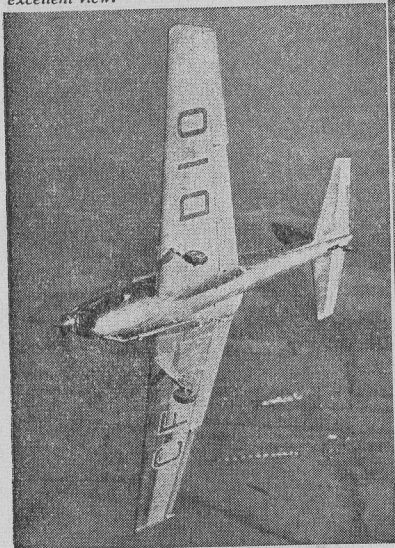
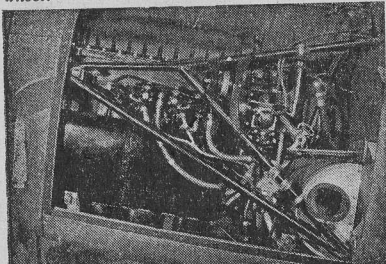


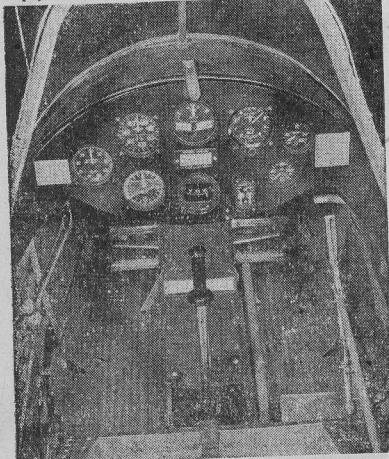
The Chipmunk is fully aerobatic and has fine handling qualities. The pupil has an excellent view.



The cowling is hinged along the centre line. The undercarriage has wide track, wheel brakes, tail wheel.



The installation of the world-famous de Havilland Gipsy Major engine is simple, robust, accessible.



The pupil normally sits in the front cockpit. The layout of controls and instruments is orthodox and practical.



The de Havilland

CHIPMUNK

DHC 1

The new primary trainer for military and naval and civil schools. Backed by de Havilland representation and service facilities all over the world.

Metal construction, Gipsy Major engine.	248 yds.
Take-off to 50 ft., 15.24 m., in still air	1,000 ft./min.,
Rate of climb at sea level	124 m.p.h.,
Cruising speed	43 m.p.h.,
Stalling speed, flaps down	19,000 ft.,
Service ceiling	21,200 ft.,
Absolute ceiling	3-9 hours
Endurance at cruising speed	485 miles.
Range, in still air	6-4 g./hr.
Consumption at cruising speed	...
19-4 air miles per Imperial gallon	1,174-0 lb.,
Tare weight	180-0 lb.,
Fuel, 25 Imp. gal., 114 litres	22-5 lb.,
Oil, 2-5 Imp. gal., 11,4 litres	380-0 lb.,
2 Crew with parachutes,	43-5 lb.,
Miscellaneous
Normal all-up weight	1,800-0 lb.,
(basis for performance data)	1,900-0 lb.,
Stressed for aerobatics up to	10-4 lb./sq. ft.,
Wing loading at 1,800 lb.	12-9 lb./b.h.p.,
Power loading at 1,800 lb.
Engine starter (20 lb., 9,07 kg., extra) can be fitted.	...

THE DE HAVILLAND AIRCRAFT
OF CANADA LIMITED

Toronto



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