium parts such as wheels and flight control systems were damaged by corrosion, as were instruments and electrical components. The engine was a total loss. The Otter was taken back to Widerøes at Fornebu Airport, Oslo for complete rebuild. It was noted dumped there in May 1964, prior to commencement of the rebuild.

When the rebuild was completed, on 25th February 1965 the Otter returned to 7193 Stotteving at Bødo Air Base. 719 Squadron was officially established at Bødo Air Base on 1st January 1966, and took over from the Support Flight. On 12th January 1966 the Otter went south to Kjeller Air Base for maintenance, re-joining 719 Squadron, Bodo on 19th February 1966. On 2nd January 1967 it made its first flight with a new code of XJ-X. It continued flying for 719 Squadron until 30th August 1967, when it arrived at Jarlsberg Air Base and was struck off charge. It had flown 2,249 hours in the service of the Royal Norwegian Air Force. It was taken over by Halle & Peterson, Oslo who were the DHC representatives in Norway, for disposal.

The British Antarctic Survey (BAS) were in need of an Otter to replace their VP-FAK (294) which had been withdrawn from service due to extensive corrosion at the end of the 1966/67 season. They purchased Otter 395 from Halle & Peterson. There was criticism at the time that the government was somewhat slow to upgrade from single-engined aircraft for budgetary reasons, and that of the twelve nations then carrying on major programmes in the Antarctic, only the BAS aircrew and scientists were being exposed to prolonged single-engined flight over hostile terrain. Adverse comment was also made about the acquisition of Otter 395, which already had over two thousand hours on the airframe and had once been ditched.

Nevertheless, the acquisition went ahead and the Otter, allocated marks VP-FAM, left Southampton on 29th September 1967 aboard the ship 'PERLA DAN' and arrived at Deception Island, South Shetlands, in December. There had been a volcanic eruption on the island that month, so the shipment was diverted. On 2nd January 1968 the vessel arrived at Grytviken, South



Georgia where the Otter was unloaded and stored in crates on the quayside. It remained there for the next year, until December 1968, when it was shipped back to Deception Island on HMS Endurance, being unloaded at the BAS base on Deception Island on 10th January 1969. The Otter had suffered some corrosion during its year on the quayside, and was rebuilt using parts cannibalised from Otter 294, which had itself been grounded due to extensive metal fatigue at the end of the 1966 / 1967 season.

Having been rebuilt, flight tested, snags rectified, and a wait for suitable weather, VP-FAM flew to Adelaide Station on Adelaide Island and entered service with BAS. It worked well for some sixty hours operational flying. By this stage, BAS had taken delivery in October 1968 of its first DHC-6 Twin Otter VP-FAO and Otter FAM was used primarily to supplement the Twin Otter on the re-supply of Fossil Bluff. It was also used for two sorties to 'Porter Depot', to recover the engine and other parts from Pilatus Porter VP-FAN, which had crashed the previous February. The Otter was also used for ice and seal spotting flights, and for a geological recce on Stonington Island.

On 3rd March 1969 Otter VP-FAM took off from Stonington Island with five souls on board. The object of the flight was to survey the sledging route to Armadillo depot and to place a supply of fuel and food at the depot. Sixteen minutes after take off, at a height of 5,200 feet, there was a sudden loss of power. The nose of the aircraft was lowered to try to maintain speed, but due to the proximity of high ground, there was no other choice but to attempt a forced landing. There was little time to choose a suitable landing site and the Otter was force landed in the only available area, at an indicated altitude of 4,800 feet. The ground run was fairly short due to the landing being made in an uphill direction, but the surface was extremely rough and the undercarriage collapsed almost immediately after landing. The personnel on board were unhurt, but the Otter was wrecked. It had total airframe hours of 2,335 at the time of its destruction. The Otter was replaced in service with BAS by a Turbo Beaver, which also took the registration VP-FAM (2).



Ser.nr: 60-397

Code: OA-I, XJ-W

Flown by RNoAF: 2766 t

W.F.U:

Written off by Luftforsvaret 15.11.67

History

Otter 397 was delivered to the Royal Norwegian Air Force on 16th November 1960, with serial 60- 397, taken from its year of delivery and constructor's number. It was crated and shipped to Norway, along with 395, arriving in Oslo. It was taken to Fornebu Airport, Oslo on 19th December 1960 where it was re-assembled by Wideroes Flyverksted and was then accepted by the Royal Norwegian Air Force. It was assigned to Rygge Air Base in February 1961. It was then assigned to 7193 Stotteving (7193 Support Flight) code 0-AI at Bodo Air Base in northern Norway with effect from 6th April 1961, where it joined 395. In September 1962 it returned to Wideroes at Oslo for depot maintenance and returned to Bodo on 11th December 1962.

397 again flew south to Wideroes in Oslo for maintenance on 5th June 1964, returning to Bodø 21st August '64. On 1st January 1966, 719 Squadron was officially established at Bodø, taking over from the Support Flight. On 9th August 1966 it went to Kjeller Air Base for maintenance, returning to 719 Squadron at Bodø on 30th September '66. On 6th December 1966 it made its first flight with its new squadron code of XJ-W. It continued flying for 719 Squadron until arriving at Kjeller Air Base on 3rd October 1967 at the end of its service career. It was formally struck off charge on 15th November 1967, having flown



On 24th August 1968 the Otter was registered LN-TSC to Ocean Products A/S., Bergen and put on straight floats. It was operated by Westwing A/S of Bergen. It continued in service until February 1970, when it was cancelled from the Norwegian register on sale to Canada. The purchaser was Bradley Air Services Ltd., of Carp, Ontario to whom the Otter was provisionally registered CF-QEI. It arrived in Shannon, Ireland on 16th February 1970 on its ferry flight from Norway to Canada. It was on wheels, still in its Royal Norwegian Air Force colours. After the transatlantic crossing, on arrival at Carp, it was repainted in Bradley Air Services colours and entered service with Bradley, officially registered to them 9th July 1970. During 1972 it was leased by Bradley to Austin Airways Ltd., and flew in remote parts of northern Ontario, in the region around Attawapiskat. September '72 saw goose hunt charters to camps at Hannah Bay and Cabbage Willows, before it re-joined the Bradley fleet. QEI flew in support of the Polar Continental Shelf Project which Bradley Air Services had the contract to support, which brought the Otter to the High Arctic during the mid 1970s. A few incidents are recorded. On 27th April 1974 at Norfolk Inlet, Northwest Territories it was damaged on take-off due to improper compensation for wind conditions. It had no sooner been repaired and put back into service when, some two months later, on 7th July '74 at Fort Conger, Northwest Territories, it repeated the performance, colliding with an earth bank on take-off. Repaired yet again, it suffered further damage on 16th July 1976 at Cornwallis Island, NWT in the course of an overshoot from an aborted landing. The engine momentarily sputtered and backfired (probably as a result of opening the throttle too rapidly) reducing the aircraft's climb performance. The right gear struck a ridge and was damaged. The pilot decided to fly back to base, where the right gear collapsed on landing. The damage was repaired.

The following year, registered C-FQEI, the Otter was sold to Island Airlines Ltd., of Campbell River, BC on Vancouver Island. While operated by Island Airlines, it flew a daily scheduled service from Campbell River to Vancouver Harbour and return. Island Airlines merged into Air BC, to whom QEI was registered in December 1980. In 1982 the Otter was acquired by CoVal Air Ltd., who took over the facilities and aircraft of Air BC at Campbell River. On 4th November 1982, while flying for CoVal Air, while in the cruise, the engine began to run rough and lose power. A successful forced landing was carried out at Elk Bay, BC. On 6th November 1988 the pilot landed the Otter on the river at Kingcome Inlet and shut the engine down as he approached the ramp. The current carried the Otter into a collision with the ramp. The Otter was brought back to Campbell River, but it was not put back into service at that time, and lay unused at Campbell River for some years, until restored to flying condition.

In September 1994, QEI was registered to Island Commuter Ltd., Campbell River, until reverting to CoVal Air in May 1996. By that stage however, business was not going well for CoVal Air and the company suspended operations in early 1997. Its three Otters, APQ (201), QEI (397) and LCP (422), were parked at Campbell River awaiting disposal. QEI was sold to La Ronge Aviation Services of La Ronge, Saskatchewan, to whom it was registered in June 1997. After twenty years serving the residents of Vancouver Island, it headed inland to its new home at La Ronge. An incident was recorded on 1st August 1998 when the Otter was en route to a local fishing lodge with a cargo of propane. The pilot reported an engine power loss and force landed on Anson Lake, Manitoba, which he was overflying at the time. Inspection revealed that the number five cylinder valve had failed.

QEI continued in service with La Ronge Aviation Services until it was purchased by Air Nootka Ltd., of Gold River, BC to whom it was registered on 2nd August 2000. Gold River is on Vancouver Island, not all that far from Campbell River, so it was back serving the Pacific Coast again. Air Nootka use the Otter for charter work, particularly during the summer months. It is often used to move groups of nature tourists to the isolated Nootka Island Nature Park, forty five minutes flying time from Gold River. The Otter has been converted with an additional passenger window in the rear fuselage. It flew in basic CoVal Air colour scheme with Air Nootka titles until summer 2003, when it was repainted into Air Nootka's own colours.

**Ser.nr: 60-423****Code: OA-K, XJ-X**

Flown by RNoAF: 1794 t

W.F.U:

Written off by Luftforsvaret 11.01.68



History

Otter 423 was delivered to the Royal Norwegian Air Force on 17 November 1961 with serial 61-423, taken from its year of delivery and constructor's number. The contract price was CAD\$134,512 including amphibious floats. The Otter was crated at Downsview and shipped to Norway, arriving in Oslo Harbour 11 December 1961. It was taken to Fornebu Airport, Oslo where it was re-assembled by Widerøes Flyverksted and then accepted by the Air Force on 13 December. Its total time was one hour fifteen minutes, which had been its test flight at Downsview.

The Otter was initially assigned to Gardermoen Air Base, Oslo. On 22 February 1962 it was assigned to 7193 Stotteving (7193 Support Flight), code O-AK, and flew north to its new base at Bodø Air Base in northern Norway. It was only there for a few weeks when on 13 March 1962 it left Bodø on amphibious floats for a very long trip indeed. Routing was Bodø-Orland-Oslo (Fornebu)-Skrydstrup-Sylt-Wiesbaden, West Germany where it arrived on 16 March and was immediately put into a hangar and dis-assembled, ready to be air-freighted to the United States.

The United States Air Force (USAF) had a programme known as "Big Safari", a covert operation to modify aircraft for intelligence gathering during the Cold War years. Most of the aircraft modified were USAF's own aircraft, but occasionally "Big Safari" would modify an aircraft for a foreign government, when the USAF could benefit from the intelligence or to thank the foreign government for its support. In this case the USAF owed a favour to the Norwegian government for its support of clandestine U-2 flights based out of Bodø during 1958 / 1960. They agreed as a quid pro quo to modify Otter 423 for the Norwegians.

The contractor to carry out the work was the Special Projects Division of General Dynamics Convair, based at Fort Worth, Texas. The Royal Norwegian Air Force had originally wanted the modifications carried out while the Otter was on the production line at Downsview. The work however was too secret for this to be done, and instead a deal was worked out that "Big Safari" take control of the project after the Otter had been delivered to Norway, and then transport the Otter to Texas. The project was designated CALL 108 and given the programme name "Long Sam". The logistics of all this became a labyrinth of bureaucracy beyond Big Safari's previous experience. The State Department had to become involved to assist Big Safari with the legal maze of transporting the Otter to Texas and returning it to Europe.

Having arrived at the USAF base at Wiesbaden, the Otter was then flown on board a USAF C-124 Globemaster to Fort Worth, where on 1 April 1962 work started on modifying Otter 423. General Dynamics installed a modified version of the KA-2 camera with a forty inch focal length and a KC-1 mapping camera. This equipment was readily removable and designed to be undetectable when in use on covert operations. The work had been completed by 15 May 1962 after which the Otter was flown back to Wiesbaden and re-assembled. It made a test flight there on 19 May and remained at Wiesbaden for three weeks, taking part in a NATO exercise including night flying. On 12 June 1962 it left Wiesbaden to return home, routing first to Rhein-Main



Air Base-Schleswig-Rygge-Oslo (Fornebu)-Bergen-Orland and back to base at Bodø, where it arrived 14 June and re-joined 7193 Support Flight. It would remain based at Bodø with the Flight for the next few years.

In January 1964 it returned to the Widerøes maintenance facility at Fornebu for overhaul, after which it returned to Bodø. It again visited Fornebu for overhaul during November / December 1965. On 1 January 1966 719 Squadron was officially established at Bodø, taking over from the Support Flight, all of whose Otters were transferred to the new Squadron, including 423. On 22 December 1966 the Otter made its first flight with its new squadron code of XJ-X. It continued to fly for 719 Squadron at Bodø until 11 January 1968 when it arrived at Vaernes Air Base in company with Otter XJ-T (53-29) and was struck off charge. Otter 423 had flown 1,794 hours in the service of the Royal Norwegian Air Force. It was entrusted to Halle & Peterson, Oslo, the DHC representative in Norway, for sale.

Three of the former Norwegian Air Force Otters were sold to Thomas Lamb Airways Ltd., of The Pas, Manitoba in April 1968, serial 29 which was allocated marks CF-XJM, serial 423 which became CF-XIL and serial 441 which became CF-CDL. The purchase price was \$30,000 a piece and at the time of the sale all three Otters were located at Vaernes Air Base, Trondheim on amphibious floats. Thomas Lamb Airways (later re-named Lambair) were responsible for returning many Otters back to Canada from foreign parts and arranged for ferry pilots to fly the three Otters back to Canada. A ferry permit was issued for the delivery flight from Vaernes Air Base, Norway to The Pas, Manitoba.

The three Otters set off in formation, flying first to Oslo-Copenhagen-Rotterdam-Soesterberg Air Base-Manchester (parked on the Fairey Aviation ramp) and then on to Shannon in Ireland where they arrived on 25 April 1968. They certainly presented a magnificent spectacle on arrival, still in full Norwegian Air Force scheme of natural metal with day-glo. At Shannon ferry tanks were installed in the Shannon Repair Services hangar. The three Otter formation departed Shannon on 4 May headed north for Prestwick, Scotland, then routing onwards to Stornoway-Reykjavik-Angmagssalik-Julianhab-Goose Bay-Sudbury (Ontario) to The Pas. The flight was reported as uneventful (if crossing 2,500 miles of North Atlantic in an ageing, single-engined aircraft can be considered uneventful) and the three Otters having arrived at The Pas were overhauled and made ready for service. Otter 423 was formally registered to Thomas Lamb Airways on 18 June 1968 as CF-XIL.

The Otter flew for Thomas Lamb Airways (named Lambair in December 1968) until sold to A.Fecteau Transport Aerien Ltée of Senneterre, Québec on 16 February 1972, registered to its new owner on 13 March 1972. It continued in service in Québec, one of Fecteau's large fleet of Otters, until destroyed in a crash on 1 September 1975. The Otter was en route from Lac Cormeir to Lac Francine, near Havre St.Pierre. It crashed into a hill near the Romaine River due to engine failure. The pilot (Frank Kelner) received serious injuries. A crewman and two passengers were killed. The engine quit suddenly while the aircraft was in the cruise and the Otter crashed into trees sixty feet short of the river chosen by the pilot for a forced landing. The Otter was destroyed. Whatever clandestine activities it had undertaken while in military service in Norway with its top secret modifications, it took its secrets to the grave.

Ser.nr: 60-441

Code: OA-L, JT-S

Flown by RNoAF: 1275 t

W.F.U:

Written off by Luftforsvaret 15.11.67





History

Otter 441 was delivered to the Royal Norwegian Air Force on 28th January 1964 with serial 64- 441, taken from its year of delivery and constructor's number. It was crated and shipped to Norway, arriving in Oslo Harbour 2nd March 1964. It was taken to Kjeller Air Force Base where it was re- assembled, and accepted by the Air Force, and allocated code O-AL. On 9th June 1964 it was assigned to 7192 Stotteving (7192nd Support Flight) at Orland Air Force Base on amphibious floats. It was to serve the entire of its military career at Orland. In March 1966 it went to Kjeller Air Base for overhaul, returning to Orland. 7192nd Support Flight became 720 Squadron, and on 25th January 1967 the Otter received code JT-S. It remained based at Orland with Detachment D of 720th Squadron until 9th October 1967 when it was taken out of service. On 15th November 1967 it was struck off charge, having flown a total of 1,257 hours in the service of the Royal Norwegian Air Force, and was entrusted to Halle & Peterson of Oslo, the DHC agents in Norway, for disposal.

Three of the former Norwegian Air Force Otters were sold to Thomas Lamb Airways Ltd., of The Pas, Manitoba in April 1968, number 29, which was allocated marks CF-XJM, number 423 which became CF-XIL and number 441 which became CF-CDL. This was the second use of the marks CF-CDL, which had initially been used for Otter 433 which had been destroyed in a crash on 14th February 1968. The purchase price was \$30,000 a piece for each of the three Otters and at the time of the sale all three were located at Vaernes Air Base, Trondheim on amphibious floats. Thomas Lamb Airways (later re-named Lambair) were responsible for returning many Otters back to Canada from foreign parts, and arranged for ferry pilots to fly the three Otters back to Canada. A ferry permit was issued for the delivery flight from Vaernes Air Base to The Pas. The three Otters set off in formation, flying first to Rotterdam in Holland (also noted at Soesterberg Air Base nearby on 22nd April), then to Manchester, England and on to Shannon in Ireland, where they arrived on 25th April 1968. At Shannon, ferry tanks were installed in the Shannon Repair Services hangar for the ocean crossing. The three-Otter formation departed Shannon on 4th May for Prestwick, Scotland and on to Stornoway before setting off across the Atlantic via Iceland and Greenland to Goose Bay. The three Otters arrived at The Pas, Manitoba where they were overhauled and entered service with Lambair.

In February 1972 CF-CDL was sold to A. Fecteau Transport Aérien of Senneterre, Québec. It met with an accident at Lac Goulde, Quebec on 25th June 1975 while operating on floats, referred to in the accident report as "engine failure on climb out" and was substantially damaged. After repair, it was returned to service, the company name being changed to Air Fecteau Ltée., and the registration to C-FCDL. It suffered another incident at Lac Canusio, Québec on 9th March 1981. After landing on the frozen lake, on which the ice was only one and a half inches thick, the pilot had unloaded five 45 gallon fuel drums, by pushing them out of the cargo door and allowing them to free fall to the ice, which weakened it. While taxiing away from the unloading area for take-off, the Otter broke through the ice and was partially submerged. It was again repaired and returned to service.

Air Fecteau Ltée., merged into Propair Inc., to whom C-FCDL was registered. On 7th March 1984, a precautionary landing after propeller failure is recorded at LG-2 in northern Québec. In July 1986 the Otter was sold to Cargair Ltée., based at St.Michel-des-Saintes, Québec. It continued flying for Cargair until it was destroyed in a crash on 27th May 1991, twenty five miles north of its base at St.Michel-des-Saintes. In the cruise, the Otter struck trees in IMC conditions, crashed and burned. One of the two occupants sadly was killed and the other seriously injured. The Otter was destroyed.



Bilder



Foto: Forsvaret

de Havilland DHC-3 Otter, O-AB, serie nr. 53-18 slik som flyet så ut rett etter levering



Foto: OM

de Havilland DHC-3 Otter, O-AB, serie nr. 53-18 på Rygge Her med Flottører og Day Glo Orange maling



Foto: OM

de Havilland DHC-3 Otter, O-AB, serie nr. 53-18 sammens med O-AF. legg merke til fargeforskjellen på Day Glo Orange fargen. O-AF ser mer Arctic Red ut



de Havilland DHC-3 Otter, O-AC, serie nr. 53-20 slik som flyet så ut rett etter levering. Her påmontert ski understell



Ukjent Havilland DHC-3 Otter. Her med ski understell



Et relativt dårlig bilde av de Havilland DHC-3 Otter, O-AC, serie nr. 53-20



Ett relativt dårlig bilde av de Havilland DHC-3 Otter, O-AD med motorvarmer



Foto: OM

de Havilland DHC-3 Otter, O-AD, serie nr. 53-21. Her med ski understell og Day Glo Orange maling



de Havilland DHC-3 Otter, O-AD, serie nr. 53-21. Her med ski understell og Day Glo Orange maling



de Havilland DHC-3 Otter, O-AD, serie nr. 53-21 utenfor Bodø. Merk forskjellen på Day Glo Orange feltet på halen med forrige bilde. Dette mønsteret her er antagelig en tidlig versjon



Foto: OM

de Havilland DHC-3 Otter, O-AE, serie nr. 53-29. Her med flottører og Day Glo Orange maling



de Havilland DHC-3 Otter, O-AE, serie nr. 53-29. Her med flottører og Day Glo Orange maling. Merk forskjellen på Day Glo Orange feltet på halen med forrige bilde. Samt forskjellen på bokstav sammensetningen



de Havilland DHC-3 Otter, O-AH, serie nr. 60-395

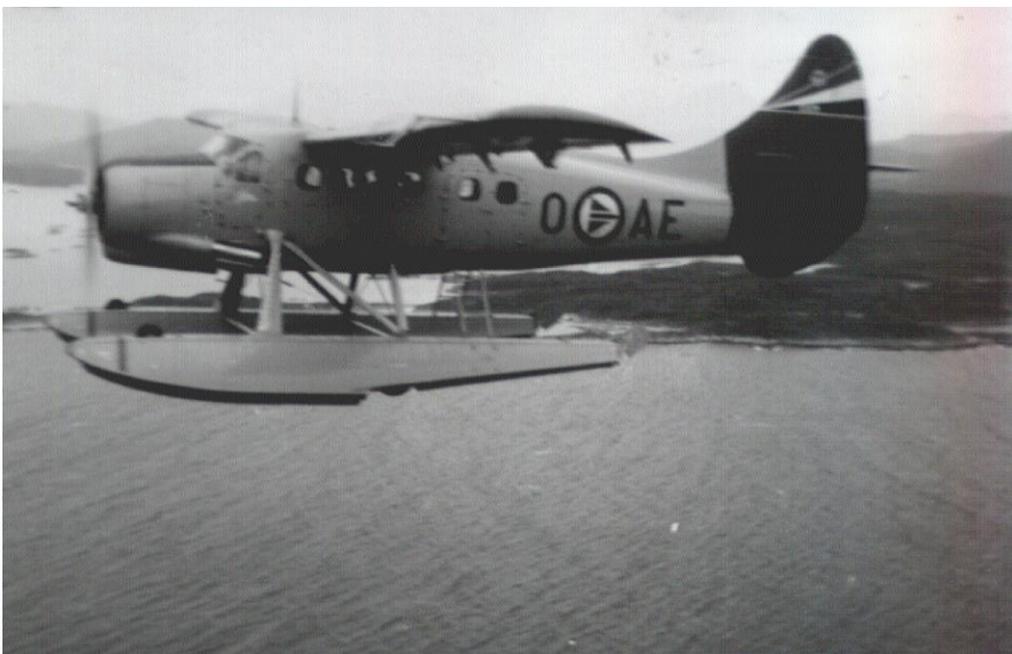


Foto: GN

de Havilland DHC-3 Otter, O-AE, serie nr. 53-29. Her med flottører og Day Glo Orange maling. Merk forskjellen på Day Glo Orange feltet på halen med forrige bilde. Samt forskjellen på bokstav sammensetningen



de Havilland DHC-3 Otter, O-AE, serie nr. 53-29. Her med flottører og Day Glo Orange maling



de Havilland DHC-3 Otter, O-AF, serie nr. 53-30 slik som flyet så ut rett etter levering



de Havilland DHC-3 Otter, O-AF, serie nr. 53-30. Her under operasjon Pingvin i Antarktika. Arctic Red maling påført



de Havilland DHC-3 Otter, O-AF, serie nr. 53-30 sammens med O-AG under operasjon Pingvin



de Havilland DHC-3 Otter, O-AF, serie nr. 53-30 sammens med O-AG under operasjon Pingvin



Tidlig bilde av de Havilland DHC-3 Otter, O-AF, serie nr. 53-30. Bilde er tatt på Tyn under treningen til operasjon Pingvin. Her med ski



de Havilland DHC-3 Otter, O-AF, serie nr. 53-30 en tid etter operasjon Pingvin



Foto: BG

de Havilland DHC-3 Otter, O-AG, serie nr. 53-31.



Foto: BG

de Havilland DHC-3 Otter, O-AG serie nr. 53-31. Her med flottører



Foto: BG

de Havilland DHC-3 Otter, O-AG, serie nr. 53-31. Her med rød stripe



Foto: BG

de Havilland DHC-3 Otter, O-AG, serie nr. 53-31. Her med rød stripe



de Havilland DHC-3 Otter, O-AG, serie nr. 53-31 på Skattøra. Her med rød stripe



de Havilland DHC-3 Otter, O-AG, serie nr. 53-31. Her med rød stripe



de Havilland DHC-3 Otter, O-AG, serie nr. 53-31.



de Havilland DHC-3 Otter, O-AH, serie nr. 60-395. Sannsynligvis rett etter flyet er tatt opp av vannet etter havariet



de Havilland DHC-3 Otter, O-AH, serie nr. 60-395 mens flyet blir tatt opp av vannet etter havariet



de Havilland DHC-3 Otter, O-AE serie nr. 53-29



de Havilland DHC-3 Otter, O-AK serie nr. 61-423. Flyet har to pitot rør. En på hver vinge. Flyet ble mye brukt av etterretningstjenesten



de Havilland DHC-3 Otter, O-AK serie nr. 61-423.



de Havilland DHC-3 Otter, O-AL serie nr. 64-441.



de Havilland DHC-3 Otter, XJ-T serie nr. 53-29.



de Havilland DHC-3 Otter, XJ-U serie nr. 53-31 på Fornebu.



de Havilland DHC-3 Otter, O-AF, serie nr. 53-30



de Havilland DHC-3 Otter, O-AK serie nr. 61-423



de Havilland DHC-3 Otter, O-AF, serie nr. 53-30



Ukjent de Havilland DHC-3 Otter



Ukjent de Havilland DHC-3 Otter på Bardufoss



Ukjent de Havilland DHC-3 Otter på Nedrevann



Ukjent de Havilland DHC-3 Otter



Ukjent de Havilland DHC-3 Otter



Ukjent de Havilland DHC-3 Otter



Ukjent de Havilland DHC-3 Otter



Ukjent de Havilland DHC-3 Otter



Ukjent de Havilland DHC-3 Otter



de Havilland DHC-3 Otter, O-AF, serie nr. 53-30



Ukjent de Havilland DHC-3 Otter



de Havilland DHC-3 Otter, 303 serie nr. 53-20 i Kongo



de Havilland DHC-3 Otter, 303 serie nr. 53-20 og 304 serie nr: 53-21 i Kongo



de Havilland DHC-3 Otter, 304 serie nr: 53-21 under utlastning i Kongo



de Havilland DHC-3 Otter, 303 serie nr. 53-20 i Kongo rett etter det ble overmalt en natt av fremmede

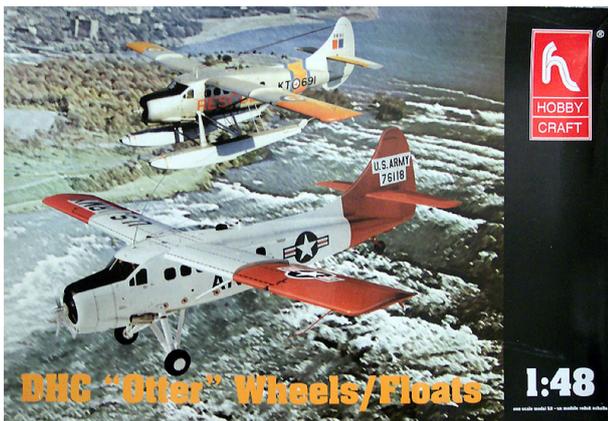


Modeller

DHC-3 finnes i både 1/72 og 1/48 skala. Hobbycraft har laget begge disse modellene



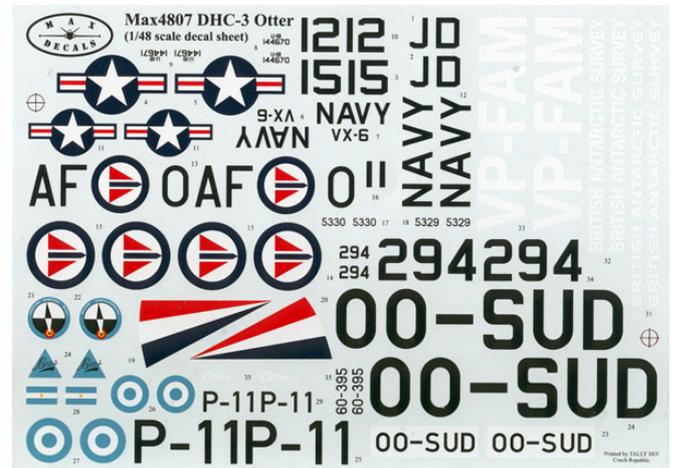
Det finnes forskjellige esker med forskjellige bilder. Men alle har samme innhold



Modellen har fin form og brukbare detaljer. Men er preget av at de er noen år gamle. Modellen inneholder både hjul, ski og flottører. Men ikke den typen flottører med hjul som Luftforsvaret brukte. Da må man konvertere settet.

Modllene kan være vanskelig å få fatt i da de er gått ut av produksjon

Det finnes to norsk relaterte decaler til dette flyet Ene er Max Decals i 1/72 og 1/48 for flyet O-AF i Antarktis og O-AE. (1/48 bare O-AF)



Det andre er et gammelt Vingtor decal 72-005 som har decaler for de to flyene som ble brukt i Kongo



Ferdig bygget 1/72 modell med Max Decaler

