

A close-up photograph of a brown leather bomber jacket. The jacket features a thick, light-brown shearling collar that is turned up. A metal winged pilot patch is visible on the left chest. The jacket has a central zipper placket and a leather strap on the right side. The background is a solid orange color.

**TRY A LEGEND ON FOR SIZE.**

**VIKING**





# TURBOBEAVER

Whenever pilots get together, the talk inevitably turns to a discussion of their favorite aircraft. Opinions differ. But one aircraft is referred to again and again in almost reverential terms.

One aircraft that has stood the test of time. One aircraft that has met the challenge in the most demanding locations and flying conditions. Day in and day out. For more than 30 years.

That aircraft is the legendary de Havilland Beaver. A legend that carries with it a hard earned reputation as one of the most practical, versatile, rugged and reliable aircraft in the air today.



The last Beaver rolled out of the de Havilland hanger in 1967, but the legend didn't end there. Since 1983, we've been the exclusive world-wide manufacturer and distributor of de Havilland recognized parts for the DHC-2 Beaver.

At Viking, we're single-mindedly committed to improving and modernizing the DHC-2 Beaver into a logical first choice aircraft for both commercial and private operations. It's a commitment that has earned us worldwide recognition as the experts on the Beaver aircraft. So much so, in fact, that almost 90 per cent of the current Turbo Beaver fleet have been through our Victoria facilities at one time or another.







## HOW DO YOU IMPROVE ON A LEGEND?

Improving on a legend is no small task. De Havilland's Turbo-Beaver was the last of the single-engine utility aircraft to be developed by the respected Canadian manufacturer, already known for its leadership in short-field air transport. Before production ended in 1967, de Havilland had already produced 60 Turbo-Beaver aircraft utilizing the PT6 engine.

The turbine, with its cold starting ability, smoothness, reduced engine and airframe maintenance, is the first choice of thousands of operators around the globe. In fact, a growing number of companies who hire aircraft services will accept nothing less than the proven safety and reliability of the PT6 turbine engine.

Today, we specialize in the conversion of the Piston Beaver into the Turbo-Beaver. And because our conversion process uses original production tooling, a Viking converted Turbo-Beaver is identical in every way to the de Havilland factory original. What's more, our conversions are de Havilland factory approved and supported, and all modifications have been certified by both Transport Canada and the FAA.



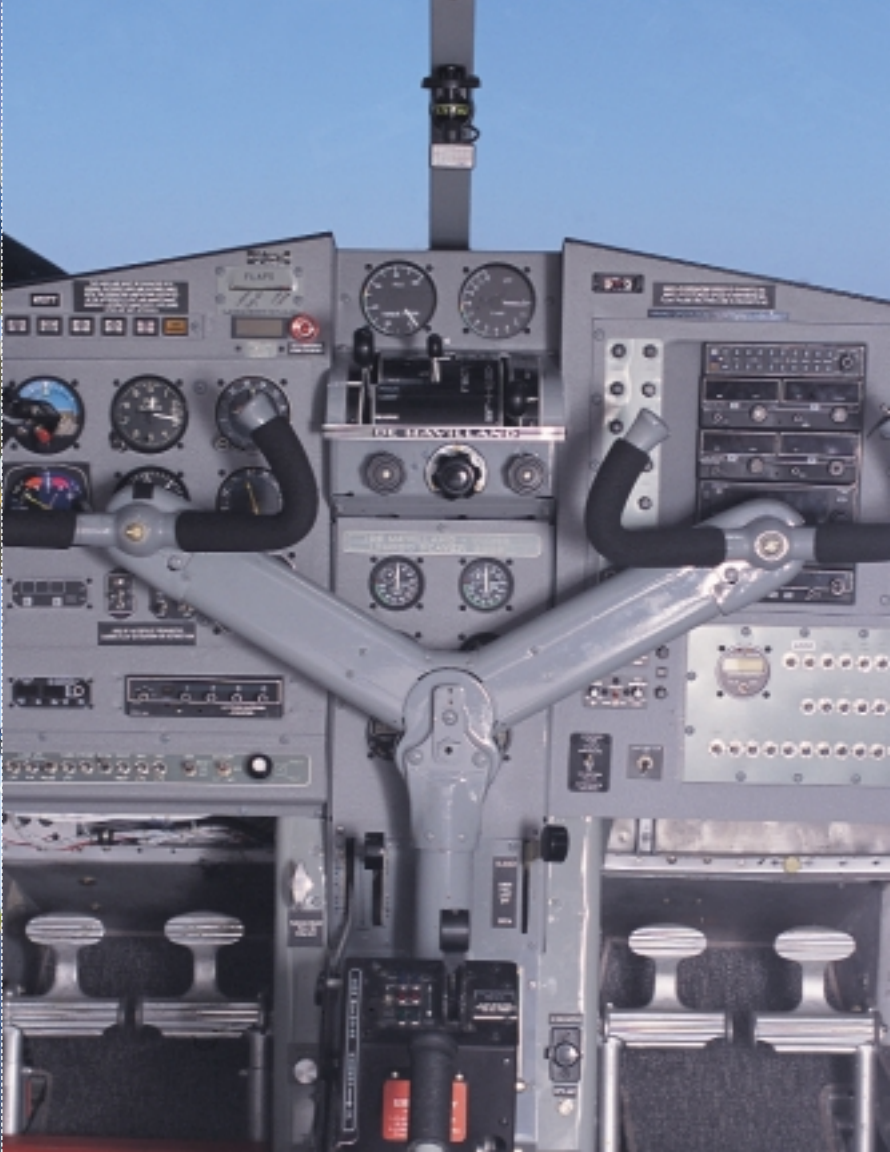


# THE LEGEND CONTINUES.

The heart of our Turbo-Beaver is of course the PT6 engine, but our improvements extend all the way from the leading edge to the tail. A Viking Turbo-Beaver is in essence an all-new aircraft with more power, better all-around performance, a longer cabin and larger payload than the original.

## **Just some of the major modifications include:**

- › Installation of a new Pratt & Whitney PT6A-27 or -34 engine equipped to our requirements. The engines are supplied with full factory warranties and supported at any P&W Service Centre worldwide.
- › Installation of a larger three-blade Hartzell "paddle" prop for increased takeoff thrust.
- › Increase of aircraft gross weight from 5,370 lbs. to 6,000 lbs. offering significant increased payload flexibility.
- › Modern cargo track kits available that allow for secure transportation of cabin cargo.
- › Extended cabin kit increases cubic volume in the cabin. An optional "Alaska Door" is also available to provide cabin access for large items.
- › Modernized instrument panel allows for the installation of a wider selection of state-of-the-art avionics.
- › Custom interiors range from utility to full leather, using materials that comply with the latest regulations.
- › Electrical systems upgrades meet today's certification requirements and provide durable systems to support rapidly advancing avionics requirements.
- › Improved fuel system utilizes a current production fuel filter; boosts pumps and fuel cells in all tanks. All fuel located in the belly, requiring no climbing up on to the wing to refuel.



## ORDER YOUR LEGEND À LA CARTE.

- › **Landplane**
- › **Seaplane**
- › **Skiplane** (with or without wheels)
- › **Amphibian**







## **MAINTAINING A LEGEND. WE KEEP THEM FLYING.**

The Canadian Pratt & Whitney Turbine engine has been designed to meet the requirements of aircraft operating from unimproved airfields, with only rudimentary support facilities. The normal running maintenance requirements of the engine are minimal and do not necessitate the use of any special tools or fittings. Both fuel and oil filters have disposable paper elements. The complete compressor turbine unit is constructed of steel for maximum durability. Throughout the entire Turbo-Beaver design, the foremost consideration has been given to accessibility, ease of maintenance and reliability.

And our spares support is unrivalled. After all, we've been de Havilland's exclusive provider of factory new parts since 1983. We currently maintain over \$1 million worth of certified spares for the Beaver, Turbo Beaver and Single Otter aircraft, all backed up by a 24/7 AOG hotline to keep downtime to a minimum.



**Wingspan:** 48’ (Tip to Tip)  
**Length:** 35’ (Propeller to Tail)  
**Height:** 17’ (Tail to Ground)

**Features:**

- 1. Larger tail for increased rudder authority
- 2. Elevator finlets for more effective directional control
- 3. 9 cu.ft. of float storage
- 4. Fuel caps updated to jet fuel configuration. Convenient belly fueling.
- 5. Standard 3 blade Hartzell reversible prop or optional paddle prop for improved take-off thrust
- 6. de Havilland designed wing fences for better STOL performance
- 7. Greater visibility for pilot and co-pilot
- 8. Dual landing lights
- 9. Cabin extension adds 29 cu.ft. Alaska Door optional for large payload items.
- 10. Flow generators for increased aileron effectiveness
- 11. Custom designed exhaust for Turbo Beaver

*Flight test data compiled at 6000 lbs. at a pressure altitude of 2000 ft. under ISA conditions.  
Individual aircraft performance will vary and atmospheric conditions will affect flight performance.*

**Performance:** *(with Wipaire 6100 Amphib floats)*

Engine:	PT6A-27/-28,-34	
Take Off Power:	680 HP	
Gross Weight:	6000 lbs	
Seats:	Standard:	8 +pilot
	Optional:	10 +pilot
Fuel Capacity:	186 gallons (U.S.)	
Range: (statute miles)	604 SM	
Max. Endurance:	5.98 hours	
Useful Load:	Landplane:	2973 lbs
	Amphibious:	2100 lbs
Vne:	Landplane:	176 mph
	Amphibious:	160 mph
Vno:	141 mph	
Take Off Distance	Land:	1026 ft
	Water:	1830 ft
Over 50' Obstacle: (water)	2085 ft	
Rate of Climb: (feet per minute)	1425 fpm	

VIKING





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