

DASH 7 ARRIVES ON THE STOL SCENE

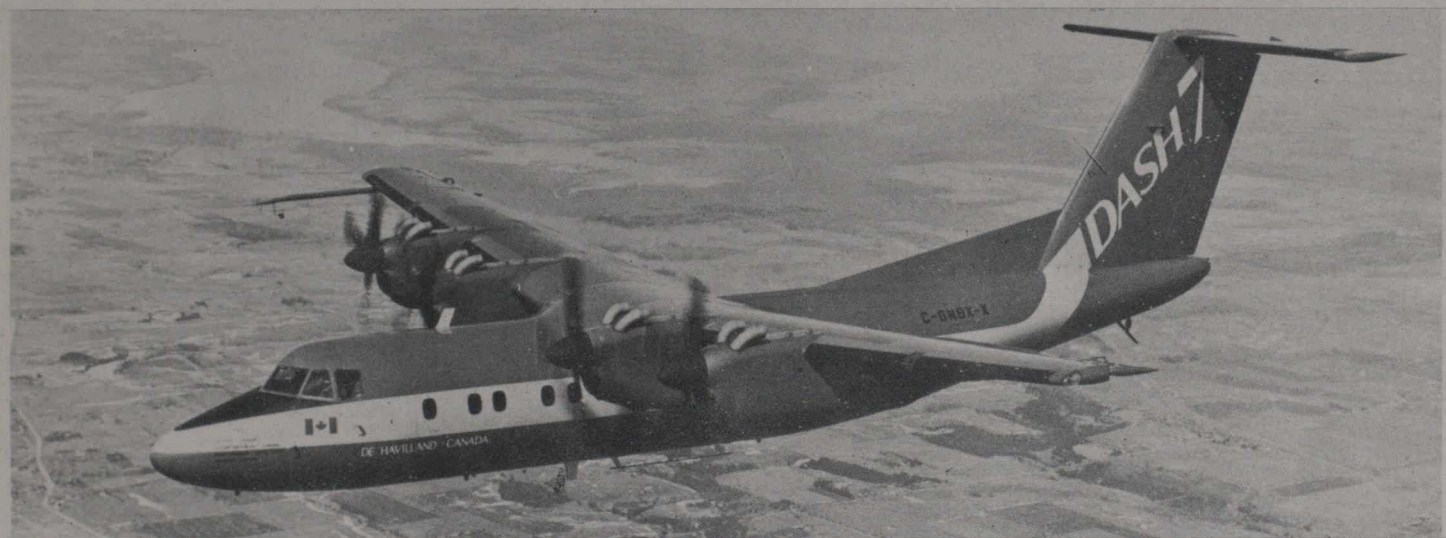
At 12 : 30 in the afternoon of March 27, this year, the de Havilland Aircraft of Canada's DASH 7 'Quiet STOL Airliner' became airborne for the first time. The Dash 7 is a quieter and bigger aircraft in the STOL System.

All in attendance at the historic event were amazed at the quietness of the aircraft as it took off and became inaudible even before it had left the periphery of the airport. Captain Robert H. Fowler, Chief Experimental Test Pilot on the DASH 7 program, made the following comments on the two hour and ten minute first flight : "Everything on the first flight went very much as expected and with no problems. The excellent cockpit view combined with the low noise and vibration levels made the flight additionally enjoyable. It is the smoothest, quietest, airframe and engine combination that I have

ever flown."

The DASH 7 has been under development at deHavilland since 1972 and represents Canada's entry into the world transport airplane market. Powered by four PT6A-50 turbine engines built by United Aircraft of Canada Limited, Montreal, the DASH 7 is capable of carrying 50 passengers, while operating from runways as short as 2,000 feet. A second pre-production DASH 7 will also undergo tests. Both aircraft will be engaged in the extensive flight test program leading to FAR25 type certification of the DASH 7 in 1976.

The STOL (short field take-off and landing) aircraft is being marketed worldwide with the Boeing Commercial Airplane Company and eleven DASH 7 'Quiet STOL Airliners' have been sold to date.



and recreational travel.

People like the uncomplicated service, the 100-foot walk from STOLmobile to the plane waiting on the tarmac, the check-in at the bright spacious terminal 15 minutes before flight time, and the computer-style ticket filled out in seconds. Upon arrival, no congestion, no lost luggage. Moreover, STOL cabins have all the comforts of conventional aircraft.

Cruising along at 200 miles an hour at an altitude varying between 3,000 and 7,000 feet, passengers delightfully count horses below : "STOL has put the fun back into flying," says a much-travelled executive.

Passengers also enjoy the intimacy of the open-door cockpit and the captain's explanation of the computerized navigation system and the precision approach-aid equipment which is as modern as the 747 Jumbo Jet's.

The smooth steep take-off and landing at speeds comparable to a car on a highway is to be seen to be believed.

STOL aircraft use runways of 2,000 feet (or less), compared with the one to two-mile runways required by jets. In the spectacular landing, a CO-SCAN Microwave Landing system guides the plane into the runway at an angle of 6 to 9 degrees, compared to the 3 degrees of conventional instrument landings.

Yet the engine cannot be heard above normal highway traffic. An Ottawa businessman, a frequent STOL-passenger, lives in the Rockcliffe area where the STOL-port is, but says : "I can honestly say I have never heard one of the planes."

The STOL aircraft is nothing if not versatile. The Twin Otter adapts to a wide variety of transportation tasks in the airline commuter industry, oil exploration, geophysical survey, cargo hauling, corporate transportation, fire-bombing and military requirements ; there are over 420 Twin Otters operating in 50 countries today.

