



DHC-3 Single Otter

CUSTOM PART MANUFACTURING

Wing corrugations, ribs, spars

- Our PDA (PDA07-4) allows us to manufacture over 100 parts for the DHC-3 wing, including all corrugations, the entire rear spar and spar cap assembly, the outboard 2 sections of the main spar, the nose spar lug plates all ribs except the shroud ribs
- Approved in Canada and USA

MODIFICATIONS AND PARTS

Steel float strut

- Canadian STC 96-4, US STC SA00651NY
- Made from hardened 4130 steel (only 5 lbs heavier than the original)
- Less prone to cracking than the cast aluminum originals, tougher and are also repairable
- For use on 7170 and 8100 floats

Water Rudder Pull-Up

- Canadian STC SA16-65, FAA familiarization underway
- Improved ergonomics - relocates pull-up from behind pilot to floor. Reduces repetitive stress injury.

CABIN MODIFICATIONS

Cabin door latch replacement

- Canadian STC SA14-84, FAA familiarization underway
- Replaces Adams Rite latches that are no longer manufactured or supported
- Safety increased as inadvertent door openings are prevented
- Operation of the door unchanged from the perspective of the passenger, therefore no change to the emergency egress of the aircraft. Similar DHC-6 latches have functioned reliably for decades.

Otter 15 seat configuration

- Canadian STC SA05-114 (not approved in the US)
- Generally run 14 seats, allowing for 4 more passengers than the unmodified aircraft. Aircraft must be modified by Harbour Air Aerospace Services.

Otter Panavue window conversion

- Canadian STC SA06-83 (not approved in the US)
- The modification combines 8 small windows (four on each side of the aircraft) into 4 large windows. In addition, 2 windows on each side of the aircraft are enlarged and one window is added
- Allows for a brighter cabin interior and offers passengers a much improved viewing experience

DHC-3 Single Otter

9,000 LB UPGROSSING Converts 7,967 lb DHC-3 aircraft to 9,000 lbs gross

Complete 9,000 lb kit

- Canadian STC SA07-121, US STC SA02735NY
- Includes new wingstruts, fuselage and wing modifications
- Structural modifications to the aircraft allow operation at an increased maximum gross weight (GW) of 9000 lbs. When accompanied by an approved float installation (attach gear) and approved floats (minimum displacement 8100 lbs), improves efficiency and utility of the DHC-3 floatplane.
- PT6 engine only

9,000 lb wingstruts only

- Canadian STC 08-47, US STC SA02711NY
- Similar to the OEM design
- Direct replacement for operators of any configuration of DHC-3 floatplane

8100 float modification

- Canadian STC SF02-1, US STC SQ01825NY
- The 8100-200 float is an Edo 55-7170A or 56-7850A float that is stretched, increasing the max displacement to 8100 lbs.
- 7490 floats can also be done under STC SA08-79 (Canadian approval only)
- Approved for Otters with R1340, PT6, Garrett or PZL engines

8100 float installation

- Canadian STC SA06-42, US STC SA02343NY
- Incorporates 7170 attach gear that has been modified to meet the increased strength requirements

DHC-2 Beaver MODIFICATIONS AND PARTS

Beaver float luggage hatch

- Canadian STC SF97-1, US STC SQ00859NY (to modify the float)
- Canadian STC SA97-27, US STC SA00834NY (to install on the aircraft)
- Both STC's are included in the package
- Allows for the carriage of 50 lbs of cargo in a float locker located between float bulkheads 5 and 6, or just aft of the forward strut pickup.
- Approved for both 4580 and 4930 float models

Stainless steel water rudder post

- Canadian STC SF95-2
- US STC SQ00664NY
- Replacement water rudder post with stainless steel instead of aluminum



Engineered Corrugations

Harbour Air Aerospace Services has engineered a solution to the aging wing corrugations in the de Havilland DHC-3 Single Otter. Our corrugations mate with the original de Havilland corrugates and provide many benefits to operators. Cost saving are realized over OEM corrugations. Please contact us today for pricing and availability.

Component details

- PDA07-4
- Transport Canada and FAA approved
- 2024 T3 Aluminum
- OEM integration
- Tested for 9000 lb configuration
- New profile for better fitment

Benefits

- Integrates easily with original de Havilland corrugates for easy repairs
- Economical MFG process enables value to be passed on to operators
- Re-engineered profile has an increased surface mounting area for improved fastener to surface contact & fit

For more information or to purchase, please contact Harbour Air Aerospace Services part sales: 604.233.3521 or partsales@harbourair.com

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