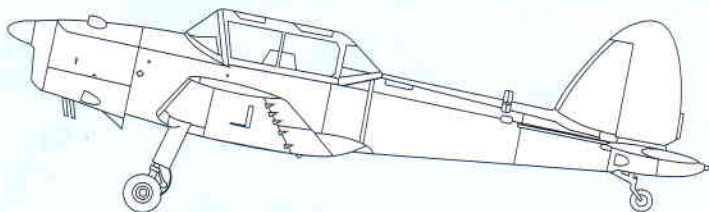


DHC Chipmunk

T.10/T.20/T.30/T.10 w/Lycoming



History in brief

United Kingdom

The RAF received 735 Chipmunks, designated de Havilland Chipmunk T.10, manufactured in the UK by the de Havilland parent company to Air Ministry specification 8/48 as a Tiger Moth replacement. Production began at the DH Hatfield factory but soon transferred to their plant at Hawarden Airport, Broughton near Chester. They initially served with Reserve Flying Squadrons (RFS) of the RAF Volunteer Reserve (VR) as well as the University Air Squadrons. Chipmunks were pressed into service in Cyprus on internal security flights during the conflict in 1958. Eight disassembled aircraft were flown out in the holds of Blackburn Beverley transports. After reassembly, they operated as 114 Squadron for some months into 1959. From 1956 to 1990 the Chipmunks of the RAF Gatow Station Flight were used for covert reconnaissance by BRIXMIS over the Berlin area. Chipmunk T.10s were also used by the Army Air Corps and Fleet Air Arm for primary training.

Chipmunks remained in service with ATC Air Experience Flights until 1996 (the final AEF to use the Chipmunk was No. 10 Air Experience Flight, RAF Woodvale) when they were replaced by the Scottish Aviation Bulldog. The last Chipmunks in military service are still operated by the British historic flights – the RAF Battle of Britain Memorial Flight (including one of the Gatow aircraft), the Royal Navy and Army historic flights, to keep their pilots current on tailwheel aircraft. The cockpit sections of some former RAF Chipmunks have been used as ground training aids. These are colloquially known as "Chippax" trainers.

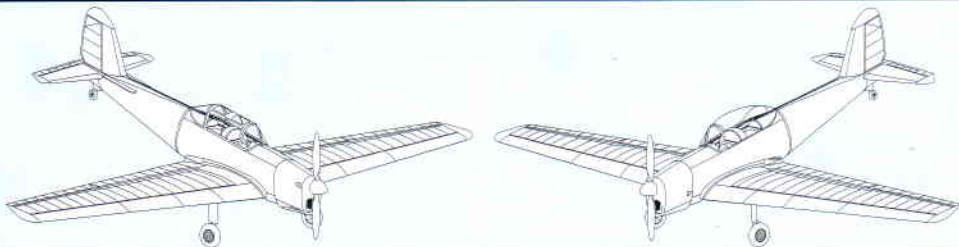
Canada

The RCAF accepted its first DHC-1 Chipmunks in 1948, as the first of a long production run of the 217 Chipmunks made in Canada. The Chipmunk was the first Canadian-designed aircraft to be made abroad under licence, with the majority of the home-grown production destined for the RCAF, but Canadian Chipmunks were also sent to Egypt, Lebanon and Thailand.

Of the 113 in RCAF service, 79 Chipmunks were assigned as ab initio trainers with 34 assigned to flying clubs for use in refresher training for RCAF Reserve pilots. The last example remained in service as a CF trainer until 1972, three years after unification in 1968. The Chipmunk's long service was due, in part, to its fully aerobatic capabilities and superb flying characteristics, which made it a delight to fly. It is also a mechanically sound aircraft and, consequently, many ex-RCAF Chipmunks are still operational around the world.

Production

Downsview built 217 Chipmunks, the last in 1956. A total of 1,000 were built in Britain initially at Hatfield Aerodrome and then later at Hawarden Aerodrome. A further 66 Chipmunks were licence-manufactured by OGMA (Oficinas Gerais de Material Aeronáutico), at Alverca from 1955 to 1961 in Portugal for the Portuguese Air Force.



Symboly/Symbols

Make new



Vyrobít

Cyanoacrylate



Vteřínové lepidlo

Remove



Odstranit

Reduce



Zbrousit

Colour name

Humbrol

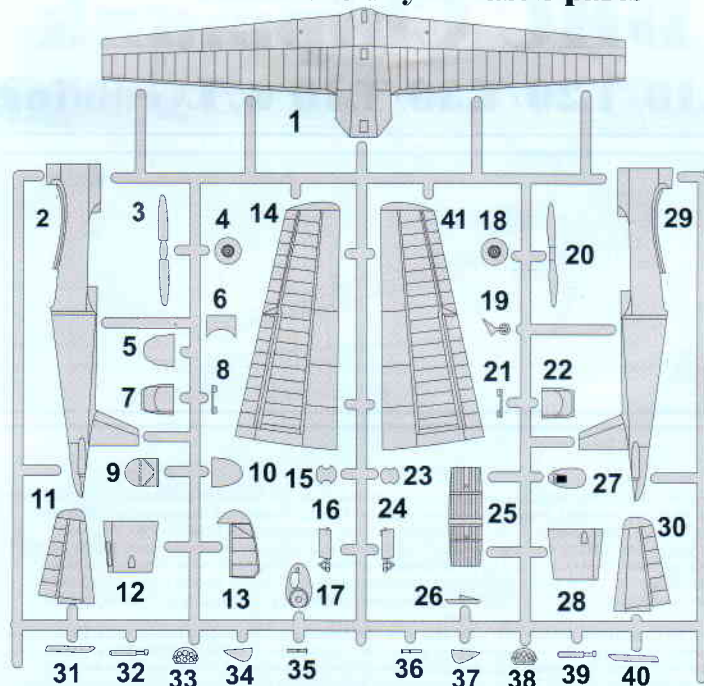
Colour name

Humbrol

A	Black	H33	D	Tyre	H85
B	Aluminium	H56	E	Rust	H113
C	Silver	H11	F	Gunmetal	H53



Plastikové díly - Plastic parts



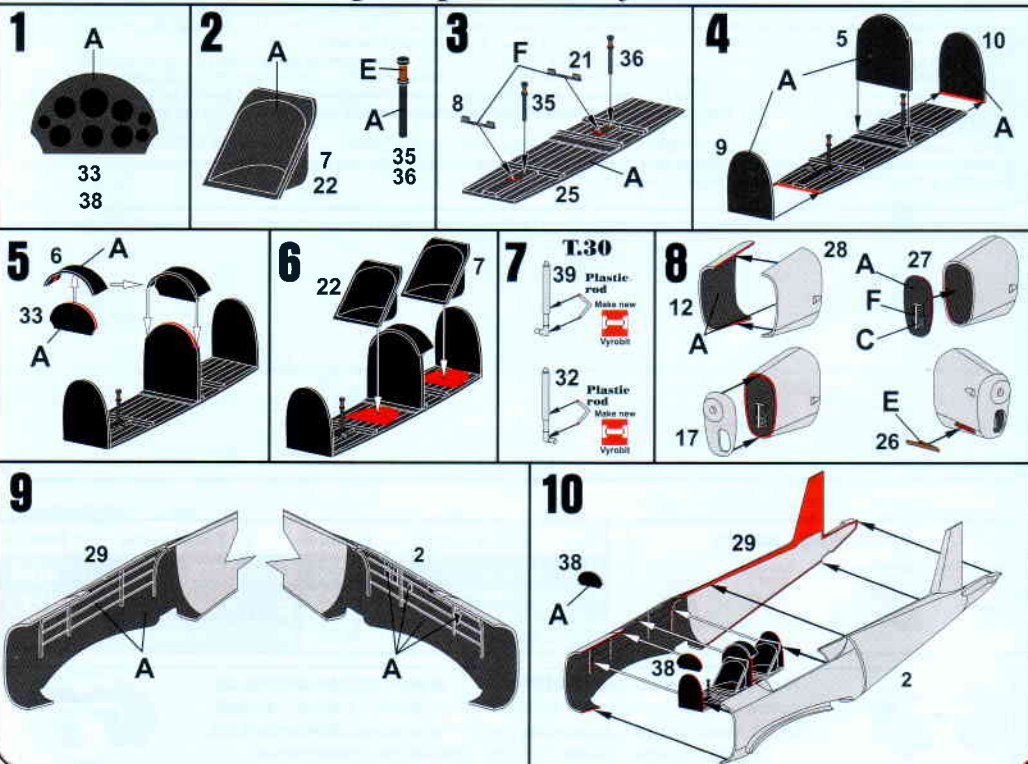
Průhledné díly/ Clear parts



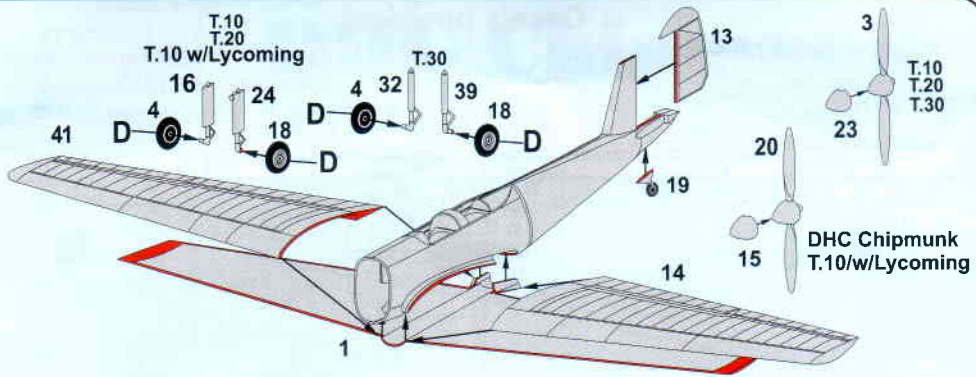
Resinový díl/ Resin part



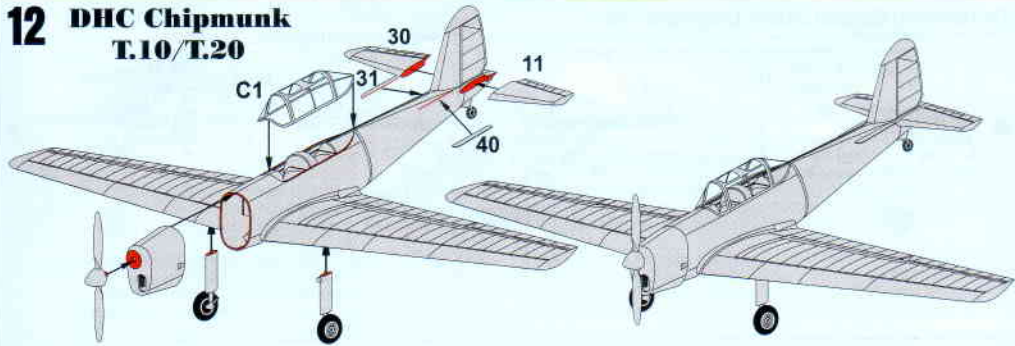
Stavební postup - Assembly instructions



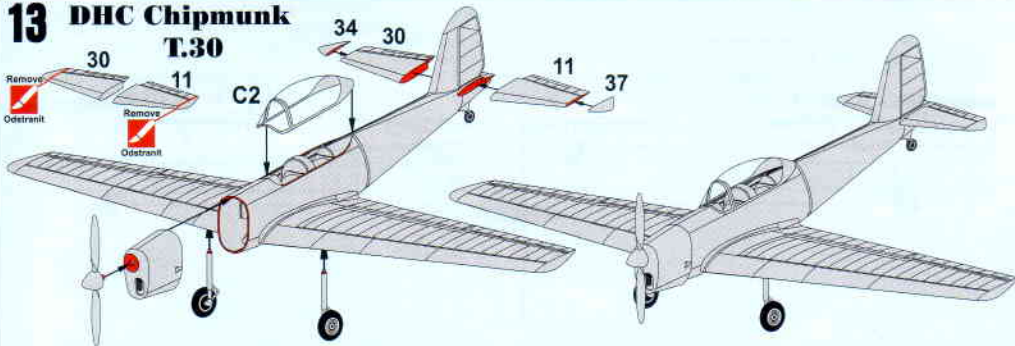
11



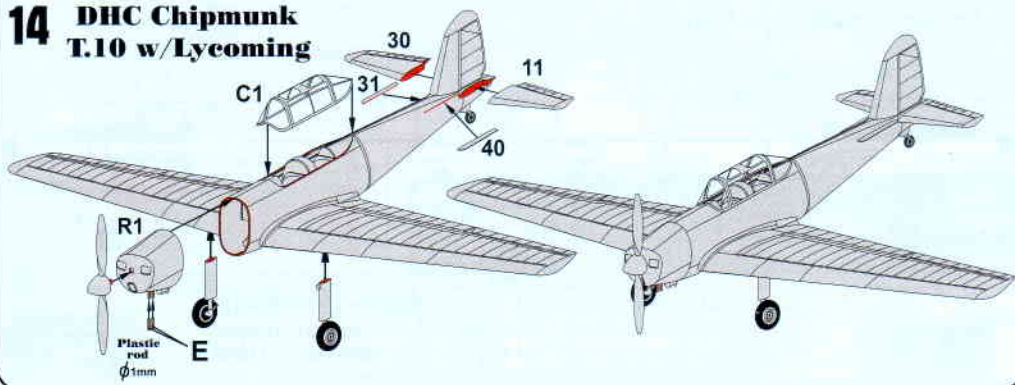
**12 DHC Chipmunk
T.10/T.20**



**13 DHC Chipmunk
T.30**

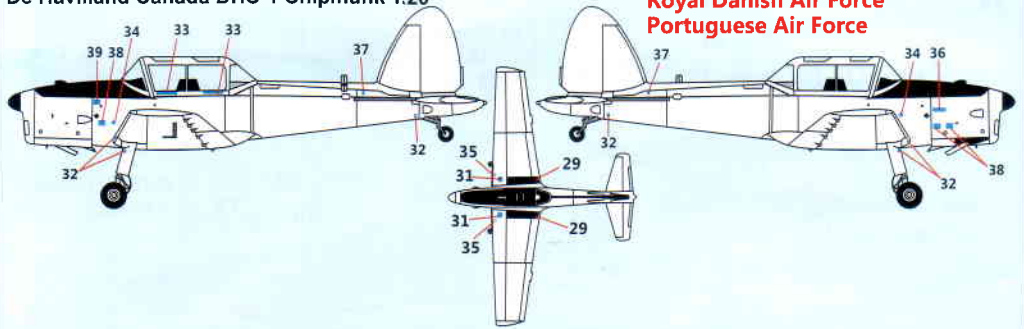


**14 DHC Chipmunk
T.10 w/Lycoming**



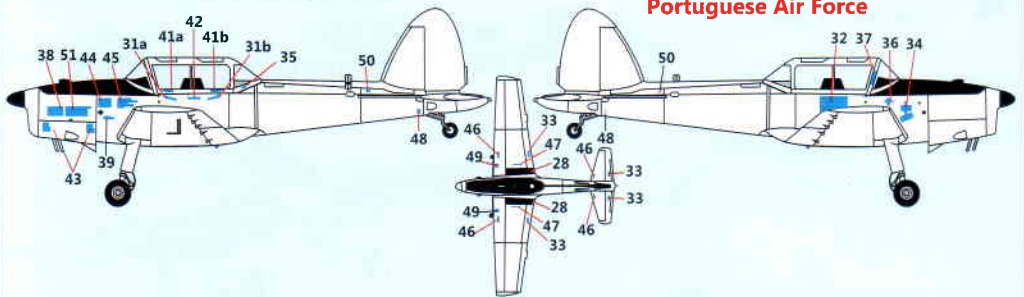
Decals position

De Havilland Canada DHC-1 Chipmunk T.20



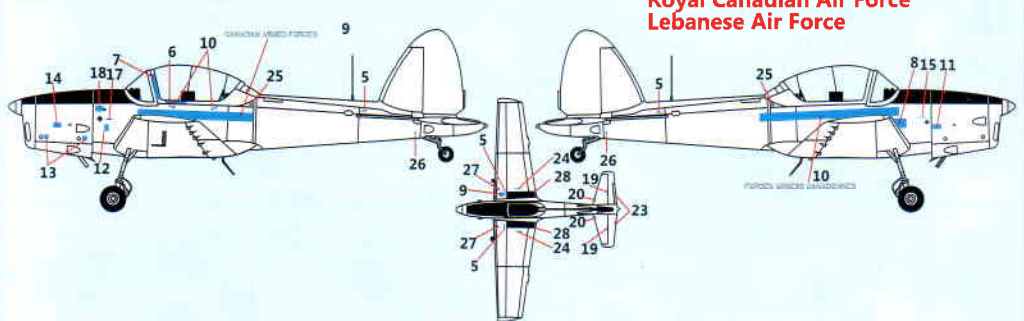
Royal Danish Air Force
Portuguese Air Force

De Havilland Canada DHC-1 Chipmunk T10



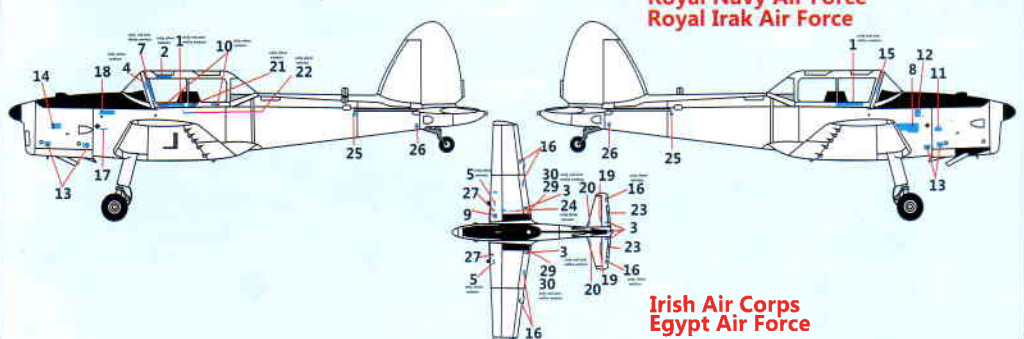
Portuguese Air Force

De Havilland Canada DHC-1B Chipmunk T.30



Royal Canadian Air Force
Lebanese Air Force

De Havilland Canada DHC-1 Chipmunk T10



Royal Air Force
Royal Navy Air Force
Royal Iraq Air Force

Irish Air Corps
Egypt Air Force