Research Notes on the

de Havilland Tiger Moth

Compiled by John Griffin

Part 1/3

Version 1.0 – 29 June 2026

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J. A. Griffin

de Havilland
D.H. 82A Tiger Moth

Hilroy LTD • LTÉE Toronto M6E 2R9

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No. 07 - 261

SPECIFICATION AND DATA

Manufacturers: The de Havilland Aircraft Co. Ltd., Stag Lane Aerodrome, Edgware, Middlesex

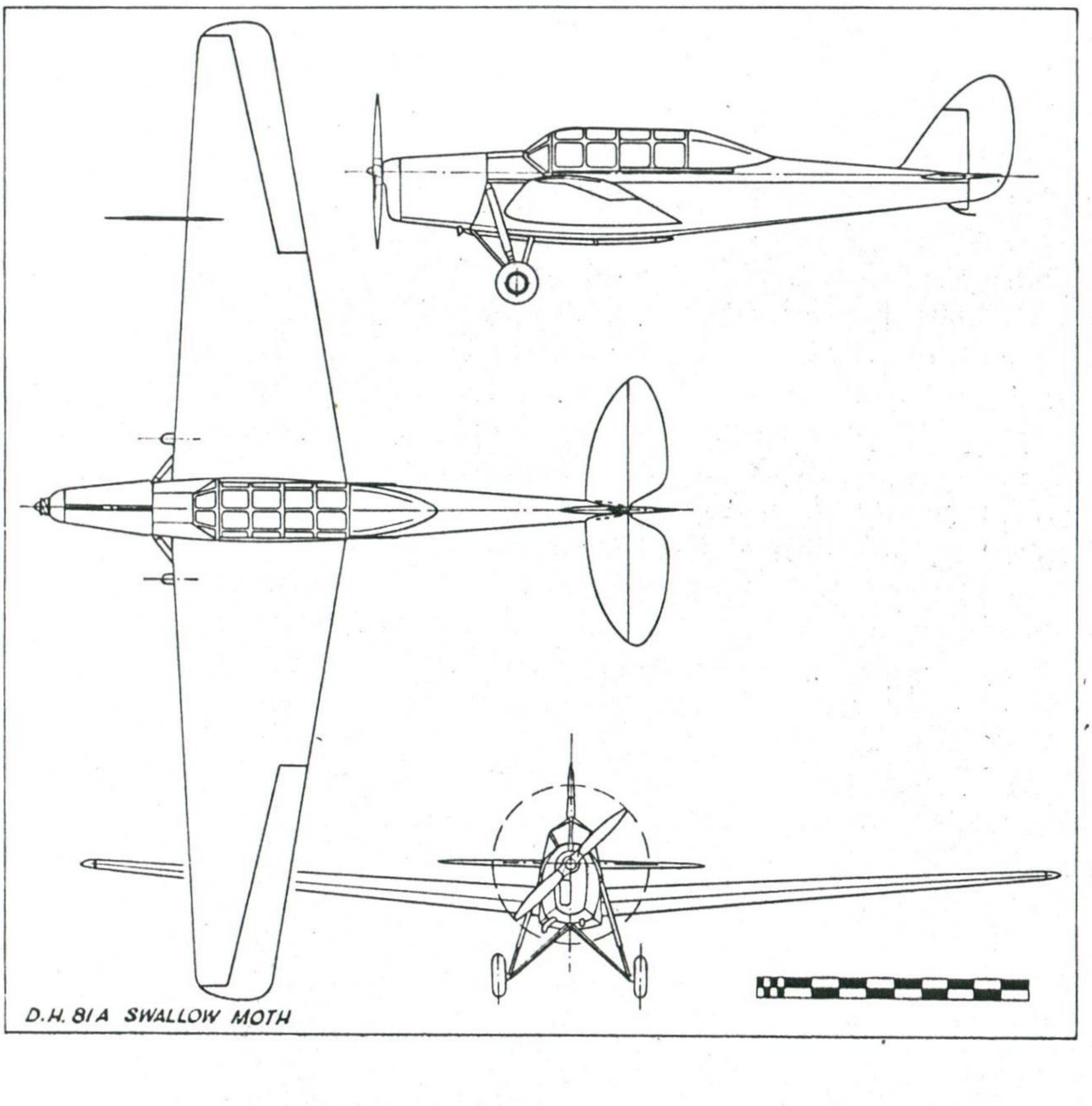
Power Plant: One 80 h.p. de Havilland Gipsy IV

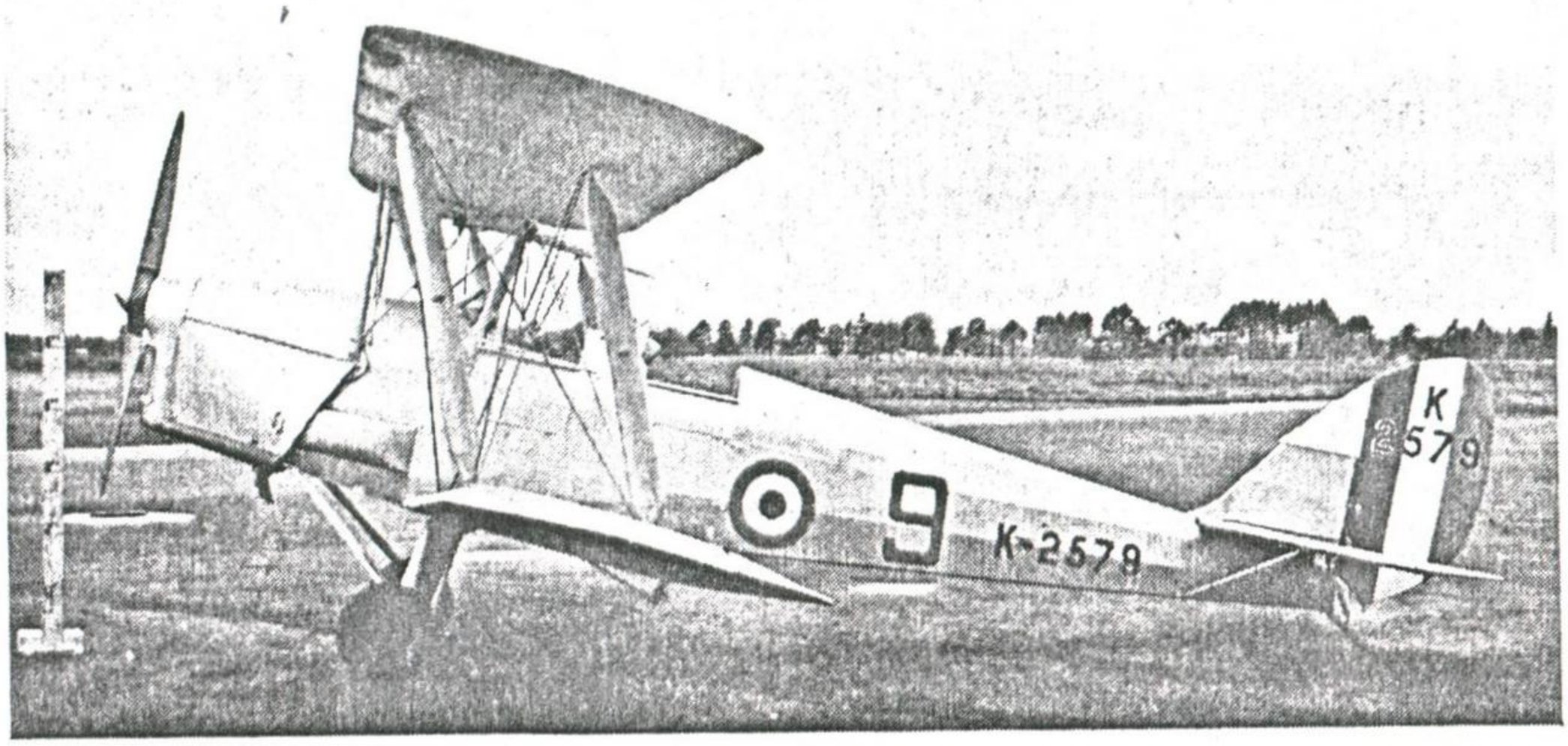
Dimensions: Span 35 ft. 6 in. Length 23 ft. 6 in.
Wing area 149 sq. ft.

Weights: All-up weight 1,330 lb.

Performance: (D.H.81) Maximum speed 117 m.p.h.
(D.H.81A) Maximum speed 129 m.p.h.

Production: Prototype only, c/n 1992, unregistered.



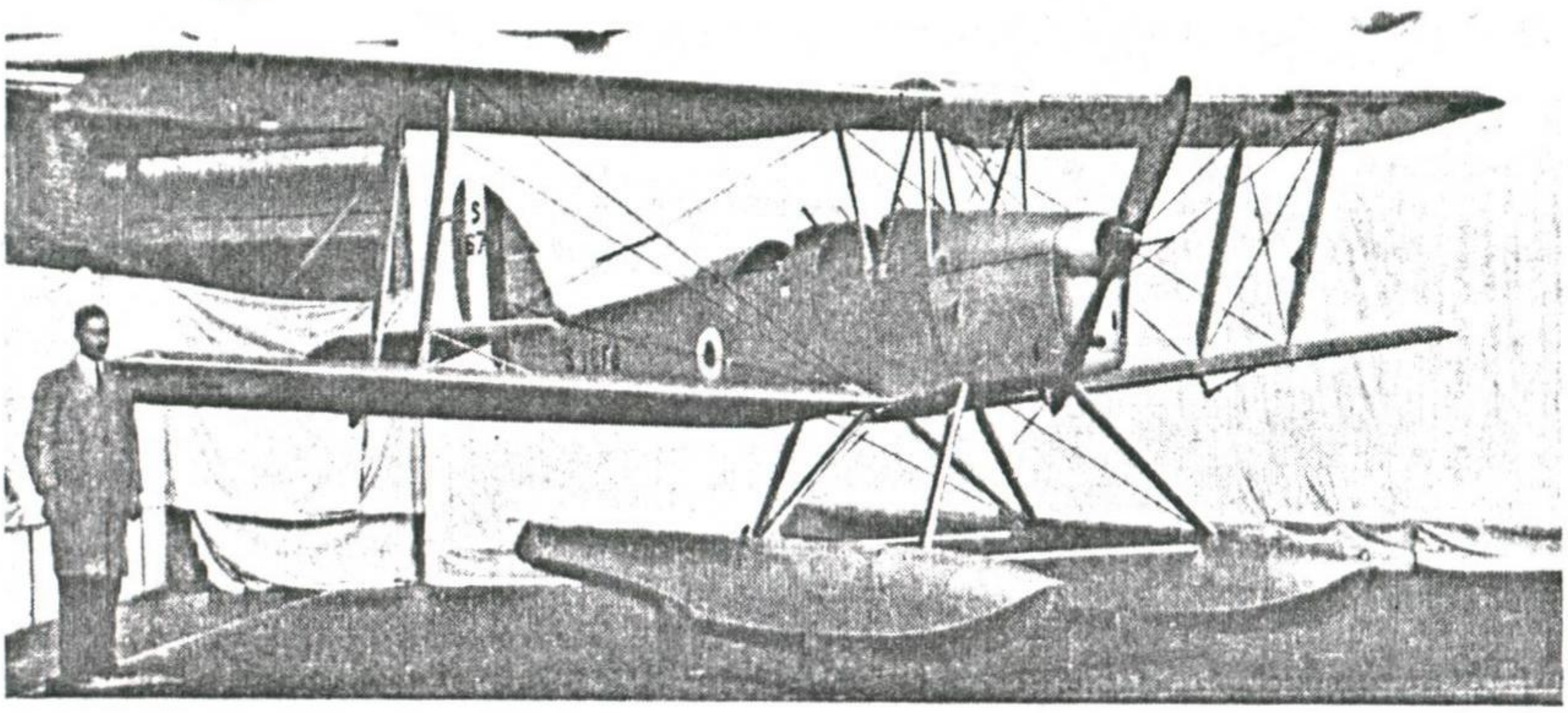


K2579, c/n 1751, an early production Tiger Moth for the R.A.F., showing the fabric covered rear decking of the D.H.82. (*Crown Copyright Reserved.*)

De Havilland D.H.82A Tiger Moth

Experience with the Puss Moth had shown the advantages to be gained from the use of inverted engines and inevitably the D.H.60T Moth Trainer acquired the Gipsy III. To meet Air Ministry Specification 15/31 the instructor's escape route was further improved by moving all the centre section struts forward of the front cockpit. Large changes in C. of G. position were avoided by fitting mainplanes having 19 inches of sweepback at the tips and thus creating the Tiger Moth, one of the greatest biplane trainers of all time. It was structurally identical to its predecessor and the eight pre-production aircraft were all exported under the designation D.H.60T Tiger Moth, so that for a short transitional period the suffix T changed in meaning from Trainer to Tiger Moth. Two, *E-5*/*G-ABNJ* and *G-ABPH*, were tested at Martlesham in September 1931, the second having increased dihedral on the lower wing and increased sweepback which led to a change in type number to D.H.82, the first aircraft to bear it being *G-ABRC*, first flown at Stag Lane under B conditions as *E-6* on October 26, 1931. After certification trials it was cleared for aerobatics at an all-up weight of 1,750 lb. and adopted as the standard trainer of the R.A.F.

The 35 aircraft of the initial order to Specification T.23/31 were despatched to Grantham for distribution to the Central Flying School and other training units and five were used by the C.F.S. for inverted formation flying at the 1932 Hendon Display, The Air Ministry then ordered two others *S1675–6* to Specification T.6/33 which were fitted at Stag Lane with Short twin floats prior to trials at Rochester and Felixstowe. Large scale production which began at Stag Lane and later continued at Hatfield, was allotted the constructor's number sequences commencing at 3100 and later at 82000. Like the Moth Trainer, the Tiger Moth was offered



S1676, c/n 1775, second of two D.H.82 Tiger Moth seaplanes evaluated by the R.A.F. in 1932. ('*Flight*' *Photo 11424*.)

in gunnery, bombing and photographic versions but only a small number of multi-purpose machines were ordered, the main demand being for *ab initio* and aerobatic trainers which sold in 25 countries including Brazil, Denmark, Persia, Portugal, Spain and Sweden. Productive effort was centred at first on contracts for the R.A.F. and foreign governments but included a number of civilian machines for the Elementary and Reserve Flying Schools, where R.A.F. pilots were taught under the Expansion Scheme before going to the Service Flying Training Schools. Civil Tiger Moths (which did not have mass balanced rudders and ailerons), were operated by the Bristol Aeroplane Co. Ltd. at Filton and Yatesbury; the de Havilland School of Flying Ltd., Hatfield (later Panshanger) and White Waltham; Brooklands Aviation Ltd., Sywell; the Phillips and Powis School of Flying, Woodley; Reid and Sigrist Ltd., Desford; Airwork Ltd., Perth; and Scottish Aviation Ltd., Prestwick. Few could be spared for normal civilian use but four, *G-ABRC*, *'UL*, *G-ACEZ* and *'FA*, were released to Sir Alan Cobham for aerobatics with National Aviation Day Displays, *G-ACDY* to the Scottish Motor Traction Co. Ltd., *G-ADWG* to C. W. A. Scott's Air Display and *G-ABTB* to Standard Telephones Ltd.

In 1934 the Air Ministry ordered 50 examples of an improved version to Specification T.26/33 which called for the new 130 h.p. Gipsy Major engine, plywood decking to the rear fuselage in place of time honoured fabric and stringers, and a blind flying hood over the rear cockpit. In this form it was known in the R.A.F. as the Tiger Moth II, but outside the Service its proper designation was D.H.82A Tiger Moth. In the following year further contracts were awarded to Specification T.7/35 and others were supplied to the Uruguayan Army and to the Air Forces of Brazil, Denmark, Iraq, South Africa, Persia and Spain. After 1937 production overtook military commitments, enabling Tiger Moths to replace the venerable Gipsy and Cirrus Moths in the flying clubs. Overseas civilian orders were also accepted from clubs and private owners in Australia, Egypt, Greece, Holland, India, Lithuania, Moçambique, New Zealand,

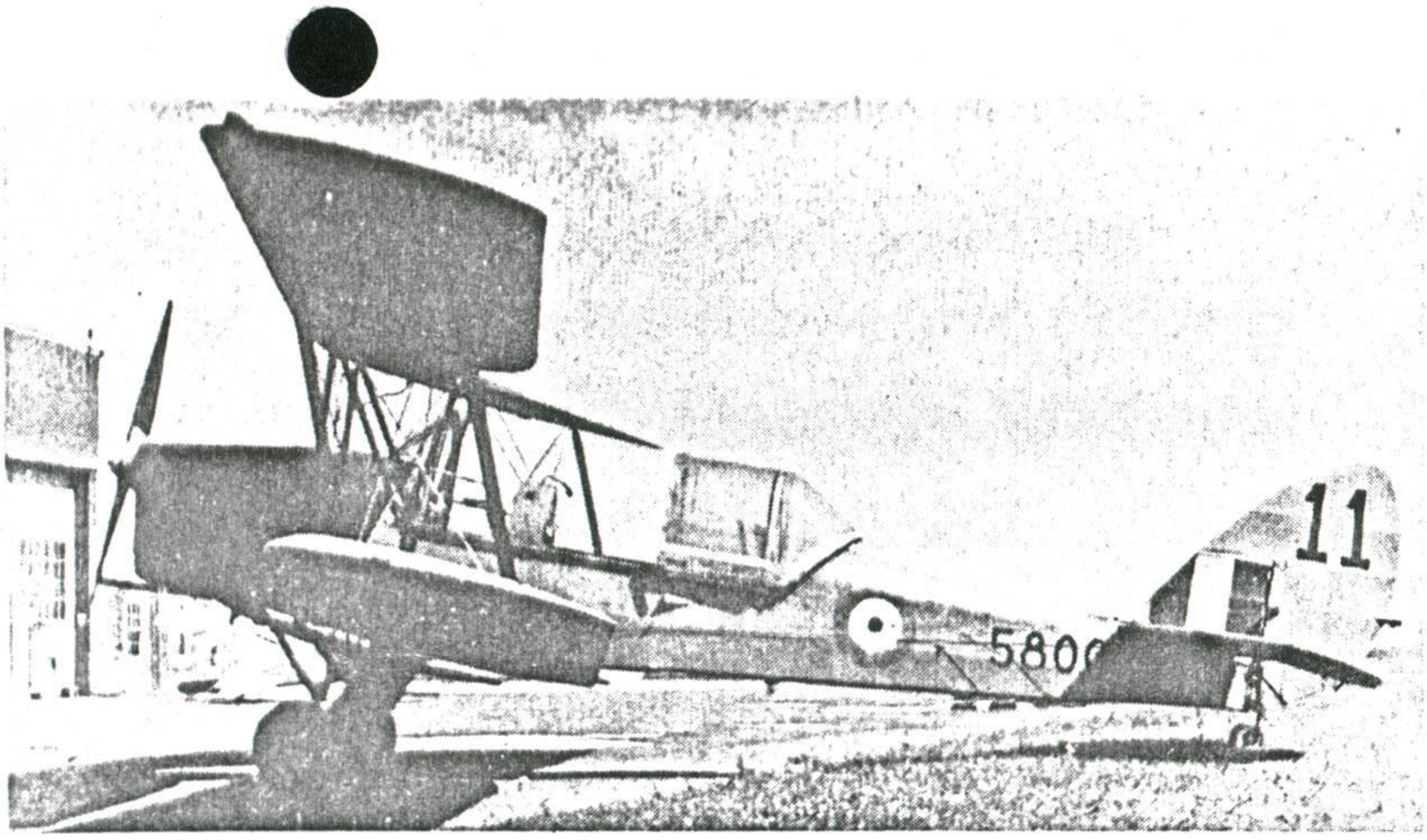
Southern Rhodesia and Switzerland, the largest customer being France which bought 17. In 1937 an order was placed with de Havilland Aircraft of Canada Ltd. for 25 Tiger Moths for the R.C.A.F. and a year later the firm was asked to supply 200 fuselages to the parent company but it is evident that not all of these reached England. By the outbreak of war 1,150 had been built at Hatfield, 227 at Toronto, one at Wellington, New Zealand and three for the London Aeroplane Club by the de Havilland Technical School.

The majority of British and Commonwealth civil Tiger Moths were impressed into their respective air forces in 1939 when in common with their Service brethren they were fitted with Mod. 112, comprising anti-spinning strakes on each side of the rear fuselage. These were first fitted to *R5129*, tested at Farnborough in November 1941 during an investigation into spinning troubles which were cured by removing aileron mass balances. In England the civilian schools contributed 124 aircraft as under—

E.F.T.S.	Base	Contract	Date	Impressment Serials
No. 1 No. 13	Hatfield . . . White Waltham . .	A113012/40	30.10.40	*BB723–BB760*
No. 6	Sywell . . .	A113015/40	17. 9.40	*BB693–BB706* *BB788–BB792*
No. 7	Desford . . .	A113017/40	3. 1.41	*BB851–BB868*
No. 8	Woodley . . .	A113013/40	9.10.40	*BB815–BB819*
No. 11	Perth . . .	A113011/40	19. 9.40	*BB672–BB692*
No. 12	Prestwick . . .	A113016/40	12.10.40	*BB794–BB814*

The Bristol fleet operated with No. 2 E.F.T.S. Filton (Staverton from July 1940) and No. 10 E.F.T.S. Yatesbury, but on September 5, 1940 all but *G-ACBA* and *'ETP* were taken over under Contract A109869/40 and shipped to India to become *VT-ANU–'OP*. Another 41 Tigers were impressed from various flying clubs during the first eight months of 1940 and about 30 were exported to India, South Africa and elsewhere by W. S. Shackleton Ltd.

In 1941 all Hatfield factory space was required for the Mosquito, and Tiger Moth production was transferred to the assembly line of Morris Motors Ltd. at Cowley, Oxford so that total output to August 15, 1945 rose to approximately 7,290 aircraft. De Havilland built 795 at Hatfield, Morris 3,216 at Cowley and the overseas companies contributed the remainder. Large numbers of Australian built Tiger Moths were shipped to Southern Rhodesia and South Africa for use under the Commonwealth Air Training Plan which also operated in Canada where the Tiger was redesigned and adapted to local conditions by de Havilland Aircraft of Canada Ltd. A two piece nose cowling which hinged along the centre line and opened down the front for improved accessibility, housed a Gipsy Major 1C engine. By shortening the radius rods, the main undercarriage



A Canadian built D.H.82C Tiger Moth of the Royal Canadian Air Force. (*J. F. McNulty Photo.*)

was moved forward to prevent nosing over when using the brakes which were fitted, together with a heavy duty tail wheel to improve ground handling. To combat the sub-zero temperatures of the Canadian winter, the cockpits were heated and covered by a large sliding canopy and later when supplies of Gipsy Majors were cut off by the Battle of the Atlantic, the American built 160 h.p. Menasco Pirate engine was fitted. The external appearance was so changed, even the familiar wide chord interplane struts having given place to narrow steel tubular members, that a new designation D.H.82C was warranted. Alternative wheel, ski and float undercarriages were provided and flying training went on all the year round. Two hundred Gipsy Major powered D.H.82Cs bought by the United States Government in 1942 under the model number PT-24, were also delivered to the R.C.A.F.

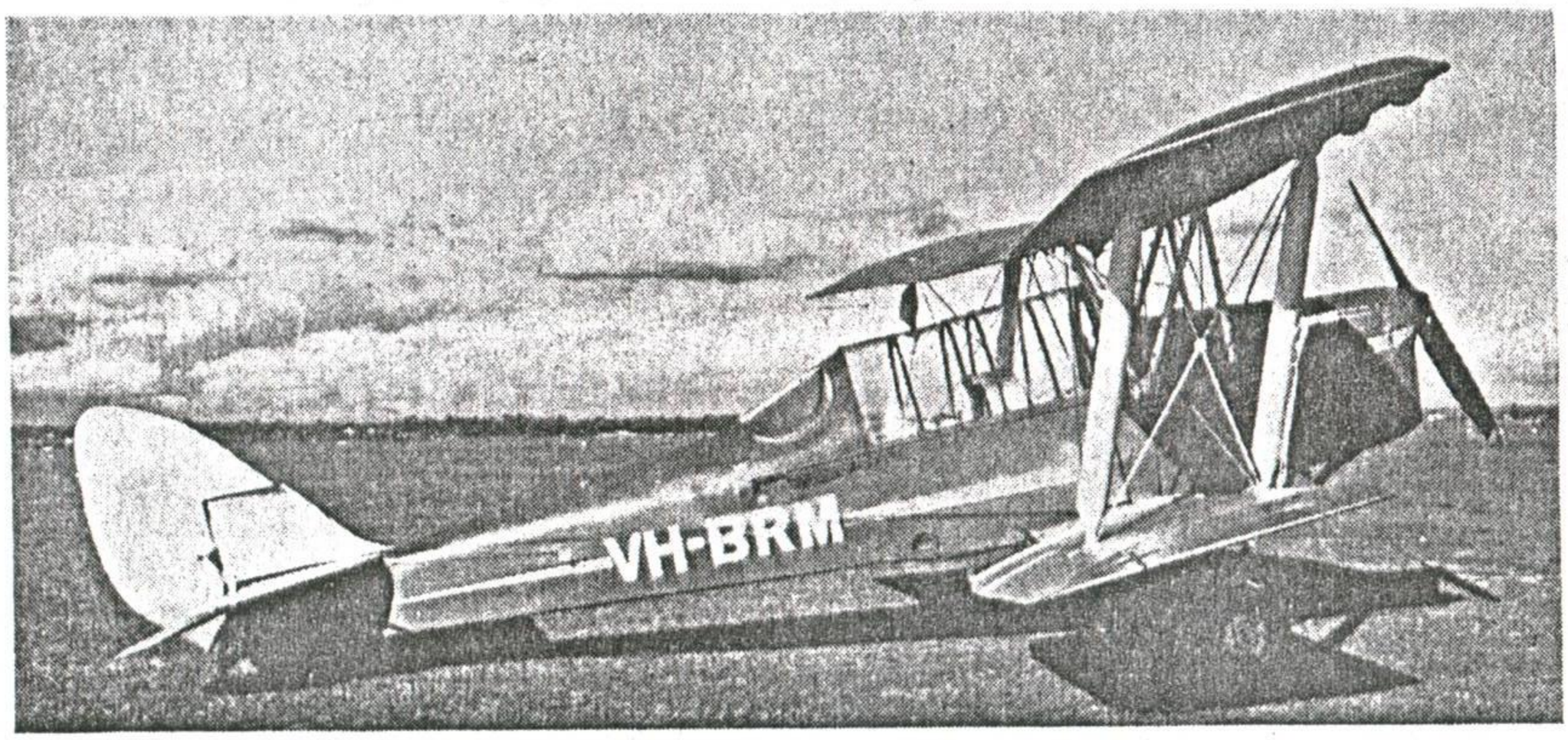
The Tiger Moth was also built under licence in considerable numbers in Portugal, Norway and Sweden as detailed at the end of this chapter. Late production Norwegian-built machines were equipped with brakes.

An approaching invasion and a shortage of suitable anti-submarine aircraft led to the fitting of Tiger Moths in 1939–40 with under-wing racks for eight 20 lb. bombs and after release tests at Hatfield by Maj. Hereward de Havilland, 1,500 sets of racks were distributed to Elementary and Reserve Training Schools in the United Kingdom where, throughout the war, R.A.F. pilots were given *ab initio* instruction on Tiger Moths prior to posting to Service training schools. Later, in the Burma campaign, the Tiger again left its training role to become an ambulance carrying one casualty. The aircraft was flown from the front seat and the unfortunate patient lay under a hinged decking in what had once been the rear cockpit, the luggage locker and an extension thereof.

After the war the Tiger Moth was used in Britain by University Air Squadrons and R.A.F.V.R. schools until completely replaced by the

Chipmunk in February 1955. It continued in service however with the Royal Navy, which in February 1960 still had eleven airworthy examples for glider towing and use at the Royal Naval Engineering College, Plymouth. They included three impressed in 1939, a former R.A.A.F. machine *A17-84*, and four ex-civil aircraft *XL714–717* bought from Hants and Sussex Aviation Ltd. in 1956. Large numbers of surplus R.A.F. Tigers were disposed of to military and civil authorities in France, Belgium, Holland and elsewhere from 1946 and a flood also descended on the British market in 1950. At a time when no new light aeroplanes were available, the type took on a new lease of life and every aerodrome had one or more club or private Tigers, with half dismantled specimens in the background to provide spares. On many the standard 19 gallon fuel tank was replaced by the 25 gallon Queen Bee type and all over the world they performed every kind of aerial work such as glider towing, dropping parachutists or advertising. For top dressing purposes a large hopper was fitted in the front cockpit to carry phosphates which ejected under the control of the pilot through a metal venturi beneath the fuselage. In the crop spraying role insecticide was forced through perforated piping under the wings by a wind driven pump, a system now superseded by rotary atomisers on the lower mainplanes. Since 1947 large numbers have been used in New Zealand for this purpose. Operating from unsuitable fields and annually performing an incalculable number of stall turns near the ground, their casualty rate has been high but the tonnage dropped runs into thousands and they have founded an industry.

Specialised Tiger Moth conversions fell into four main categories, the addition of cabin tops, the fitting of electric starters and inverted fuel systems, the mandatory addition of large dorsal fins in Holland, and complete reconstruction as cabin four seaters. One-off cabin conversions were many and varied, such as the coupé top fitted to *G-AIZF* by H. M. Woodhams at Baginton in 1950, and Rollason Aircraft and Engines Ltd. devised the Taxi Tiger with a simpler canopy covering only the front



An Australian-built Tiger Moth *VH-BRM*, c/n T.1083, with the canopy from a Commonwealth Wirraway.

cockpit later flown on C. M. Roberts' *G-AHVU*. A more elaborate conversion was made at White Waltham to *G-ANSA* by Personal Plane Services and at least one is currently flying in Australia with the canopy from a Commonwealth Wirraway. Electric starters were fitted to Belgian Air Force machines in 1956 and *G-APLI* was similarly equipped to special order by Rollasons in 1960.

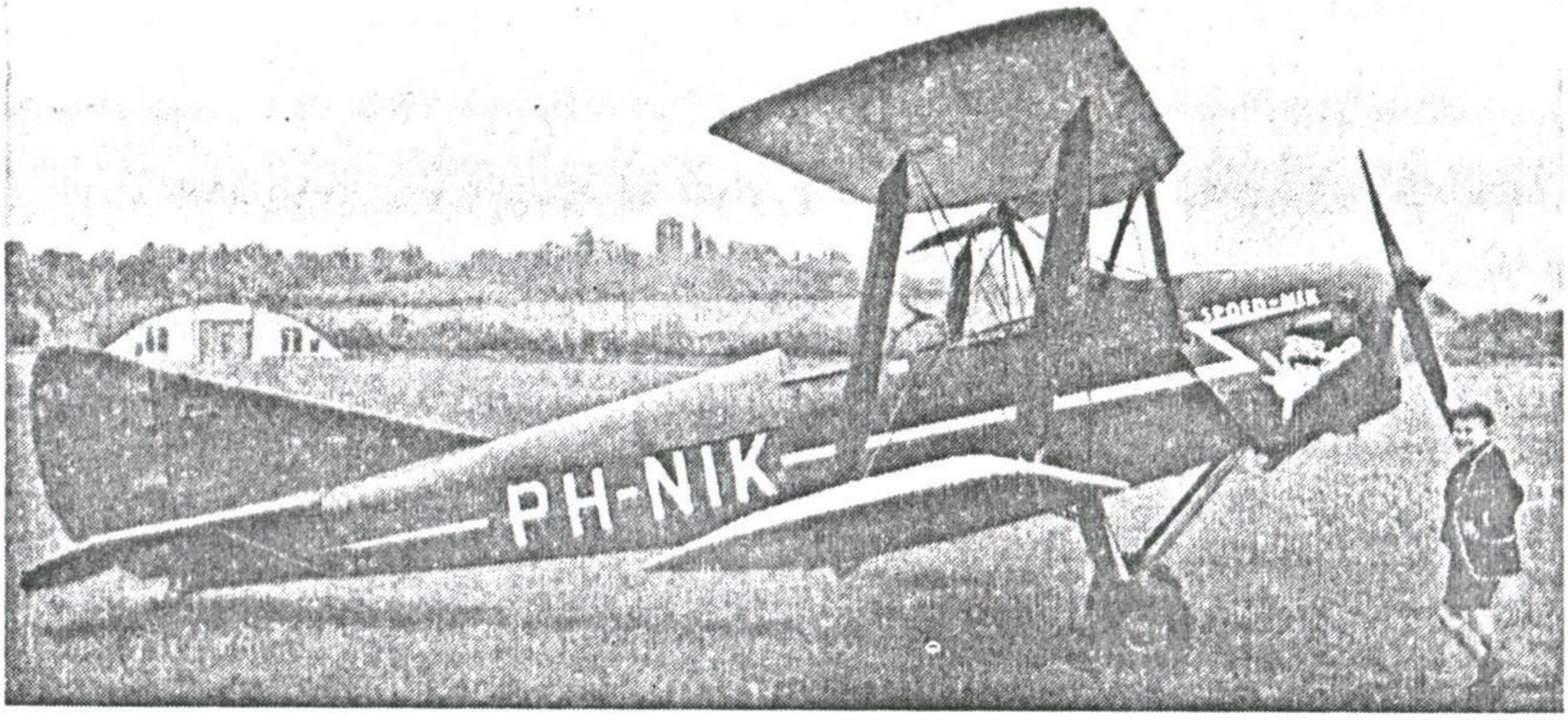
Sundry temporary racing single seaters appeared in postwar air races, at least *G-AIVW* being flown from the front seat. To combat strong foreign competition for the Lockheed International Aerobatic Trophy, four Tiger Moths were modified by Rollasons and emerged as single seaters with 145 h.p. Gipsy Major 1C high compression engines, metal airscrews, inverted fuel systems, thin centre sections with the fuel tanks transferred to the front cockpit and oversize elevators. Stemming from that of the Tiger Club C.F.I., C. A. Nepean Bishop, their names were



C. A. Nepean Bishop leading a Tiger Club tied-together formation in to land at Stapleford in "The Bishop", *G-APDZ*, c/n 83699. This was the prototype of several aerobatic conversions with Gipsy Major 1C and no centre section tank. (*J. B. Griffiths Photo.*)

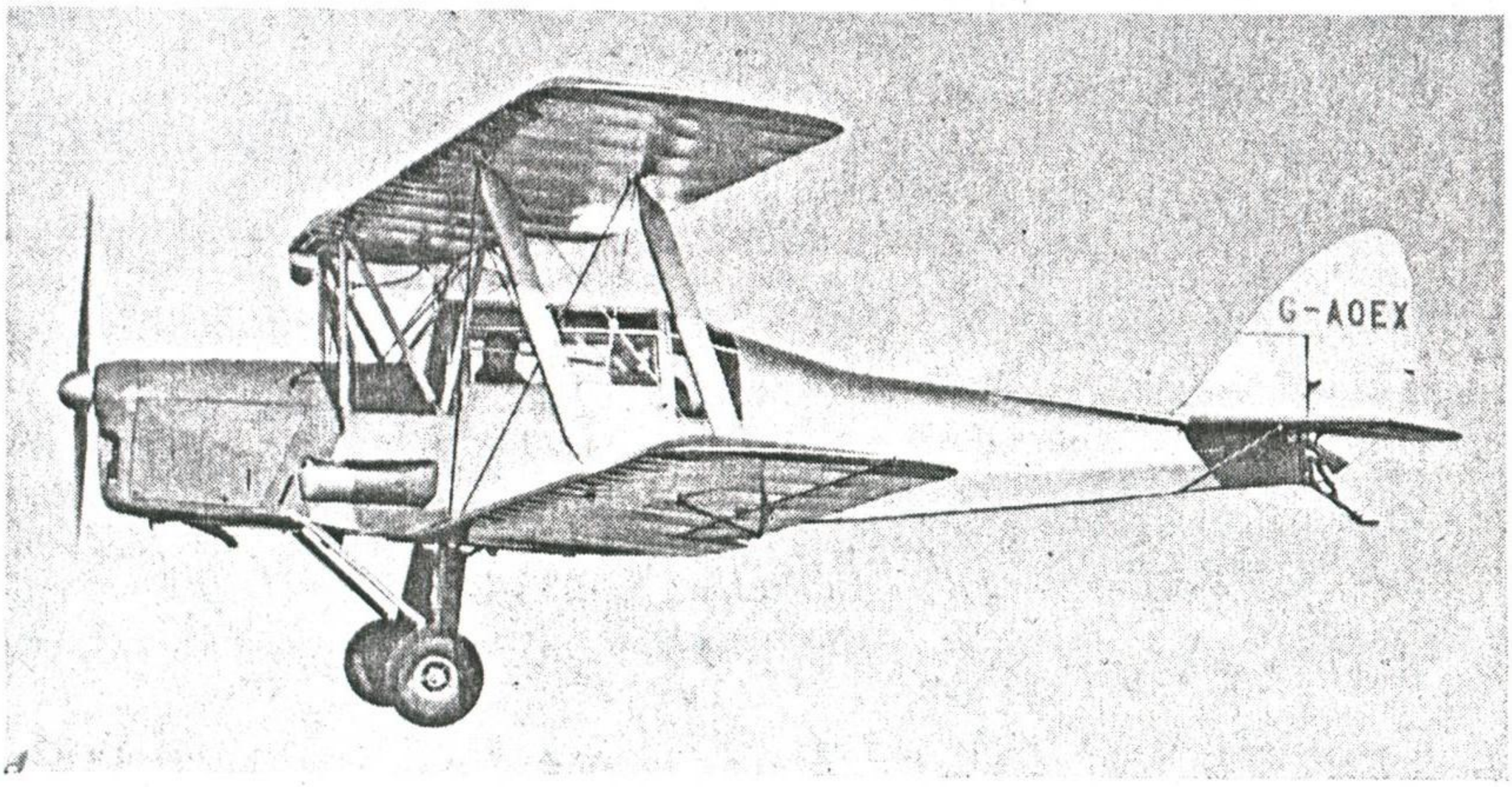
"The Bishop" *G-APDZ* (1958), "The Archbishop" *G-ANZZ* (1959), "The Deacon" *G-AOAA* and "The Canon" *G-ANMZ* (1960). To underline their inverted flying potential Elwyn McAully, star aerobatic performer of the Tiger Club, flew inverted from Lympne to Le Touquet in "The Archbishop" on June 27, 1959. Twenty-five years earlier on July 25, 1934 Geoffrey Tyson had marked the 25th anniversary of Bleriot's cross Channel flight by performing a similar feat in one of the first Tiger Moths, *G-ACEZ*.

Standard Tiger Moths spin positively to the right if the speed is reduced below 40 m.p.h. or can be ruddered into a left hand spin, the rate of which was considerably reduced by the wartime anti-spinning strakes, now often removed. The very large dorsal fin considered necessary by the Nationale Luchtvaart School at Ypenburg makes no apparent difference to spinning characteristics but nevertheless this modification has been



A Dutch private Tiger Moth *PH-NIK* "Spoed-Nik", c/n 83584, with the enlarged dorsal fin.

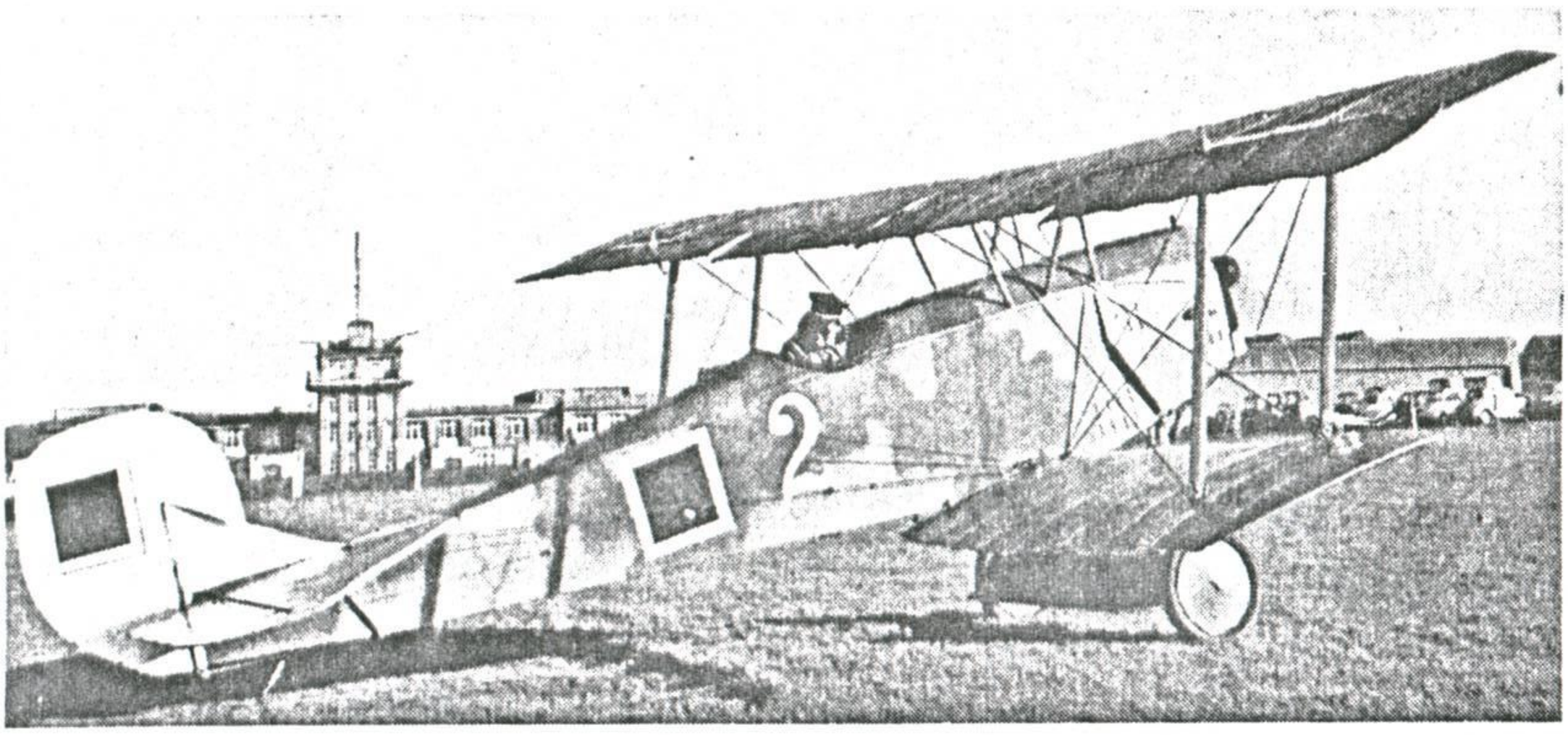
made to their entire fleet, to several Dutch private Tiger Moths and even to British machines on hire in that country. A more drastic conversion known as the Jackaroo, built at Thruxton by Jackaroo Aircraft Ltd. involved cutting the front fuselage in half lengthways and welding extension pieces in the cross members to widen the fuselage to accommodate four passengers in side by side pairs. Both the undercarriage track and centre section were also widened with a resultant increase in span and although initially powered by the Gipsy Major 1, most Jackaroos now have the 1C engine to improve take off and climb. Some 16 were produced at Thruxton 1957–59, Mk. 1 and Mk. 3 being cabin versions, the latter e.g.*G-APAO*, having a metal framed canopy in place of the earlier wooden structure and also provision for brakes. The Mk. 2 was an agricultural single seater which proved unsuccessful and the only example, *G-AOEY*, was converted to Mk. 1 standard. One other Jackaroo, *G-APOV*, was



A Thruxton Jackaroo four seat cabin conversion. (*R. A. Cole Photo.*)

built for the Tiger Club by Rollason Aircraft and Engines Ltd. in 1959 but was aerodynamically cleaner with widened rear fuselage and improved cowlings. Jackaroos are used principally for instruction by the Wiltshire School of Flying Ltd. but single examples are operated by the Blackpool and Fylde Aero Club; Caledonian Flying Services Ltd., Renfrew; and by private owners such as Miss Sheila Scott. One was flown to Nigeria by F. J. Ibbotson for crop spraying in 1959 and another is currently used for the same purpose in the Argentine.

Probably the last and certainly the most imaginative of all Tiger Moth reconstructions were made at Croydon by Film Aviation Services Ltd. early in 1961 for the film "Seven Pillars of Wisdom". One, illustrated here, was made to resemble a Fokker D.VII and two others, *R5146/G-ANNF* and *T6945/G-ANLC*, became Rumpler C.Vs.



The Tiger Moth *T7438*, c/n 83817, converted by Fiim Aviation Services Ltd. at Croydon in 1961 to represent a Fokker D.VII for the film "Seven Pillars of Wisdom". (*Photo courtesy of D. M. Kay.*)

SPECIFICATION AND DATA

Manufacturers: The de Havilland Aircraft Co. Ltd., Stag Lane Aerodrome, Edgware, Middlesex, works transferred to Hatfield Aerodrome, Herts. in 1934
Morris Motors Ltd., Cowley, Oxford
de Havilland Aircraft of Canada Ltd., Downsview Airport, Toronto
de Havilland Aircraft Pty. Ltd., Bankstown Aerodrome, Sydney, N.S.W.
de Havilland Aircraft of New Zealand Ltd., Rongotai, Wellington
Oficinas Gerais de Material Aeronautico, Alverca do Ribatejo, Portugal
Haerens Flyvemaskinefabric, Kjeller, Norway
A.B. Svenska Järnvagsverkstäderna, Lindingö, Stockholm, Sweden

Power Plants: (D.H.82) One 120 h.p. de Havilland Gipsy III
(D.H.82A) One 130 h.p. de Havilland Gipsy Major 1

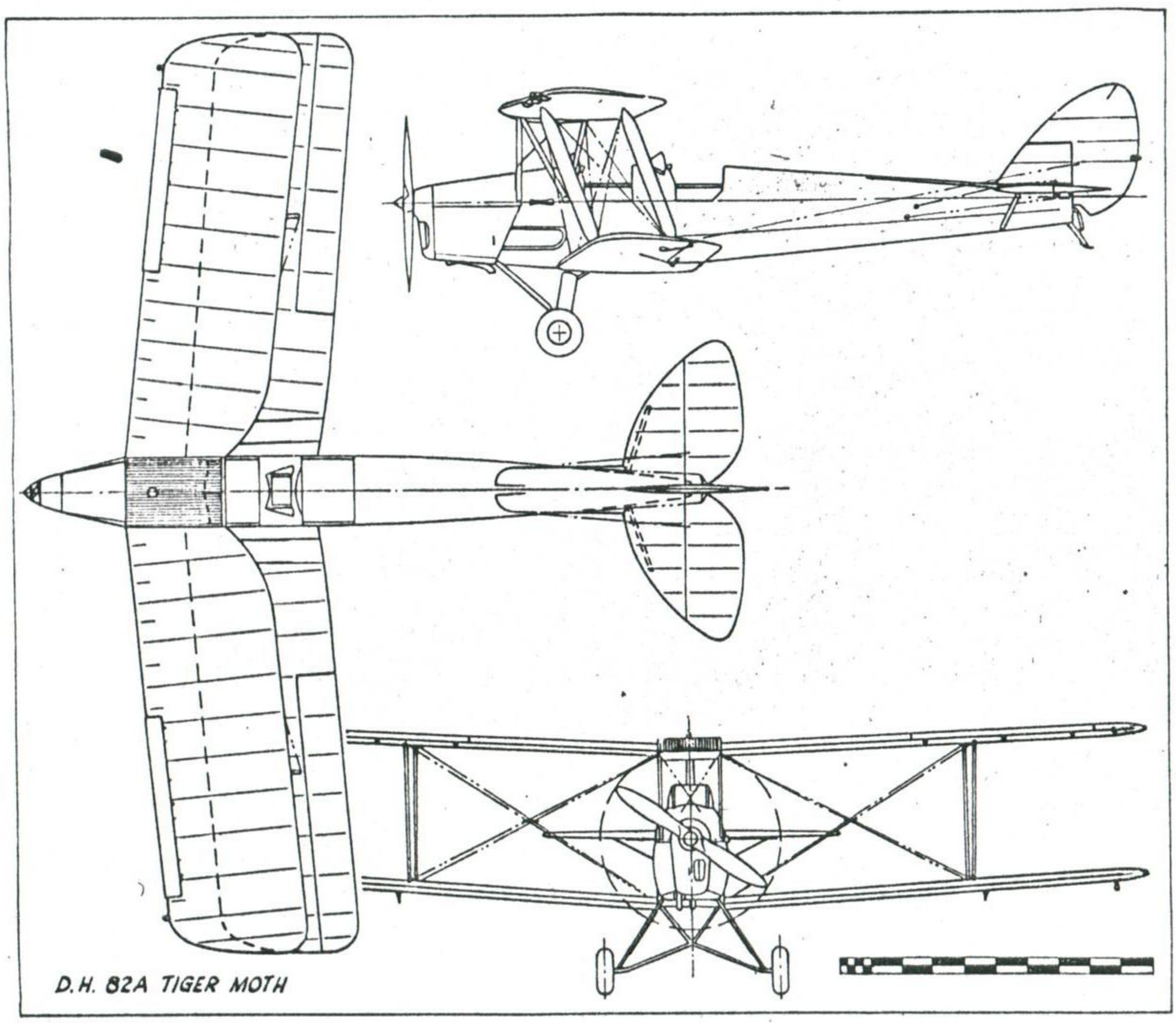
(D.H.82A) One 130 h.p. de Havilland Gipsy Major 1F*
One 145 h.p. de Havilland Gipsy Major 1C
(D.H.82C) One 145 h.p. de Havilland Gipsy Major 1C
One 160 h.p. Menasco Pirate D.4
(Jackaroo) One 130 h.p. de Havilland Gipsy Major 1
One 130 h.p. de Havilland Gipsy Major 1F*
One 145 h.p. de Havilland Gipsy Major 1C

* The Gipsy Major 1F has aluminium heads and runs on leaded fuel.

Dimensions, Weights and Performances:

	D.H.82	D.H.82A	D.H.82C Gipsy Major	Jackaroo
Span	29 ft. 4 in.	29 ft. 4 in.	29 ft. 4 in.	30 ft. 4¼ in.
Length	23 ft. 11 in.	23 ft. 11 in.	23 ft. 11 in.	25 ft. 0 in.
Height	8 ft. 9½ in.	8 ft. 9½ in.	8 ft. 10 in.	9 ft. 6 in.
Wing area	239 sq. ft.	239 sq. ft.	239 sq. ft.	239 sq. ft.
Tare weight	1,075 lb.	1,115 lb.	1,200 lb.***	1,360 lb.
All-up weight	1,825 lb.*	1,825 lb.**	1,825 lb.	2,180 lb.
Maximum speed	109 m.p.h.	104 m.p.h.	107 m.p.h.	102 m.p.h.
Cruising speed	85 m.p.h.	90 m.p.h.	90 m.p.h.	90 m.p.h.
Initial climb	700 ft./min.	635 ft./min.	750 ft./min.	600 ft./min.
Ceiling	17,000 ft.	14,000 ft.	14,600 ft.	—
Range	300 miles	300 miles	275 miles	250 miles

* D.H.60T Tiger Moth 1,643 lb., D.H.82 seaplane 1,750 lb.
** Australian agricultural 2,000 lb.
*** Skiplane 1,255 lb.



(*d*) D.H.82A Tiger Moths built by Morris Motors Ltd., for the R.A.F.

(Constructor's numbers commence 83125 but are irregular)

T5360–5384	*T6734–6778*	*T8022–8066*	*DF111–159*
T5409–5433	*T6797–6831*	*T8096–8145*	*DF173–214*
T5454–5503	*T6854–6878*	*T8166–8210*	*EM720–756*
T5520–5564	*T6897–6921*	*T8230–8264*	*EM771–819*
T5595–5639	*T6942–6991*	*DE131–178*	*EM835–884*
T5669–5718	*T7011–7055*	*DE192–224*	*EM893–931*
T5749–5788	*T7085–7129*	*DE236–284*	*EM943–989*
T5807–5856	*T7142–7191*	*DE297–323*	*NL690–735*
T5877–5921	*T7208–7247*	*DE336–379*	*NL748–789*
T5952–5986	*T7259–7308*	*DE394–432*	*NL802–847*
T6020–6069	*T7325–7369*	*DE445–490*	*NL859–898*
T6094–6138	*T7384–7418*	*DE507–535*	*NL903–948*
T6158–6202	*T7436–7485*	*DE549–589*	*NL960–999*
T6225–6274	*T7509–7553*	*DE603–640*	*NM112–158*
T6286–6320	*T7583–7627*	*DE654–697*	*NM171–214*
T6362–6406	*T7651–7700*	*DE709–747*	*PG614–658*
T6427–6471	*T7723–7757*	*DE764–791*	*PG671–716*
T6485–6534	*T7777–7821*	*DE808–856*	*PG728–746*
T6547–6596	*T7840–7884*	*DE870–904*	Further
T6612–6656	*T7899–7948*	*DE919–957*	allotment
T6671–6720	*T7960–8009*	*DE969–999*	cancelled.

(*e*) D.H.82A Tiger Moths built by Morris Motors Ltd. to overseas order

Constructor's Numbers	Aircraft markings
83202–83207	*NZ775–780* Assembled in New Zealand for the R.N.Z.A.F. with
83379–83396	*NZ781–798* c/n DHNZ.25–48
83352, 53, 55	Persian Air Force (3)
83357–83363	Persian Air Force (7)
83515–83519	South African Air Force (5)
85571, 72, 87	*VT-AMI* to *VT-AMK*
85599–85601	*VT-AML* to *VT-AMN*
85627–85633	*VT-AMO* to *VT-AMV*
83654–83660	*VT-AMW* to *VT-ANC*
83701–83705	*VT-AND* to *VT-ANH*
83746	*VT-ANI*
83774–83783	Untraced (10)

(*f*) D.H.82A Tiger Moths built by the de Havilland Technical School 1934-36

Total 3. c/n 1993 . . *G-ACPS*; 2262 . . *G-ADGO*; 2264 . . *G-AEVB*

(*g*) D.H.82A Tiger Moths built by de Havilland Aircraft Pty. Ltd. in Australia 1939-1945

Total 1085. Supplied to the R.A.A.F., R.N.Z.A.F., Indian Air Force and to R.A.F. Empire Air Training Schools in Southern Rhodesia and South Africa. Constructor's numbers are believed to run from T.021 to T.1106; known batches are given below.

Constructor's Numbers	Aircraft markings
T.021–T.139	R.A.A.F. *A17-24* to *A17-142*
T.171–T.233	*A17-170* to *A17-232*
T.266–T.332	*A17-247* to *A17-313*
T.382–T.409	*A17-347* to *A17-374*
T.488–T.505	R.N.Z.A.F. *NZ1402* to *NZ1419*
T.510–T.910★	R.A.F. *DX437–DX461*, *DX474–DX512*, *DX526–DX557*, *DX569–DX612*, *DX627–DX665*, *DX679–DX716*, *DX750–DX835*
	Indian Air Force between and about *HU718–HU861*
T.985–T.1039	R.A.A.F. *A17-550* to *A17-604*
T.1062–T.1086	*A17-731* to *A17-755*

★ Approximately.

(*h*) Production by de Havilland Aircraft of Canada Ltd. 1937-1945

Total 1553. Supplied to D.H. Hatfield, R.C.A.F. and U.S.A.A.F. Constructor's numbers run from D.H.C. 301 to D.H.C. 1852.

Constructor's Numbers	Type	Aircraft markings
301–330	D.H.82A	R.C.A.F. *239–258*, *CF-CFJ*, R.C.A.F. *275–279*, *CF-BNF*, untraced, *CF-BNC*, untraced
331–374		R.C.A.F. *4001–4404* (404 aircraft for the Commonwealth Air Training Plan)
735–744		Untraced
745–974		R.C.A.F. *4946–5175*
975–1000		Untraced
1001–1136	D.H.82C	R.C.A.F. *4810–4945* (136 Menasco powered aircraft)
Not known		R.C.A.F. *5800–5833*
1137–1302		R.C.A.F. *5834–5999*
1303–1502		R.C.A.F. *1100–1299* (to U.S.A.A.F. order as Model PT-24. *FE100–FE266* (*42-964* to *42-1130*) and *FH618–FH650* (*42-1131* to *42-1163*))
1503–1652		R.C.A.F. *3842–3991*
1653–1801		R.C.A.F. *8851* to *8999*, some to the Royal Canadian Navy
1802–1852		R.C.A.F. *9645–9695*

On 15 May, Tiger Moth 239 was engaged in aerobatics near Camp Borden when the pilot got into a spiral dive from which he was unable to recover. The aircraft struck the ground with one wing low and was extensively damaged. It was classified a Category A crash and write-off was effective on 30 October.

On 3 August, Tiger Moth 278, on charge to No.120 Squadron at Regina, Sask., was involved in a Category B crash.

On 28 October, at Camp Borden, Tiger Moth 251 was engaged in an authorized low flying exercise when the pilot hit a tree. The resulting crash was a Category B accident, but there is no record of the aircraft returning to flying duties.

At Patricia Bay, B.C., Tiger Moth 253 was serving with No.111 (Coastal Artillery Co-operation) Squadron and was the victim of two Category C accidents. The first occurred on 29 October and the second accident followed on 13 December 1939.

1940 The year 1940 commenced with 15 of the Tiger Moths assigned to civil flying clubs, one additional Moth, serial 250, having been sold outright to the Halifax Flying Club in 1939. During the year, there was some movement of these aircraft including overhauls arranged by the RCAF.

Serial 238 was overhauled and transferred to the Edmonton Flying Club on 9 June. Moth 241 was returned to No.2 Training Command on 28 July and sent to M&C Aviation Limited at Prince Albert for overhaul.

On 17 September, Moth 244 suffered a Category A crash at Winnipeg which resulted in the destruction of the aircraft by fire.

Serial 256 was returned to de Havilland, Toronto on 12 October for overhaul. On 29 November, it was sent to No.8 Repair Depot and on 10 December, it was passed to No.2 Training Command at Winnipeg.

Moth 258 was flown to No.1 Wireless School on 15 August and released to the Winnipeg Flying Club on 6 September. On 29 November, it was assigned to the Brandon Flying Club.

Serial 275 was sent to No.2 Training Command on 28 July and forwarded for overhaul to M&C Aviation Ltd., on 7 November.

Moth 276 was transferred to the Edmonton Flying Club on 6 September and passed to No.12 Repair Depot on 6 December.

Tiger Moth 277 was returned to the RCAF on 18 December.

Serial 278 was transferred to Brandon Flying Club on 6 September and to MacDonald Brothers for overhaul on 26 October.

There were five Tiger Moths in service use in January 1940: serials 248, 249, 252, 253 and 279. On 11 March, Moth 248 was sent to the Moose Jaw Flying Club as CF-CHD. On 25 April, serial 248 went for overhaul to Prairie Airways Ltd., and was returned to the Moose Jaw Flying Club on 4 June.

Moth 249 was returned to the de Havilland factory on 27 January for a complete overhaul. On 19 April it was delivered to No.12 Technical Detachment and, on 20 May, it was

assigned to the London Flying Club. On 10 September, it was returned to the de Havilland factory for maintenance before being assigned to the Brandon Flying Club on 16 October.

Serial 252 was not in use during 1940, and there was no further reference to its use in future years. It is assumed it was written off during 1939 without record.

Moth 253 was sent to Western Air Command on 1 April and to No.4 Training Command on 8 August.

Moth 279, like serial 252, was not active from 1940 onward and it is assumed that it was written off without record in 1939.

1941 The year 1941 opened with 12 Tiger Moths on RCAF charge. There were seven in service use and five assigned to flying clubs. By year-end, three of the D.H.82A Moths had been converted to D.H.82C configuration.

Service Moth serial 241 returned from M&C Aviation to No.5 EFTS on 24 April and remained there for the balance of the year. During overhaul, it was converted to 82C.

Serial 253 was moved from No.4 Training Command to the Moose Jaw Flying Club on 26 February and returned to No.4 Training Command on 1 May. The Moth was overhauled at M&C Aviation between 13 June and 18 October when it was sent to No.2 Training Command with 1,233 hours in its log book.

Serial 256 spent the year with No.2 Training Command at Winnipeg, Man.

Serial 275 was returned from M&C Aviation, after overhaul, on 24 April and employed by No.4 Training Command.

Serial 276 was sent to M&C Aviation on 11 January for overhaul and, on completion, it was sent to No.2 Training Command on 17 May.

Serial 277 served at No.1 Training Command and was sent to de Havilland at Downsview, Ont., on 12 September. After overhaul and conversion to 82C, it was sent to No.1 Training Command on 6 November.

Serial 278 was overhauled by MacDonald Brothers, Winnipeg before delivery to No.2 Training Command on 9 May.

The Moths used by the Flying Clubs were active during the year.

Moth 238 was sent to the Moose Jaw Flying Club on 13 January, where it remained until 1 May. On 13 June, it was sent from No.4 Training Command to M&C Aviation for a major overhaul. On 6 December, it was sent to No.2 Training Command.

Serial 248 was at the Moose Jaw Flying Club until 1 May when it was returned to No.4 Training Command for delivery to M&C Aviation on 13 June. The Moth received a major overhaul and was sent to No.2 Training Command on 8 November.

Serial 249 was at the Brandon Flying Club and served there until 17 June when it was sent to No.2 Training Command. On 25 June, it went to MacDonald Brothers for overhaul and was released to No.2 Training Command on 20 August.

Serial 255 was at the Moncton Flying Club until sent to de Havilland for overhaul on 7 July. On completion on 9 October, it was sent to No.1 Training Command. It was converted to 82C at de Havilland.

Serial 258 served at the Brandon Flying Club until 17 June when it was sent to No.2 Training Command. On 25 June, serial 258 was sent to MacDonald Brothers for overhaul and was returned to No.2 Training Command on 20 August.

1942 During 1942, all DH-82 Moths were in use by the service with the five Moths previously at Flying Clubs returned to RCAF units. Eight of the Moths were converted to 82C configuration during the year and a total of 11 Moths were in use at the end of the year.

Serial 238 was sent to M&C Aviation Co., on 12 March for a major overhaul and modification to 82-C standard. On 17 September, it was allocated to No.4 Training Command for storage.

Serial 241 was allocated to No.5 Elementary Flying Training School (EFTS) throughout the year.

Serial 248 was sent to M&C Aviation for overhaul and modification to 82C standard on 12 March. On completion, it was

assigned to No.4 Training Command and held in reserve for the

Serial 249 served in No.2 Training Command until 19 August when it was sent to Mid-West Aircraft Company for overhaul and modification to 82C standard. When completed, it was reallocated to No.2 Training Command.

Serial 253 was sent to MacDonald Brothers for repairs and returned to No.2 Training Command between 9 and 30 March. It was stored in reserve until assigned to Mid-West Aircraft on 19 August for modification to 82C standard. On 13 October, it was returned to No.2 Training Command.

Serial No.254, which had been assigned to the Toronto Flying Club in 1939, as CF-CGW, was destroyed by fire on 8 May. Though no longer on charge, the loss was recorded in the inventory record.

Serial 255 served for the full year at No.1 EFTS. On 19 March, it experienced a Category C accident, but was repaired locally and returned to service promptly.

Serial 256 was sent to MacDonald Brothers for servicing on 4 February and sent to No.31 EFTS in reserve on 3 March. It was sent to Mid-West Aircraft on 10 August for modification to 82C standard and released on 9 September for service with No.2 Training Command.

Serial 258 was withdrawn from service with No.2 Training Command on 19 August and sent to Mid-West Aircraft for conversion

to 82C standard. On completion, it was returned to No.2 Training

Command on 7 October.

Serial 275 served with No.4 Training Command but was stored in reserve after 4 May.

Serial 276 was serviced at MacDonald Brothers between 4 February and 3 March, after which it was sent to No.2 Training Command to be held in reserve. On 10 August, it was released to Mid-West Aircraft for conversion to 82C standard and completed on 13 September, at which time it was returned to No.2 Training Command.

Serial 277 was in service with No.1 Training Command. On 27 February, it was delivered to Patterson and Hill for an overhaul which was completed on 8 May, at which time it was returned to No.1 Training Command.

Serial 278 was sent to MacDonald Brothers on 4 February for minor rework and released to No.2 Training Command on 3 March where it was stored in reserve. On 10 August, serial 278 was sent to Mid-West Aircraft for conversion to 82C standard, before return to No.2 Training Command on 11 September.

1943 By 1943, the original batch of D.H.82A Tiger Moths were reaching the end of their useful life with many of the airframes exceeding 2,000 hours of flying time. At the time, there were increasing numbers of newly manufactured D.H.82C Tiger Moths entering the service, all of which accelerated the withdrawal of these early aircraft.

Serial 238 was reported in storage at No.6 Repair Depot on 27 February and was released to No.1 Training Command for service on 22 May. It was overhauled briefly by No.6 Repair Depot between 23 August and 16 September before release to further service with No.1 Training Command.

Serial 241 had been with No.5 Elementary Flying Training School and was sent to M&C Aviation on 22 April for major overhaul. It was returned to No.6 Repair Depot on 16 July and flown to No.9 Elementary Flying Training School for service on 13 August.

Serial 245 had been off the RCAF inventory since 4 June 1939 on charge to the Hamilton Flying Club as CF-CGT and was reduced to spares and produce on 26 August.

Serial 248 was in storage with No.4 Training Command. On 12 April, it was transferred to No.6 Repair Depot and placed in reserve on 23 August.

Serial 249 remained with No.2 Training Command throughout the year.

Serial 253 was serving No.2 Training Command until 29 July when it was sent to No.8 Repair Depot to be guillotined and reduced to produce. On 10 August the Moth was written off charge.

Serial 255 remained at No.1 Elementary Flying Training School throughout the year.

Serial 256 was active with No.2 Training Command until 17 September when it was sent to No.8 Repair Depot to be

guillotined and reduced to produce. It was written off RCAF charge on 3 November.

Serial 258 was also in service with No.2 Training Command and was active until 31 December when it was sent to No.8 Repair Depot to be guillotined and reduced to produce.

Serial 275 was sent to No.1 Training Command on 29 March to be stored in reserve. On 19 May, it was sent to Patterson and Hill for overhaul and conversion to D.H.82C standard. Completed on 26 June, it was delivered to Eastern Air Command.

Serial 276 remained active with No.2 Training Command until 13 August when it was sent to No.8 Repair Depot for destruction by guillotine. On 20 September, it was written off RCAF charge.

Serial 277 was placed in reserve storage on 28 February and remained on charge to No.1 Training Command, in that state, for the balance of the year.

Serial 278 served No.2 Training Command until 14 September when it was sent to No.8 Repair Depot for destruction by guillotine. It was written off charge on 20 September.

1944 There were eight service Moths when the 1944 season opened and only three remained by year-end. Most had logged over 2,300 hours and were considered to be reaching the end of their life expectancy.

Serial 238 was sent to No.6 Repair Depot on 5 January and written off RCAF charge on 9 February.

Serial 241 remained in No.1 Training Command until 2 September when it was declared inactive awaiting disposal.

Serial 247 had been removed from inventory on 4 June 1939 when it was assigned to the Montreal Flying Club as CF-CGU. It was reduced to produce on 24 November.

Serial 248 had been held in reserve at No.6 Repair Depot and was released on 29 March for write-off with effect from 25 May.

Serial 249 moved from No.2 Training Command to No.8 Repair Depot on 13 March. On 10 May it was declared surplus to requirements with 2,314 hours of flying time. Write-off was approved on 9 August.

Serial 255 was sent to No.6 Repair Depot on 29 January following a Category B crash on 19 January. Write-off was approved on 21 January.

Serial 258 was converted to an instructional airframe and assigned an instructional serial number A362. On 14 January it was delivered to No.309 Royal Canadian Air Cadet Squadron at Morden, Manitoba.

Serial 275 remained with Eastern Air Command throughout the year.

Serial 277 remained in reserve with No.1 Training Command until 3 July when it was returned to active service.

1945 The year 1945 saw the original D.H.82A Tiger Moths complete their active flying life with the RCAF. Though some

would remain on inventory beyond 1945, none were flown by Air Force personnel.

Serial 241 was awaiting disposal until 23 January when it was written off charge and assigned to War Assets Disposal Corporation.

Serial 242 had been released to the Regina Flying Club on 4 June 1939 as CF-CGR. Formal sale was completed on 7 December 1945.

Serial 258/A362 continued in use by the Air Cadet Squadron at Morden.

Serial 275 was placed on reserve status with Eastern Air Command on 14 June and declared surplus on 21 June. It remained at Mont Joli, Que., for the remainder of the year.

Serial 277 was with No.1 Air Command and it was declared surplus on 15 January with 2,603 hours of flying time. The Moth was assigned to War Assets Disposal Corporation on 10 February.

1946 Only paper transactions altered the state of the original Tiger Moths which remained on charge in 1946, the first full year of peace.

Serial 258/A362 remained at Morden, Man., but was placed under the control of No.2 Air Command on 22 July.

Serial 275 continued to await disposal at Mont Joli, Que.

1947 There now remained only two of the original Tiger Moths

on the records of the RCAF, but there were none in flying service.

Serial 258/A362 was declared surplus on 9 August and awaiting disposal in No.2 Air Command.

Serial 275 was finally assigned to War Assets Disposal Corporation on 27 June and written off RCAF charge.

1948 The last of the original production batch of D.H.82A Tiger Moths to leave the service was disposed of in 1948.

Serial 258/A362 was written off and assigned to War Assets Disposal Corporation on 5 August.

The decision to adopt the de Havilland Tiger Moth as the basic primary flight trainer of the RCAF was made in 1937 and de Havilland of Canada produced the first of the many in 1938. That initial order for 27 D.H.82A Tiger Moths prepared the company for the production of a further 1,520 Tiger Moth variants including 136 Menasco Moths.

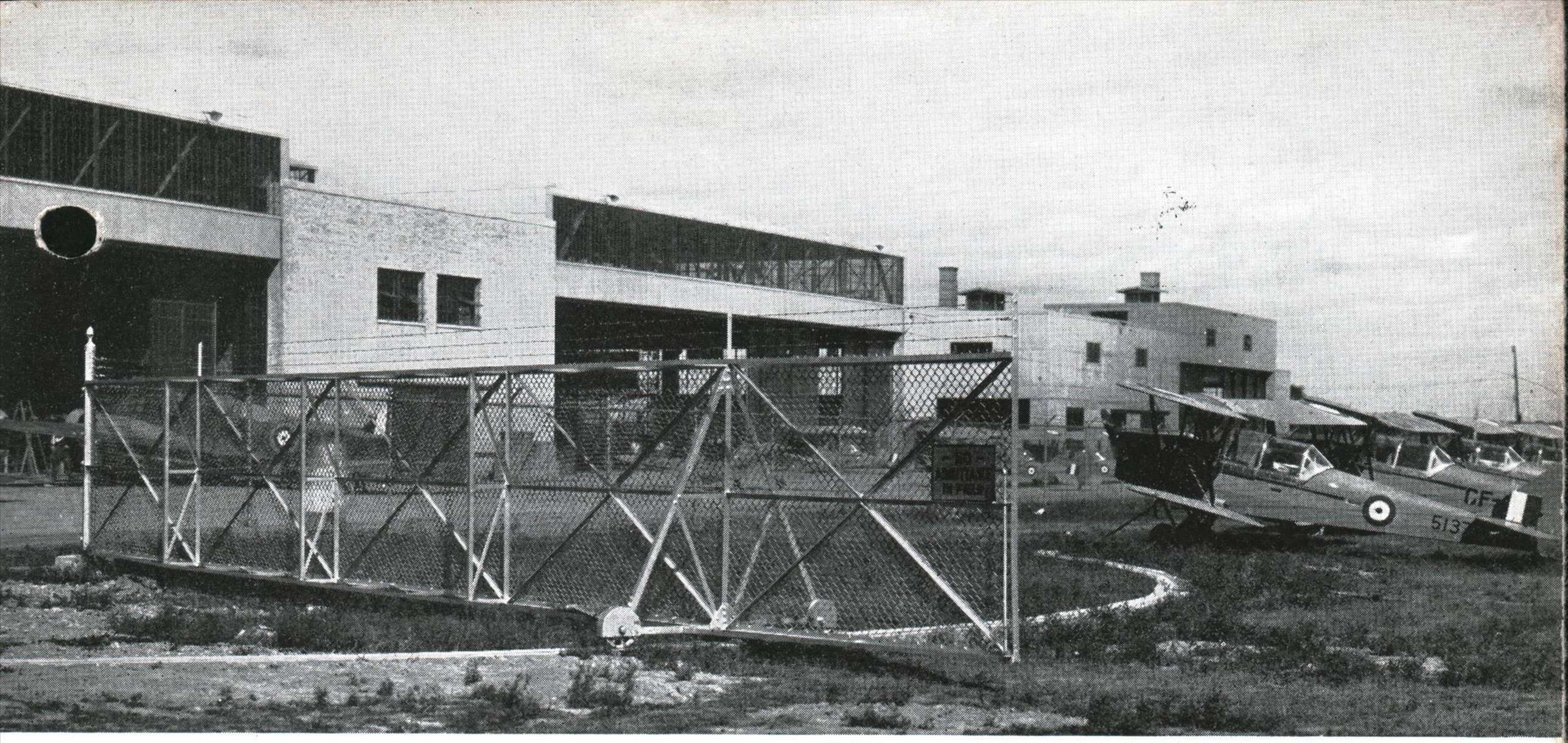
The high rate of manufacture and the rugged reliability of the Tiger made it the most numerous of the wartime RCAF primary trainers. Almost all pilots to graduate from the British Commonwealth Air Training Plan up to 1943 were introduced to the Tiger Moth at some point before entering operational service.

Though there were other primary trainers in use during World War II, none have the same nostalgic hold on the pilots of the period as the de Havilland Tiger Moth.



Photo J. McNulty

DH Tiger Moth # 238



ONE HALF OF 100 FOOT SWING GATE AT DEHAVILAND PLANT—TORONTO

LUNDY SPECIAL GATES

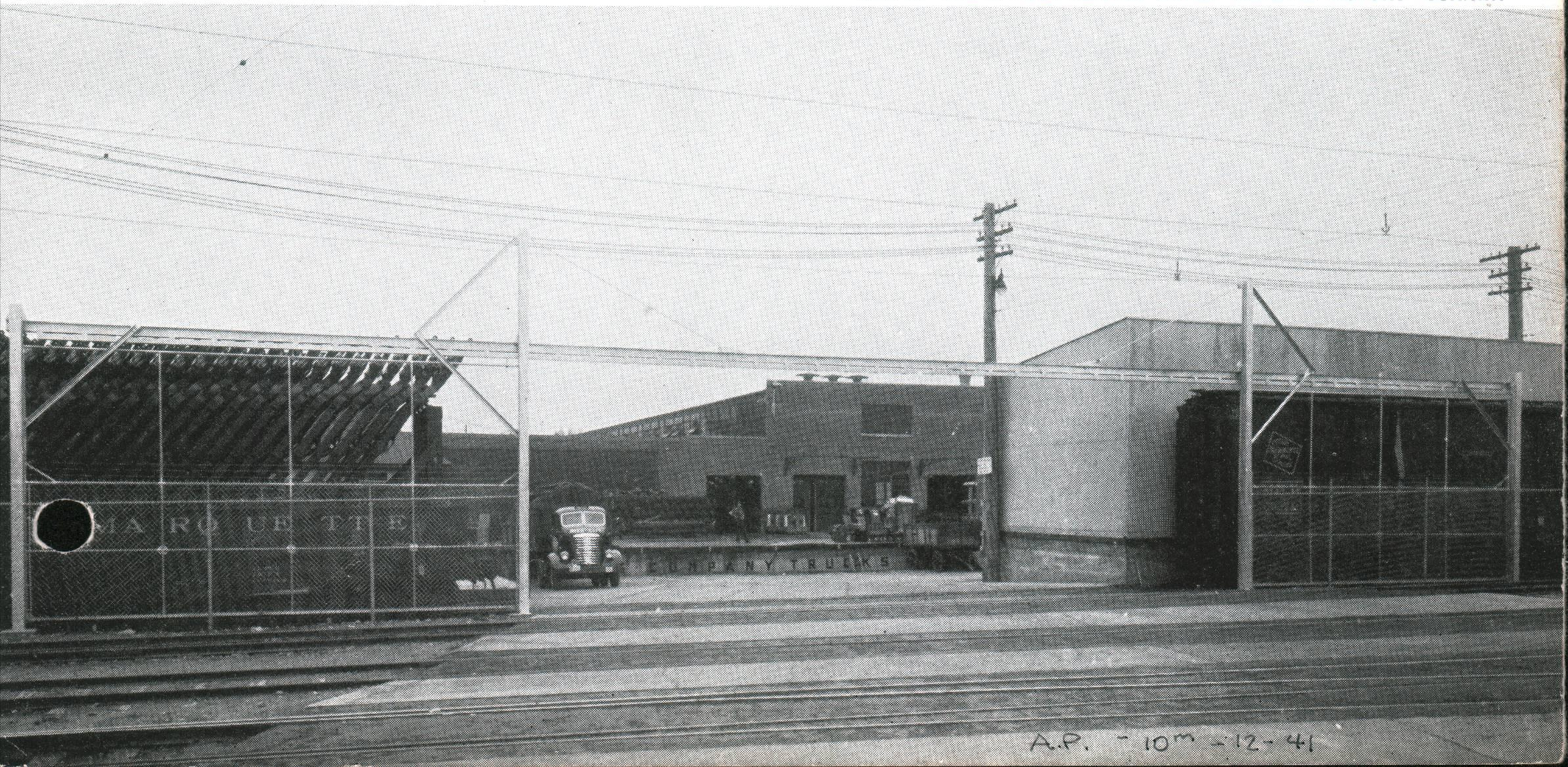
If you have a gate problem you want solved, specify LUNDY GATES and you can be sure of a practical and efficient solution of that problem. Lundy Fence Co. engineers have the wide experience of numerous unusual opening requirements caused by layout of yard space, the product manufactured and special traffic conditions.

Lundy Gates are carefully designed to operate positively under all weather conditions. The materials used are all of the highest quality obtainable to provide years of service and freedom from maintenance troubles.

Some recent jobs include the 100 foot swing gates (one half of which is illustrated) at the De Haviland Plant, Toronto; two 50 foot sliding gates at General Motors, Oshawa; and one 120 foot swing gate and one 120 sliding gate at the Boeing Plant, Sea Island, B. C.

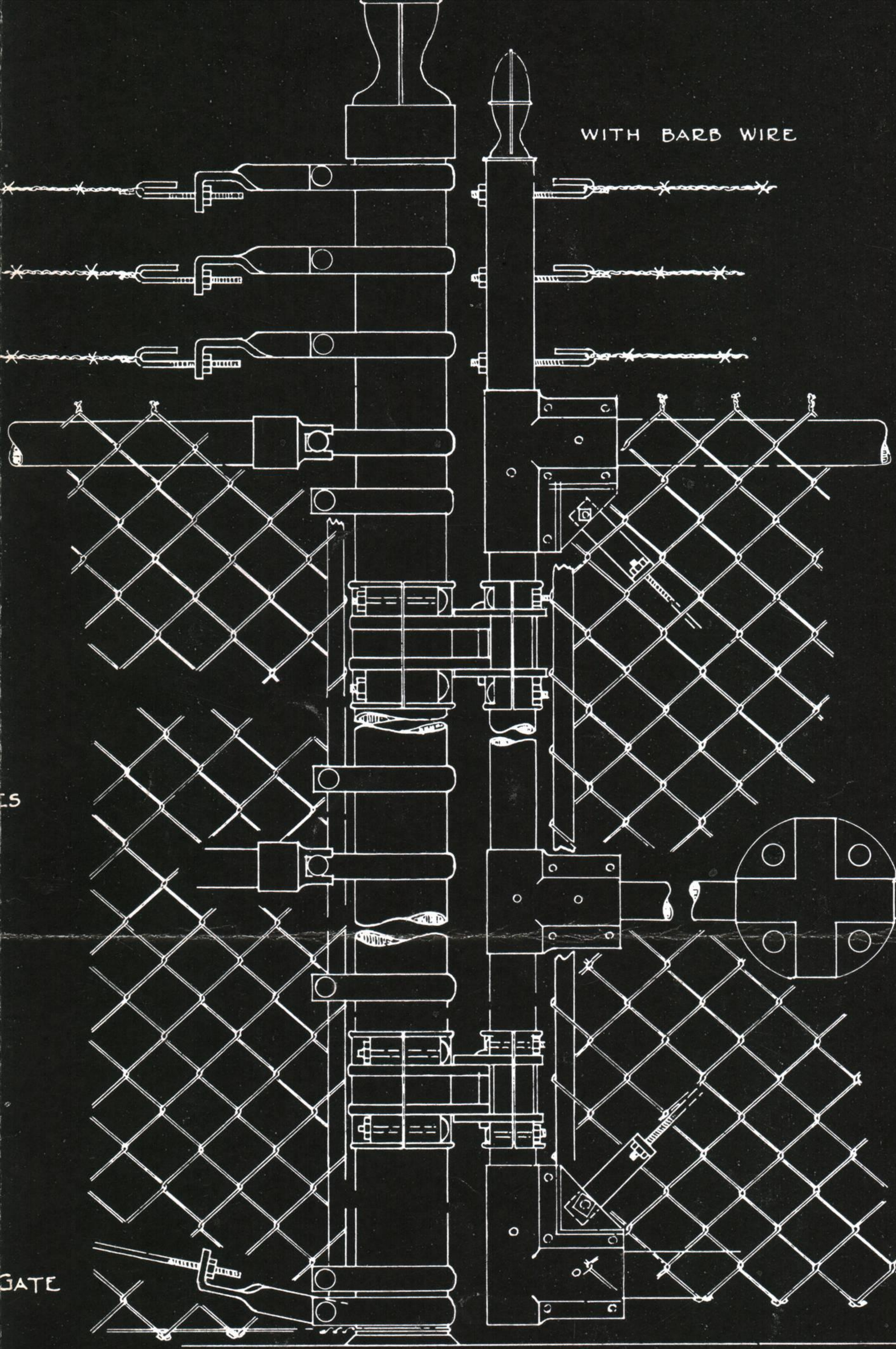
Such jobs are unusual, but the use of larger and larger motor trucks and greater yard traffic, is making the demand for wide and efficient entrance gates a normal condition. Take advantage of our thorough knowledge of the problems presented by the operation of large gates and consult us, without obligation, for competent service.

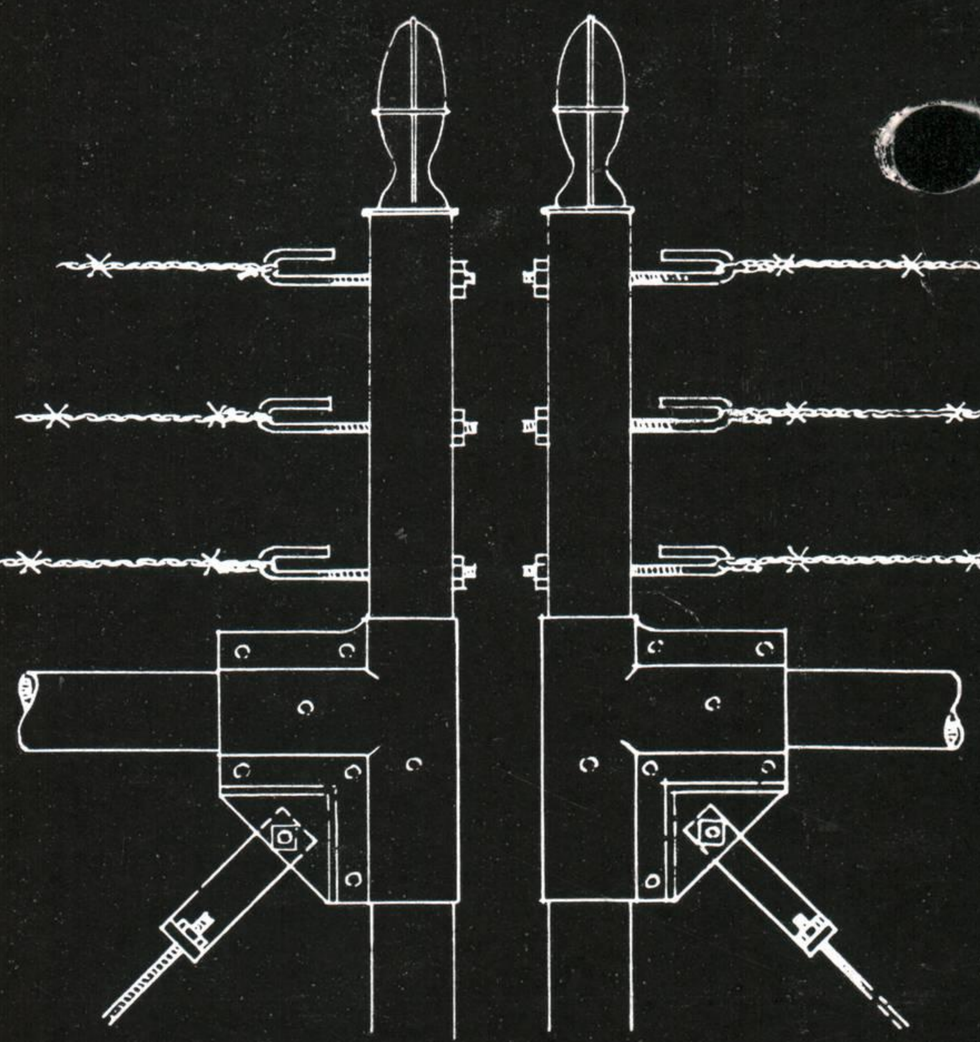
ONE OF THE 50 FOOT SLIDING GATES—GENERAL MOTORS—OSHAWA



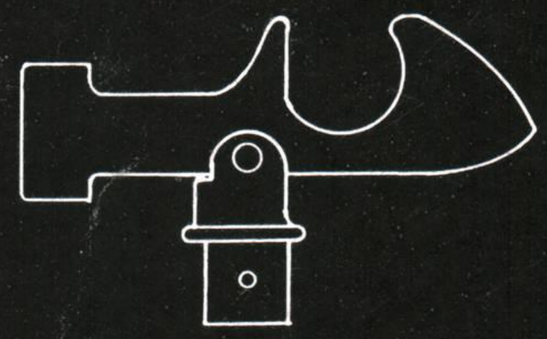
A.P. - 10m - 12-41

WITH BARB WIRE

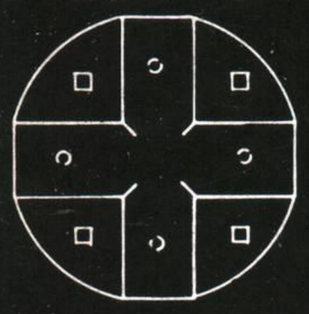




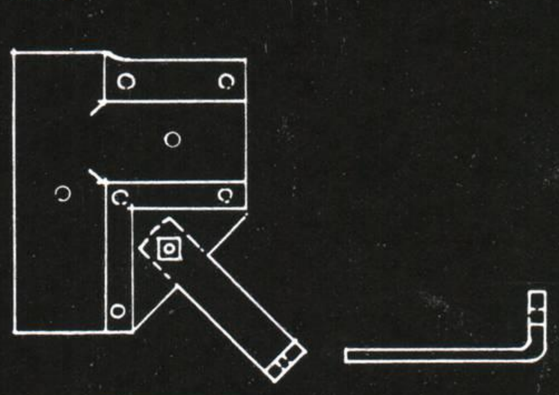
STEEL GATE FITTINGS



GATE HOLD-BACK



CROSS



ELBOW



GATE TOP



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SCALE $\frac{1}{4}$ FULL SIZE JANUARY 1939

Photos
Peter Butchard
from W. Wheeler



DH82C Tiger Moth
CF-CJP
ex
RCAF 1195





CF-cix

Photo
Peter Butchard.



DH82C Tiger Moth CF-BEN ex RCAF 4150
Associated Airways



Ex R.C.A.F.

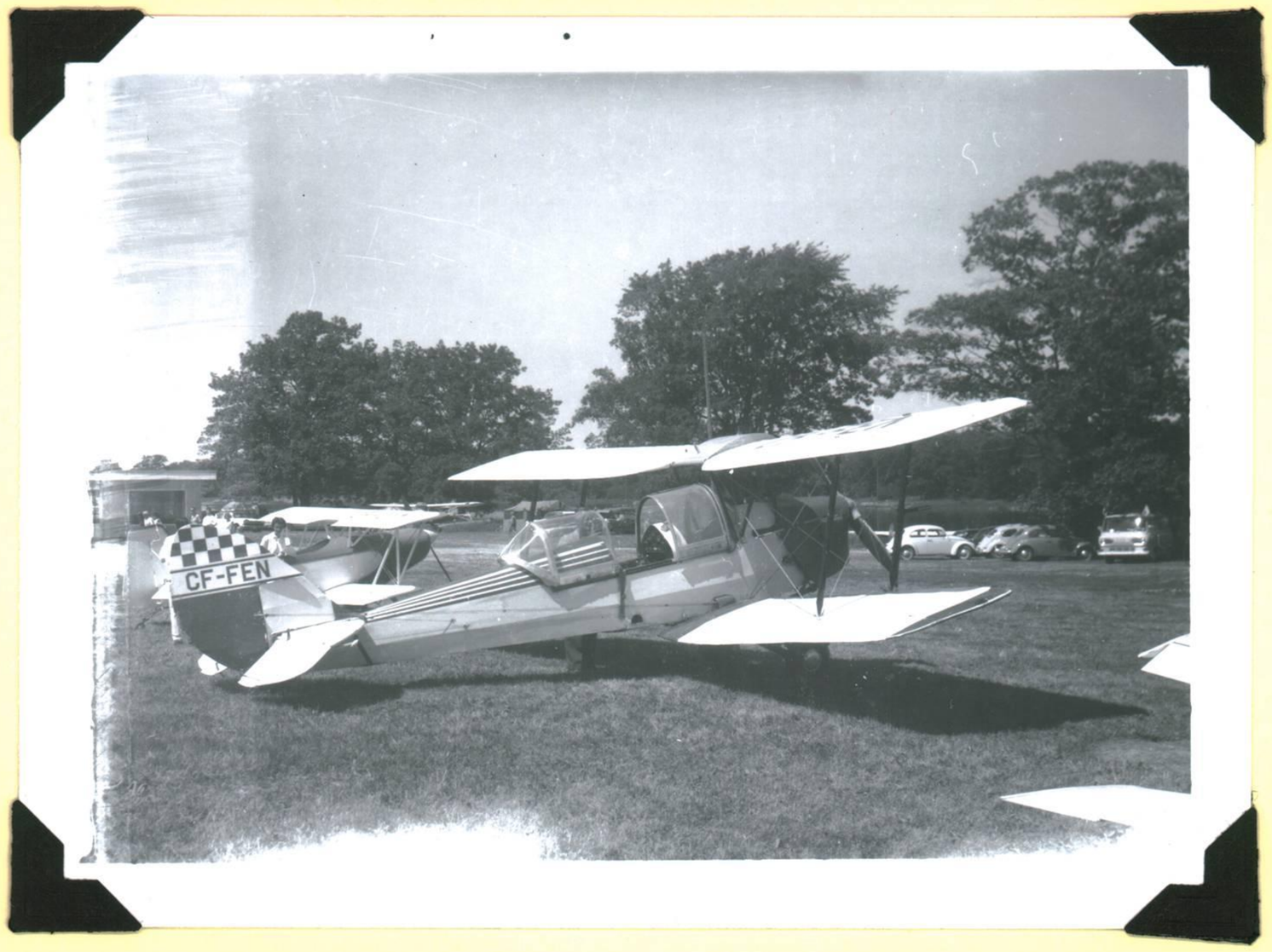




Photo:
G. Rowe

George Chivers' aircraft
ex 1278

CF-CVZ "Phyl's Mink" Bottonville 1 May 1965

Photo
W. Wheeler



Tiger Moth CF-EXE



Tiger Moth CF-IFR

Goderich, Ont
23 May 1966

Photo:-
Fred Hotson
from
W. Wheeler

239 roll out





1st DHC Built
1st Test Flight





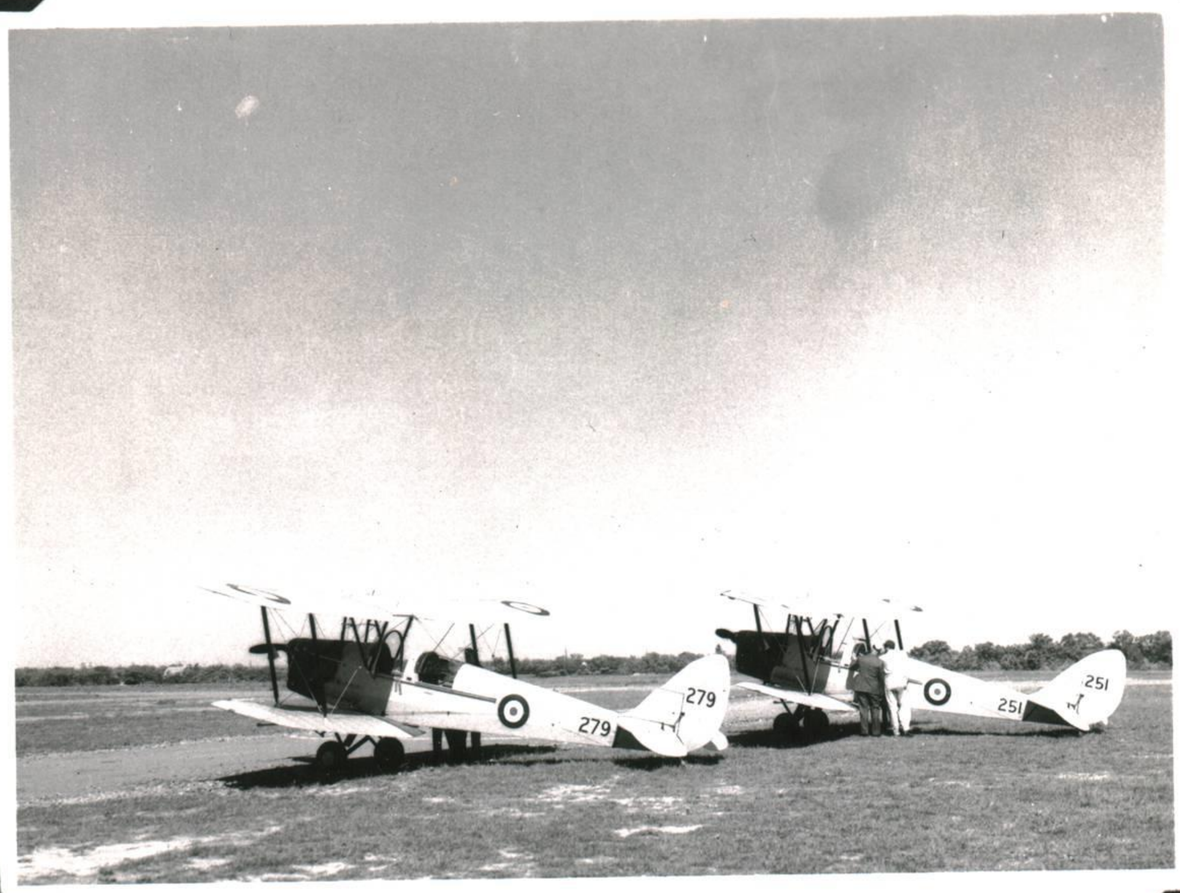
Mofsen rejects



DH 82A Tiger Moth #249

KE 20449

J. Beilby Photo ?
J. McNulty



SQ Patrol
@
IMG 332



Photo F. McNulty

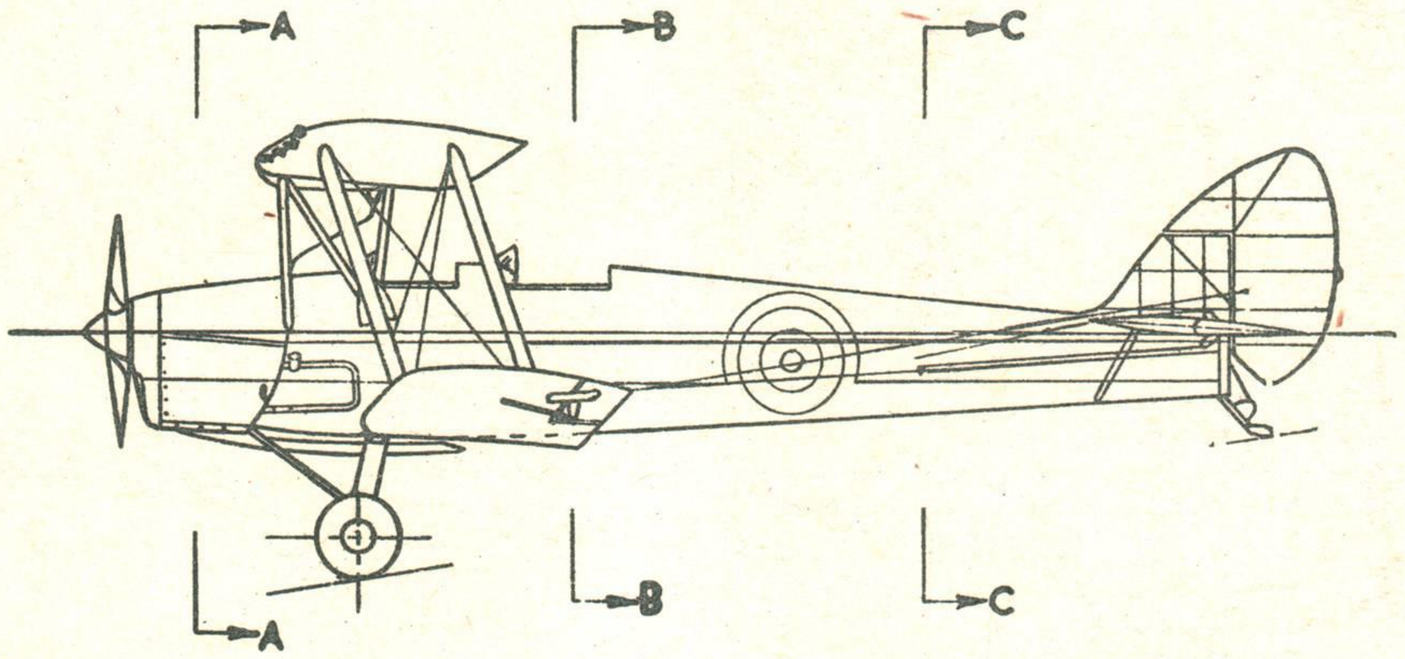
DH Tiger Moths #279 + #251
Plus 252

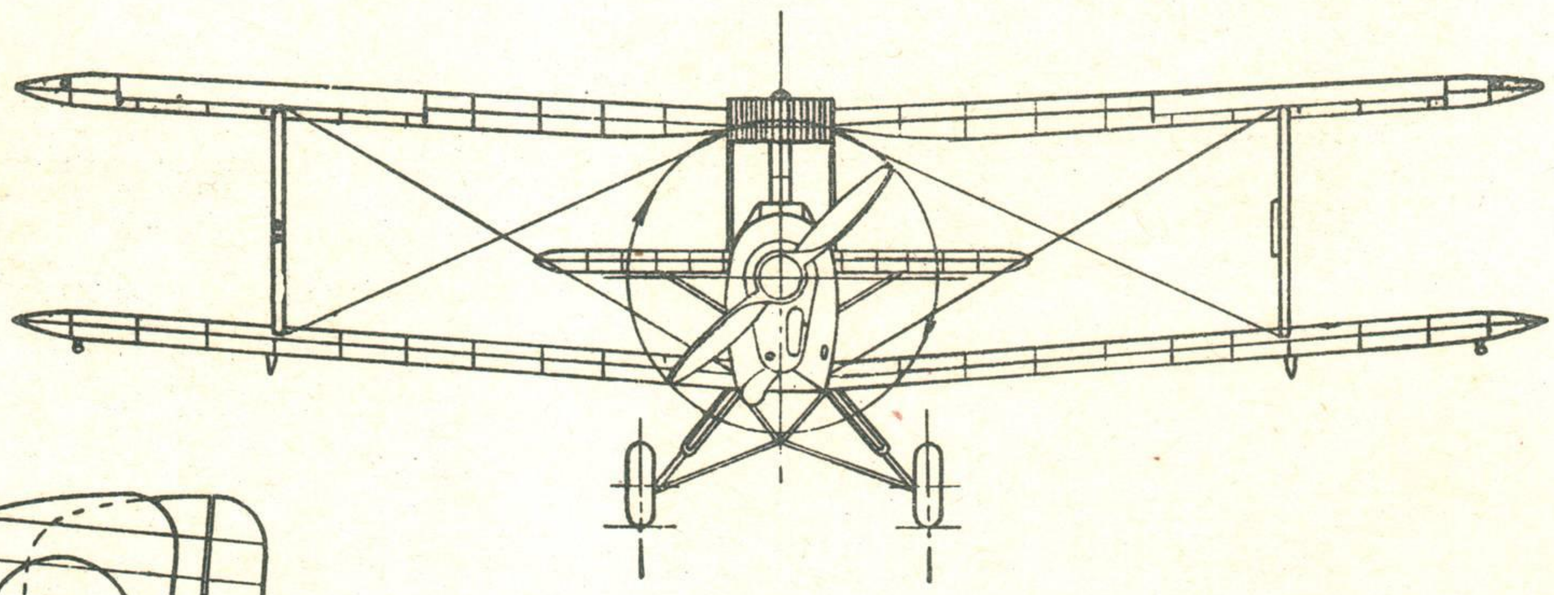
119 (B) Sqn

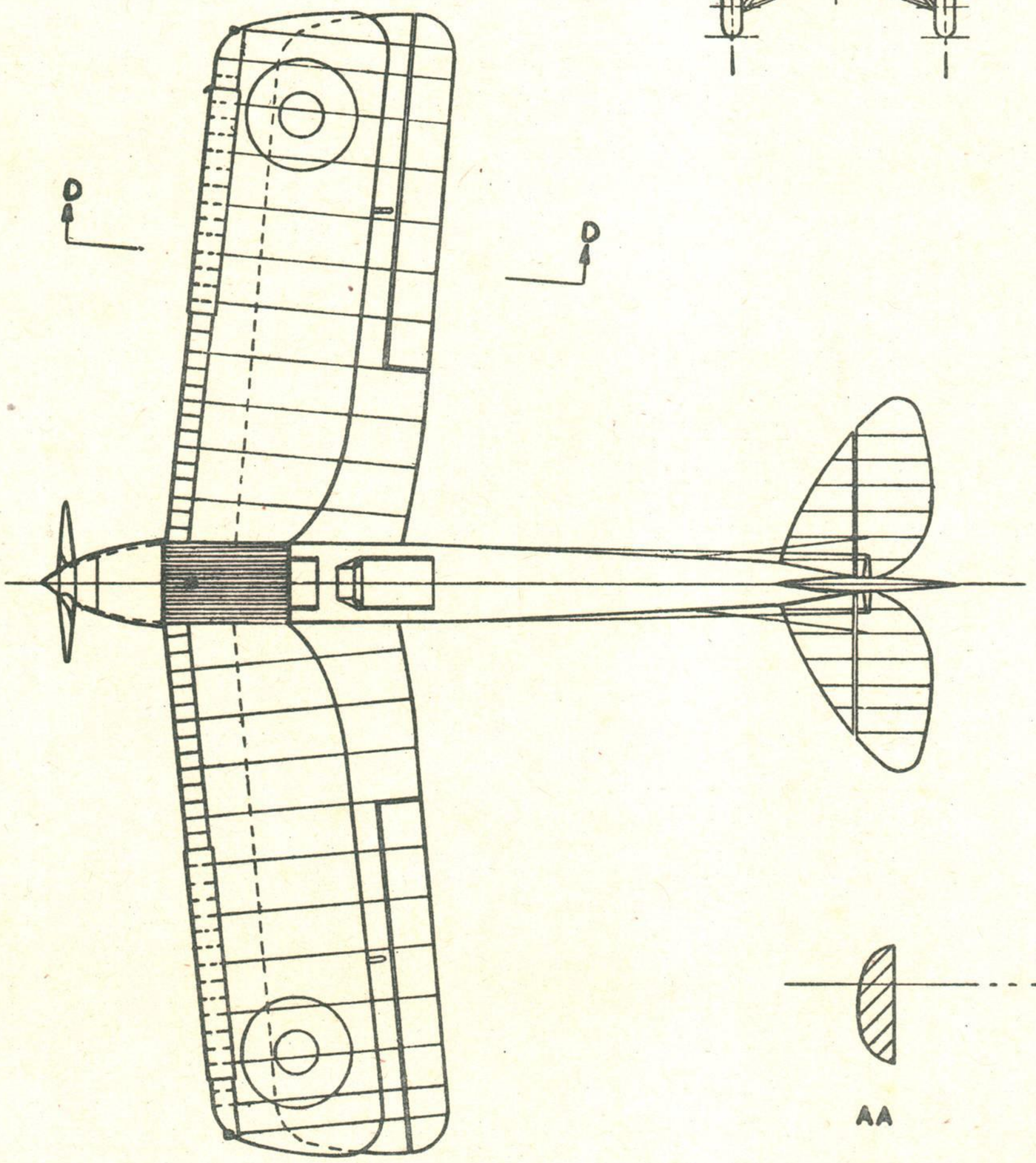
Sept 1938

J. Beilby 112


THE DE HAVILLAND AIRCRAFT OF CANADA
MOTH
LIMITED
240
238
239
239
239

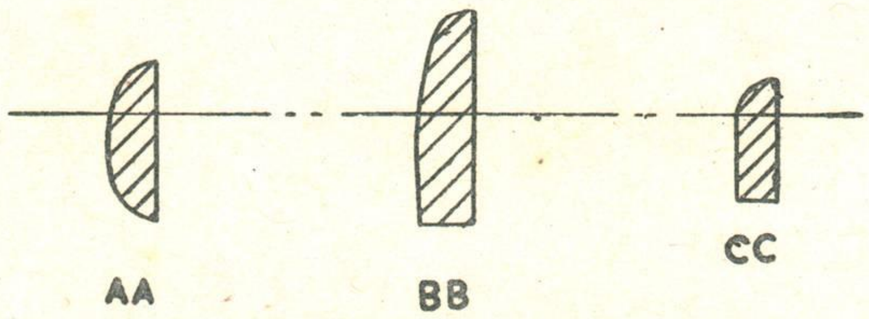




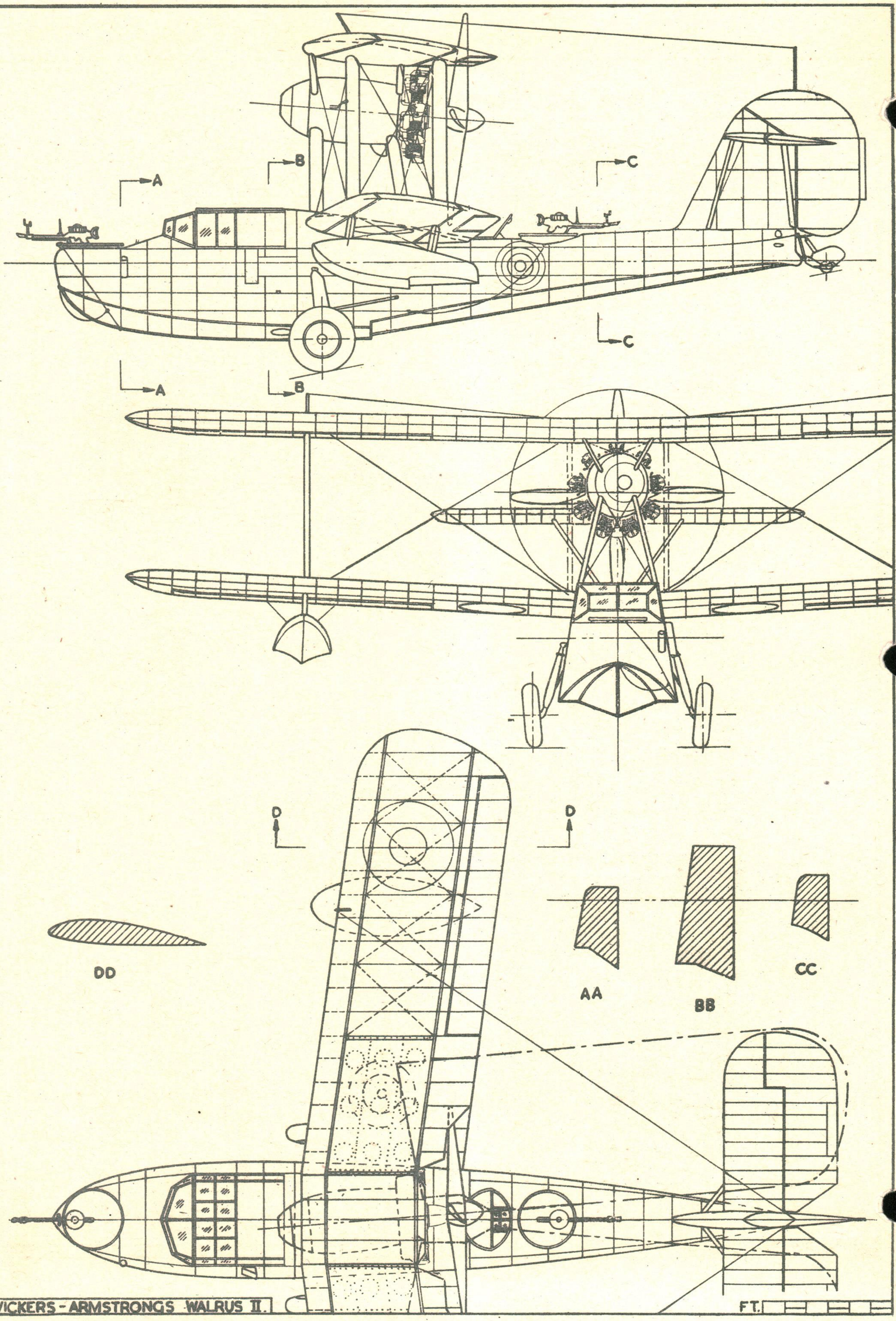




DD



AA BB CC



VICKERS - ARMSTRONGS WALRUS II.

1940

Start of year

15 82A's were serving Flying schools

5 Had been written off charge (May add 251)

∴ Of 26, 21 or 20 were now serviced

6 were active.

⇒ 248, 249, 251, 252, 253, 279

? ? ?

w/o

D.H. 82A.

1938

1938

	F15 'A'	F15 'B' 250	F15 'D' 250
110	247, 257 258		
111	253		
112	248		
119	249, 251, 252, 279		
120	275, 276, 277, 278		

Int & Ovat DHC - 240, 242, 247

Taunton 243, 244, 245, 246, 254, 255, 256,

They all went to Taunton between Jan - April 1938.

Missing 1939 onward. 251, 252, 279
257 partly incomplete

Accidents:

249 Cat D 25.9 Hamilton 119 Sqn
250 Cat C 1.12 Taunton F15
278 Cat C 7.8 Regina 120 Sqn

12 Total

82A Tiger Moths.

x no record

		RCAF	c/n	civil	
26		238	3348	G-ADHA CF-AVG	CF-CGZ
1		239	301		
2		240	302	CF-CGP	28.10.39 – .40
3		241	303	CF-CGQ	
4		242	304	CF-CGR	
5		243	305		
6		244	306	CF-CGS	
7		245	307	CF-CGT	
8		246	308		
9		247	309	CF-CGU	
10		248	310	CF-CHD	
11		249	311		
12		250	312	CF-CGV	
13	x	251	313		
14	x	252	314		
15		253	315		
16		254	316	CF-CGW	
17		255	317	CF-CGX	
18		254	318	CF-CGY	
19	x	257	319		
20		258	320	CF-CHC	
		Not RCAF	321	CF-CFJ	Ketchum Watson
21		275	322	CF-CHB	
22		276	323		
23		277	324	CF-CHA	11.39 – 18.12.40 27.3.41 – 8.5.43
24		278	325		
25	x	279	326		

UK built

3348	CF-CGZ
3378	CF-CBR
3379	CF-CBT
3380	CF-CBU
3381	CF-CBS

1938 Accidents

1	✓	23.2.38	243	P.P.O A.B. Searle	Trenton Cat D	Through crest - up on nose
2	✓	13.4.	245	P.P.O C.T. Fee	Wicklow. Out Cat C	F/L overshoot - on beach
3	✓	10.6	242	Sgt. Mirabelli	Trenton Cat C	Hit wire fence
4	✓	6.7	278	F/L T.L. Plant	Regina Cat C	hit mud - up on nose
5	✓	13.7	247	S/L W.A Curtis	Fort Erie Cat C	landing with drift
6	✓	9-8	246	P.P.O. Charles	Trenton Cat A	Stalled 20' hit nose down
7	✓	25-8	257	P.O. E.E Robertson	110 SRU Weston Cat A	couldn't recover spin
8	✓	25.9	252	F/L W.T. Peace	Jarvis Cat D	hit metal grass cover
9	✓	25.9.	251	P/O N. Drynan	189 Hamilton	Forced landing
	✓	25.9	249	F/L W.T. Peace	Hamilton Cat D	soft ground - on nose
11	✓	1.12	250	F/L C.R. Dunlop	Trenton Cat C	Running up - nose over
12	✓	21.12	254	F/S Bryant	Trenton Cat B	Stalled landing - dent fuse

All logged in annual review

C D C A C D C F/L D B A C

242, 243, 245, 246, 247, 249, 250, 251, 252, 254, 257, 278 (12 accidents)

↓

2 more '39

1939 Accidents

D.H. 82A

✓	18·1·39	241	F/O S.T. Gautray	Trenton	Cat C - Ground loop on nose
✓	5·2·39	251	F/O D.H. Wigle	119 Sqn Borden	Cat D - Deep snow, up on nose
✓	18·2·39	279	S/L N.S. MacGregor	119 Sqn Borden	Cat D - Hit depression, up on nose
✓	24·2·39	243	F/O S.T. Gautray	Trenton	Cat A - Too low out of dive - hit deck
✓	15·5·39	239		Borden	Cat A - Aerobatics - spiral dive into deck
* ✓	3·8·39	278		120 sqn Regina	Cat B
* ✓	28·10·39	251		Borden	Cat B Authorized Low flying hit tree
✓	29·10·39	253		Pat Bay	Cat C
✓	13·12·39	253		"	Cat C

239, 241, 243, ~~276~~ w/o, 251(2), 279 (6 accidents)

Serious accidents

251	28·10·39	Cat B+	
252			?
257	25·8·38	w/o	
279			?

D37

✓(1)	(4)	(3)	(6)	✓(2)	(5)
Trenton	Winnipeg (112)	Hamilton (119)	Vanc (111)	Western (110)	Regina (120)
238-247	248	249	253	258	275-278
250		251			
254		252			
255		279			
256					

w/o
257

1939

June Oct Nov Dec

(8) June 238 Vancouver FC as CGZ

240 Calgary FC CGP

(3) Oct 241 To Brandon FC - CGQ

242 Regina FC CGR

244 Winnipeg FC CGS

245 Hamilton FC CGT

247 Montreal FC CGU

250 Halifax FC CGV

254 Toronto FC CGW

Oct 255 To Moncton CGX

256 To Border Cities FC CGY

(1) Dec 258 Ottawa FC CHC

(4) Nov. 275 Brandon CHB

276 Lakehead

277 St. Catherines CHA

278 Lakehead

D.H. 82A Tiger Moth.
Civil Register

Civil	c/n	Serial
AVG	3348	238
CBR	3378	civil only
S	3381	civil only
T	3379	civil only
U	3380	civil only
CFJ	321	civil only
CGP	302	240
Q	303	241
R	304	242
S	306	244
T	307	245
U	309	247
V	312	250
W	316	254
X	317	255
Y	318	256
Z	3348	civil only
CHA	324	277
B	322	275
C	320	258
D	310	248

D.H.C. 82C Tiger Moths
Complete civil register

civil	c/n	serial
BAD	1772	8970
BEK	1498	1295
BEN	480	4150
BFV	1432	1229
BGL	1705	8903
BHG	1797	8995
H	1654	8852
I	1635	3974
J	1295	5992
K	1819	9662
M	1590	3929
P	1599	3938
BJU	1744	8942
BKZ 42-998 FE134	1357	1134
BLR 42-1013 FE149	1352	1149
BMJ	1769	8967
K	1775	8973
L	1795	8993
N	1849	9691
P	1657	8855
BNC	329	2547
F	327	Civil
BPY	1702	8900
BQS	1604	3943
T	528	4198
U	1309	1106
V	1208	5905
Y	1473	1270
BRH	743	4943
I	1257	5954
J	741	4941
M	1008	4818
BSM	1644	3983
N	1785	8983
O	579	4249
P	1508	3847
S	1848	9690
W	569	4239
X	1487	1284
Y	1703	8901
Z	1677	8875
BTE	1625	3964
F	1143	5840
I	1114	4923
K	534	4204
BUK	1800	8998
L	1719	8917
M	1811	9654
N	1720	8918
BXT	1691	8889
Y	1191	5888
BZC	1709	8907
D	1472	1269
E	1649	3988
F	1717	8915
G	1646	3985
X	1761	8959
Z	1768	8966
CHK	1796	8994
L	772	4973
M	1561	3900
N	1804	9647
O	1533	3972
P	1240	5937
Q	1458	1458
R	977	5802
S	1515	3854
T	829	5030
U	1448	1245
V	1446	1243
W	1162	5859
X	609	4279
Y	655	4325
Z	807	5008
CIA	1467	1264
B	980	5805
C	1520	3859
D	1566	3905
E	986	5811
F	697	4367
G	1283	5980
H	636	4306
I	1438	1235
J	1145	5842
K	851	5052
L	953	5154
M	984	5809
N	808	5009
O	1250	5947

CIP	1222	5919
Q	901	5102
R	563	4233
CIT	1608	3947
U	1764	8962
V	1184	5881
W	1748	8946
X	1417	1214
CJA	1747	8945
B	1729	8927
C	970	5171
D	1610	3949
E	1297	5994
F	1146	5843
G	887	5088
H	1667	8865
I	1746	8944
J	813	5014
L	1808	9651
DTJ	681	4351
DTL	724	4394
DTN	661	4331

Short Sunderland MK. III

TECHNICAL DATA

Description: A four engined, all metal, monoplane ~~flying boat~~. long-range Maratime Reconnaisszance, flying boat.

Manufacturer: Short Brothers

Power Plant: Four 1,065 h.p. Bristol Pegasus XVIII

Dimensions: Span 112 ft. 9½ in. **Length** 85 ft. 4 in. **Height** 34 ft. 6 in.
wing area 1,487 sq. ft.

Weights: **Empty** **Loaded** 58,000 pounds

Performance:

Maximum Speed 205 m.p.h. **Cruising Speed** 130 m.p.h.

Initial Rate of Climb 830 ft/min. **Range** 13.5 hours ~~Range~~ Endurance

Service Ceiling

Armament: .303-inch Brownings 1 in bow
2 in dorsals
4 in tail turret
2000 lbs of depth charges - 250 lb. Torpex x 8

UNIT ALLOCATIONS

Canada:

Overseas: 422 & 423 Squadron.

Sort out when BZ-C conversions were made & where

1941 and/or 1942

	1941	1942	1943
238		③ M&C Aviation Mar.-Sept ✓	
241	① M&C Aviation Nov 40 – Apr 41 ?✓		
248		④ M&C Aviation Mar-Sept ✓	
249		① Mid West Aug-Oct ✓	
253		② Mid West Aug Oct ✓	
255	① DHC July-Oct ?✓		
256		③ Mid West Aug-Sept ?✓	
258		④ Mid West Aug-Oct ✓	
275			May-June Patterson & Hill ✓
276		⑤ Mid West Aug-Sept ?✓	
277	② DHC Sept-Nov ?✓		
278		⑥ Mid West Aug-Sept ?✓	
12			
	3	8	1

De Havilland
DH 82 Tiger Moth


19
4319

70-27

JUN 7 1970


CF-GTU
19
4319

95-2-16


5020

76 2 36


WRF-297



Don Hong.



HC 11765-2 TIGER MOTH

R·C·A·F· PHOTOGRAPHIC ESTABLISHMENT

#A398



P.L. 3584.

PL - 8548



PL 3584


48

PL143027





PL/43024


59

REMARKS:

a/c built 31 Jan 42
RCFCA registration CF-CTL
1991 Registration C-GDWI

RECORD OF WRITE-OFF

APPLICATION RC'D FROM	DATE	FILE No.	DATE APPROVED	APPROVED BY	APPROVAL SENT TO	DATE	T. O. No.

DISPOSAL PARTICULARS

AIRFRAME — T. O. No.

ENGINE/S (QUOTE SERIAL NOS.) — T. O. No.

AIRSCREW/S (QUOTE SERIAL NOS.)

ACCESSORIES

REMARKS:

EFFECTIVE DATE WRITTEN-OFF

AIRCRAFT RECORD CARD

FIRST ENTRY AT Stored Reserve ≡ 4 T.C DATE 2.2.42 TRANSFER ORDER No. 14025

TRANSFERS DATE	TRANSFERS TO	TRANSFERS AUTHORITY	TRANSFERS DATE	TRANSFERS TO	TRANSFERS AUTHORITY
25.2.42	≡ 4 T.C ≡ 16 CFTS	T.O 14756	Royal	Can. Flying Clubs Assoc. Ottawa Ont	
10.12.	Stored Reserve # 4 TC	T.O 4430			
13.1.43	≡ 4 TC (# 32 EFTS) 18/1	T.O 5000			
18.2.43	M & C Aviation 15/4	T.O 7-1263			
25.5.43	Stored Reserve # 1 TC 11/6	TO 1186			
~~26.6.43~~	~~# 3 TC (# 3 F.T.S)~~	~~TO 1722~~			
5.7.43	# 1 TC (# 7 & F.T.S) 1/7	TO 1922			
28.2.44	Stored Reserve # 1 TC	T.O. 18883			
3.7.44.	APDAL # 1 T.C.	T.O. 14448			
15.1.45	Apdal # 1 A. C.	T.O. 17863 (C129A)			
~~10.2.45~~	~~Hay Assets Corp.~~	~~TO 18469~~			
27.7.45	Hay assets Corp.	T.O. 14039			

REMARKS: SHIPPED TO #10 R.D. FOR ERECTION.

HRS: U.K. CONTRIBUTION.

SINCE NEW: 1706:00

SINCE O/HAUL: 576:00

LOCATION: 6 R.D.

4 38/S 7537.

ENGINE TYPE GIPSY MAJOR 1 UNITS 1 AIRSCREW TYPE (CODE) REF. No.

BATCH No. QUAN. IN BATCH LEDGER FOLIO SPECIFICATION No. ✓

REGISTRATION No.	MAKE & MODEL		YEAR	TYPE	MANUFACTURERS No.
1211 ✓	TIGER MOTH 1	~~SOLD~~ SOID	1942	ELEM TRAINER	

C/N 1414

1211	TIGER MOTH I ~~SOLD~~ SOLD	1942	ELEM TRAINER	
REGISTRATION No.	MAKE & MODEL	YEAR	TYPE	MANUFACTURERS No.

OVERHAUL DATA

	DATE	REASON	DONE BY	REQ'N No.	COST		HOURS SINCE NEW	DATE COMPLETED	ALLOTMENT
1	18.2.43	Tense etc.	Mc Operation					25.5.43	# ITC (S.R)
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									

ACCIDENT RECORD

	DATE	CATEGORY	PLACE	TIME	REPORT REFERENCE	DATE	RANK & NAME OF PILOT	No. IN CREW	DISPOSAL	DATE SERV.
1										
2										
3										
4										
5										
6										
7										
8										

B. S. LTD.

AIRCRAFT RECORD CARD

PAT'D 1920

REMARKS

Tiger Moth.

11 Feb 73

Thompson at St. Catherines
showed wanting upper surface
roundel for Tiger Moth VCF-BHK
ex 9662 delivered in 1942.
Will phone 9:30 Thurs.
G. Neal recommended he call.

He has completed all other colour and marking information himself

Answers

By 1942 roundel 32" diameter located 2" clear of wing tip and centrally between leading edge and the aileron hinge line.

Blue	32" dia	16" dia
White	19¼ dia	9 5/8 dia
Red	6 13/32 dia	3 13/64 dia

Top & Bottom surfaces the same

Registration numbers on lower surface
32" high, 20" wide 4" stroke
Located centrally between inboard edge
of roundel and wing root.

4050	Donated by	Women of Greater Vancouver	Insignia painted	7/40
4051	"	" Vancouver Breweries Limited		7/40
4052	"	" The Citizens of Vancouver		7/40
4053	"	" The H.R. MacMillan Company Ltd		7/40
4054	"	" The Powell River Company Ltd & Associated Companies	Painted	7/40
4064	Donated by	"Listeners of Radio Station CJOR	Insignia painted	20-6-40
4065	"	" Fraser Valley Milk Producers Association	" "	" " "
4066	"	" Coast Breweries Limited	" "	7/40
4067	"	" The City of Vancouver	" "	8/40
4068	"	" The City of Vancouver	" "	8/40
4069	"	" War Activities Committee, Vancouver B.C.	" "	8/40
4070	"	" Youbou Air Supremacy Drive, Youbou, B.C	"	4/9/40
4074	"	" Air Supremacy Drive Committee, New Westminster B.C.	"	18/10/40
4076	"	" Powell River & District Training Plane Campaign, Powell River, B.C.		10/40

14 a/c D.H. Presentation Aircraft

Tiger Moths

Photos:-
F. Hotson
from
W. Wheeler









Tiger #481?

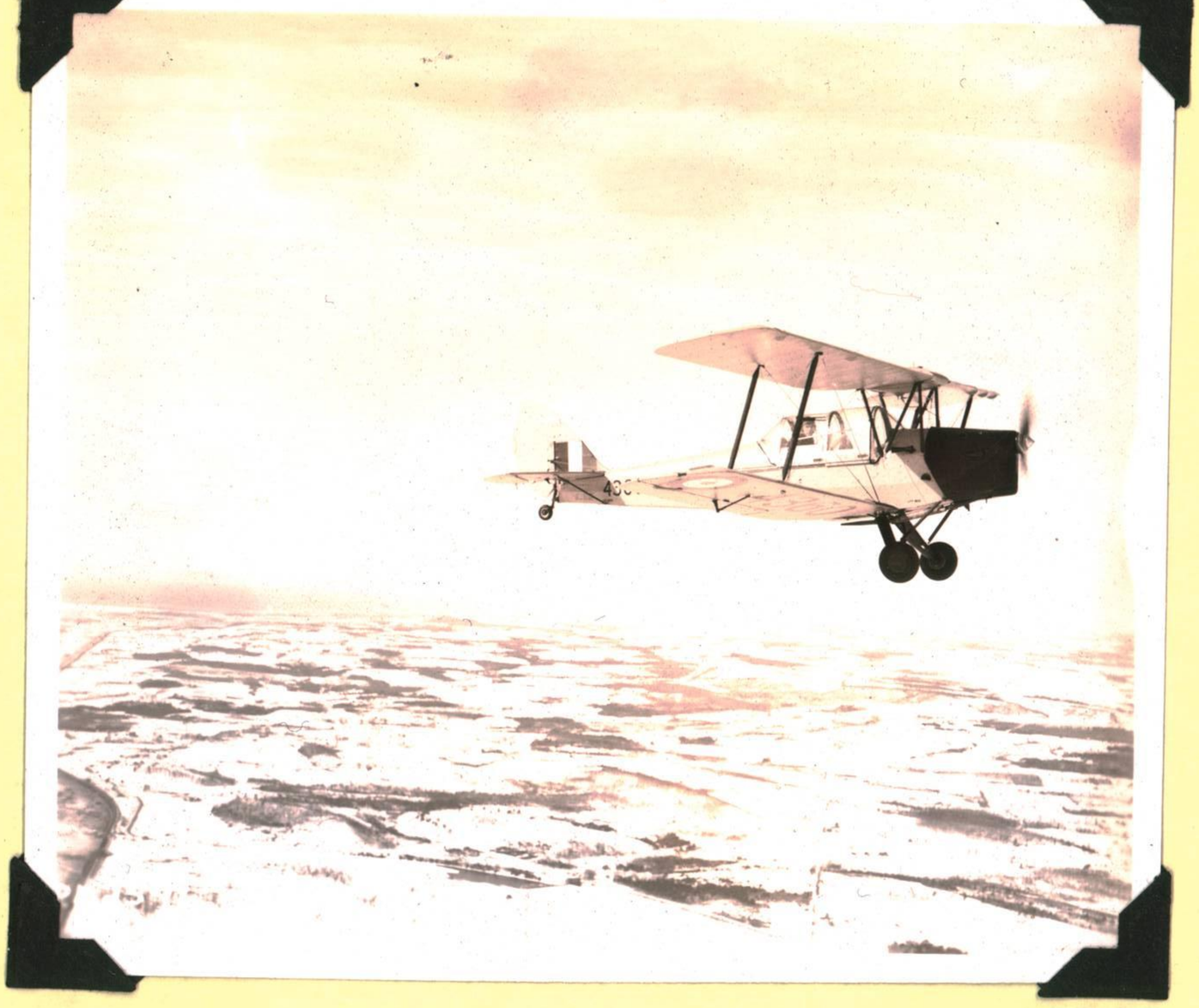
Mount Joliet 1943

RE 20192



#4077

Harvey Stone





#4388

137

DH. 82C Tiger Moth

Photo K. Molson.



W. Row Photo
CY-WR


33



Photo Brigham
from D. Binns
CY-TG



Photo Mac McIntyre.

Photo
Peter Butchard.



DH 82C Tiger Moth RCAF # 3855

RCAF Photo



21.2-20A

Photos
J. Griffin
Oshawa, Ont
20 June 1965



DH Tiger CF-DGC exRCAF # 4830



DH Tiger ~~CF~~ - CF-CTY ex RCAF 5884



Photo
J. Griffin

Oshawa
18 June 67

Photo J. Griffin







Oshawa. Ont.
18 June 67

Photos
J. Griffin



DH Tiger Moth
CF-CKF

Oshawa. Ont
18 June 1966



Fuselage: Pale Blue
Wings & Tail } Yellow
Registration: Blue on Yellow
Yellow on Blue



Photo

from
W. Wheeler



DH Tiger Moth CF-CIX ex RCAF

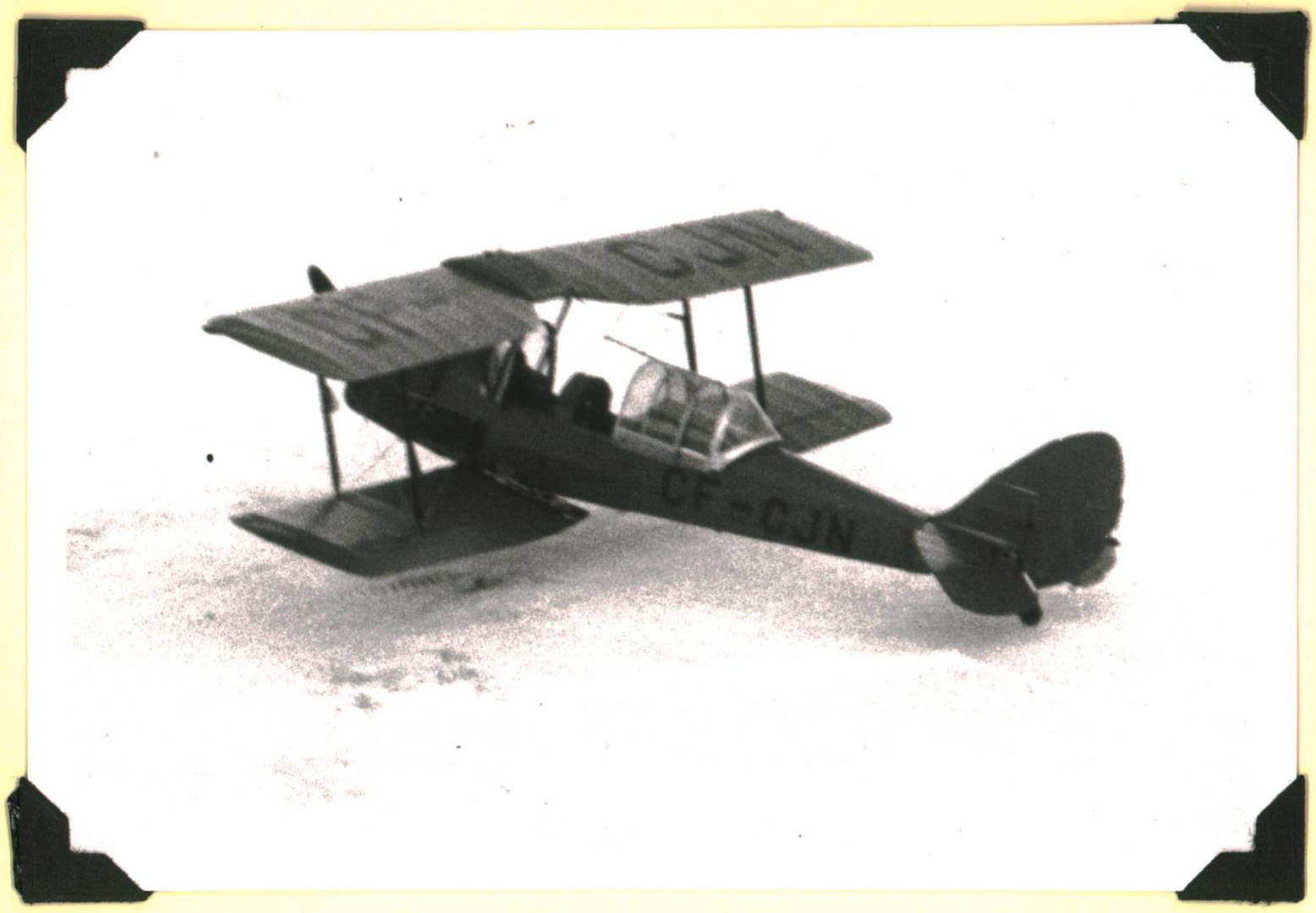
Photos:-
F. Hotson
from
W. Wheeler



CF-APL



CF-BNC



Photo

from
W. Wheeler

Tiger Moth CF-CJN ex B895

Photos
Peter Butchard.
from W. Wheeler



DH 82C Tiger Moth CF-CJO ex 3886



CF-CIX