# Research Notes on the

# de Havilland Tiger Moth

# Compiled by John Griffin

# Part 3/3

Version 1.0 – 29 June 2026

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taken June 2026

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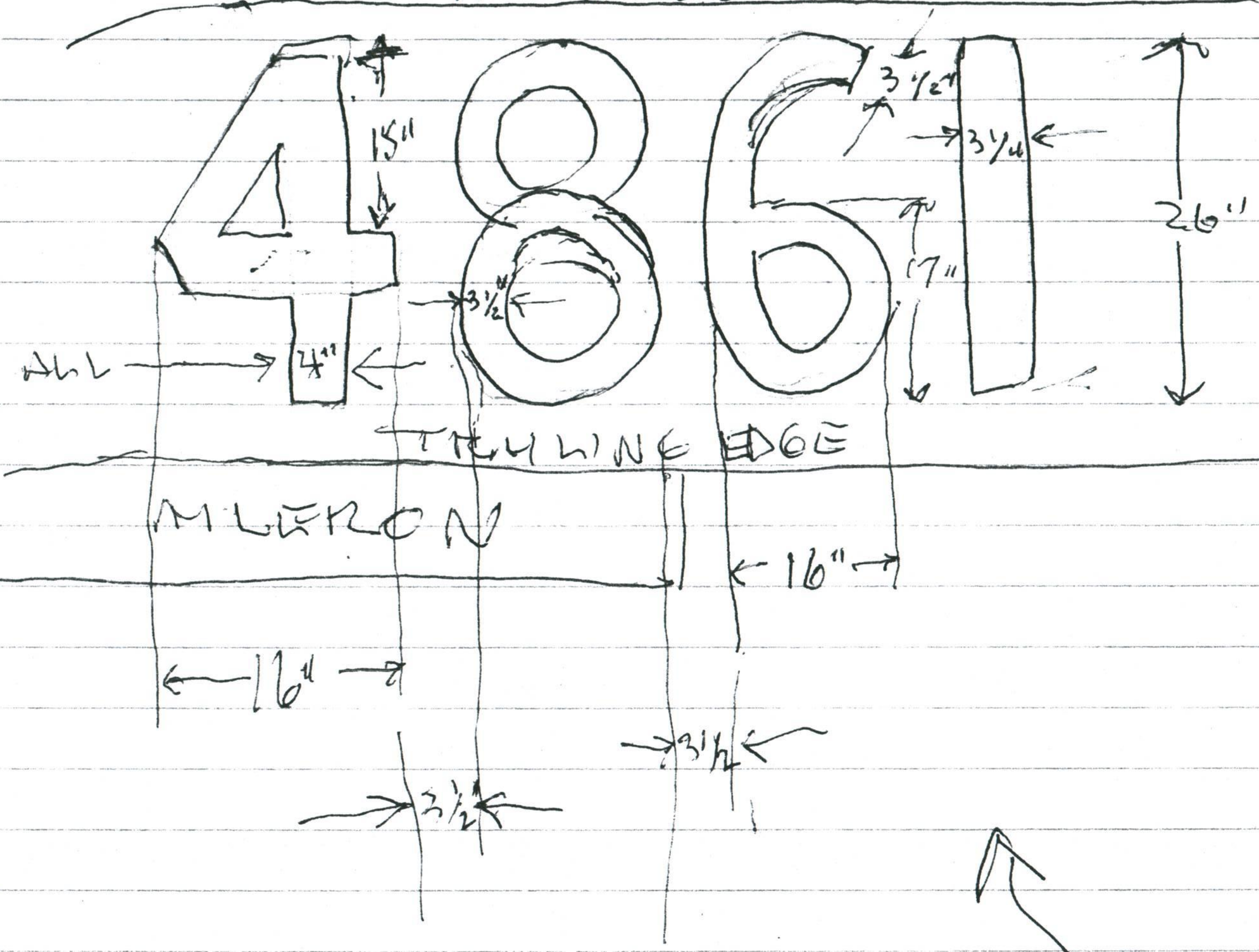
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# TIGER MOTH

## UNDER STBD WING




PORT WING REVERSED

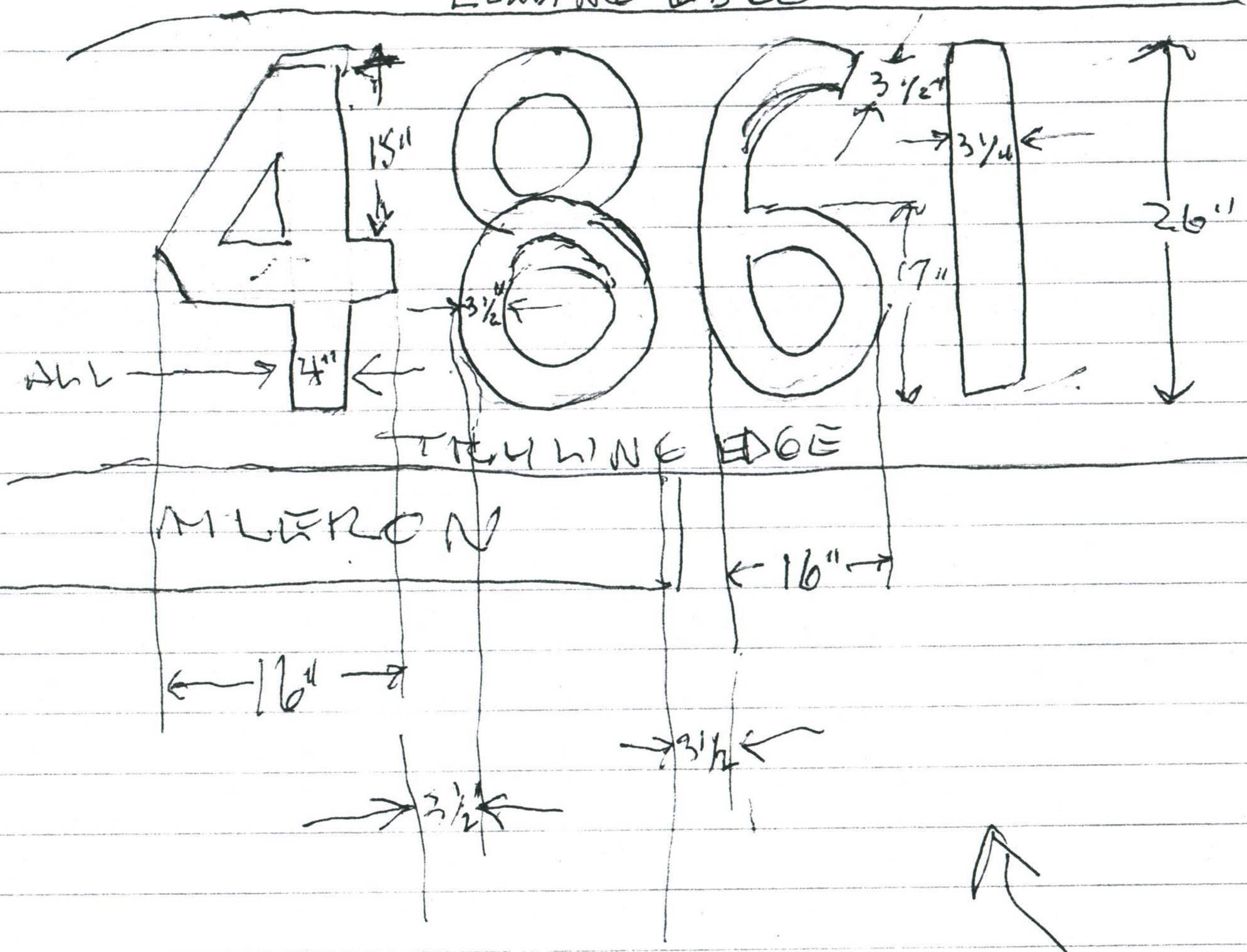
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JG & AW

# TIGER MOTH

## UNDER STBD WING

LEADING EDGE




PORT WING REVERSED

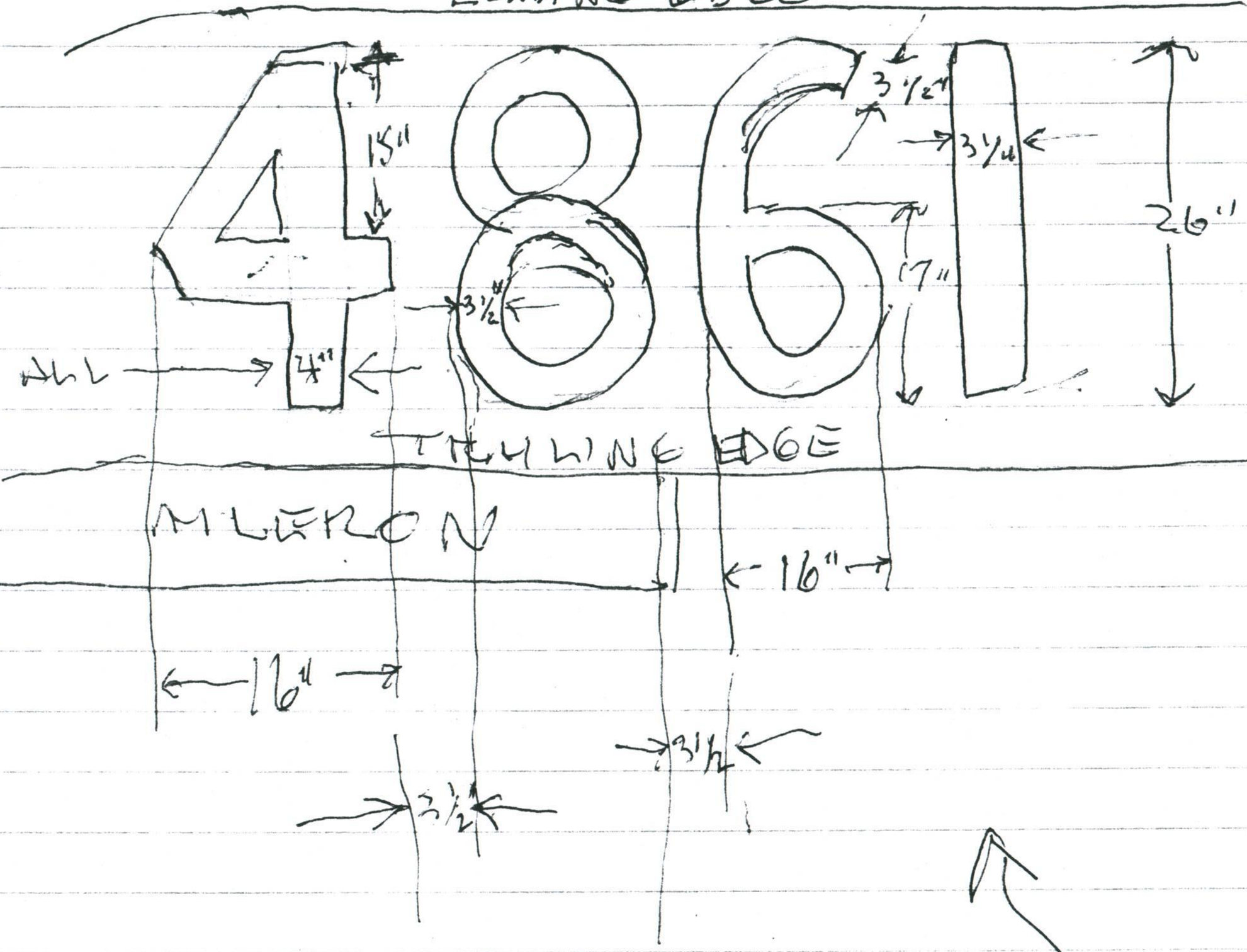
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JG & AW

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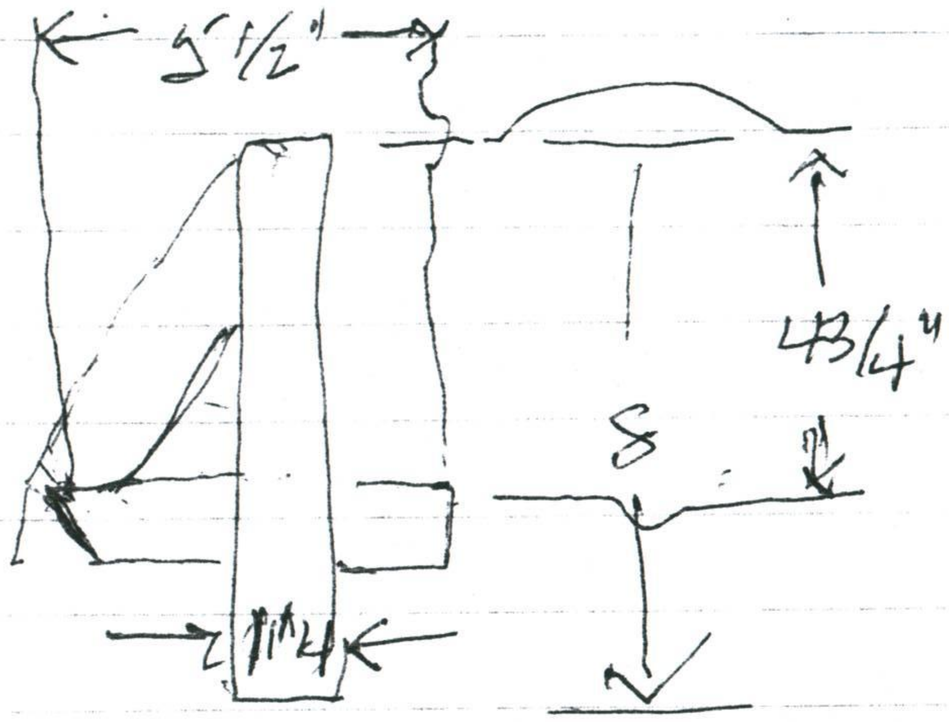

PORT WING REVERSED

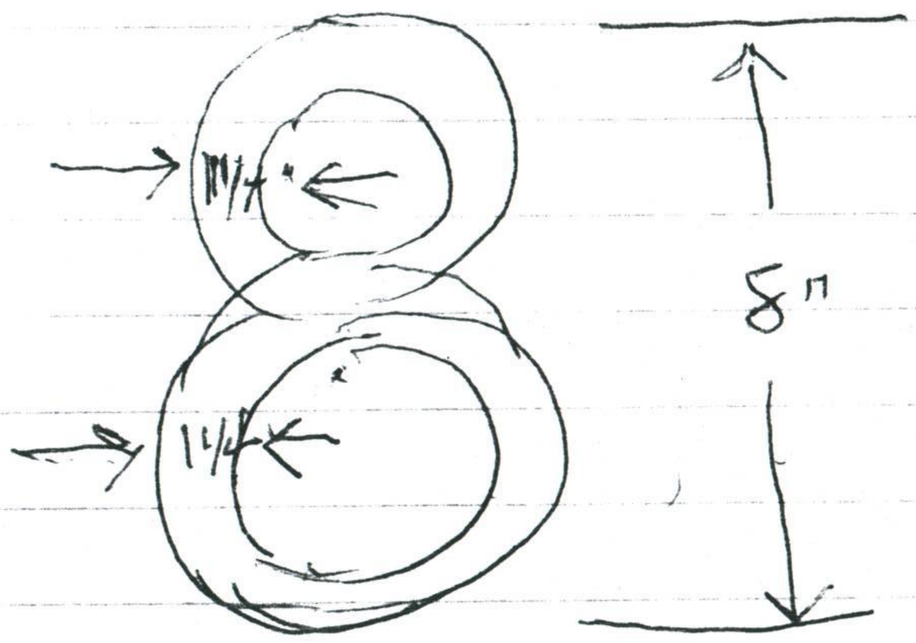
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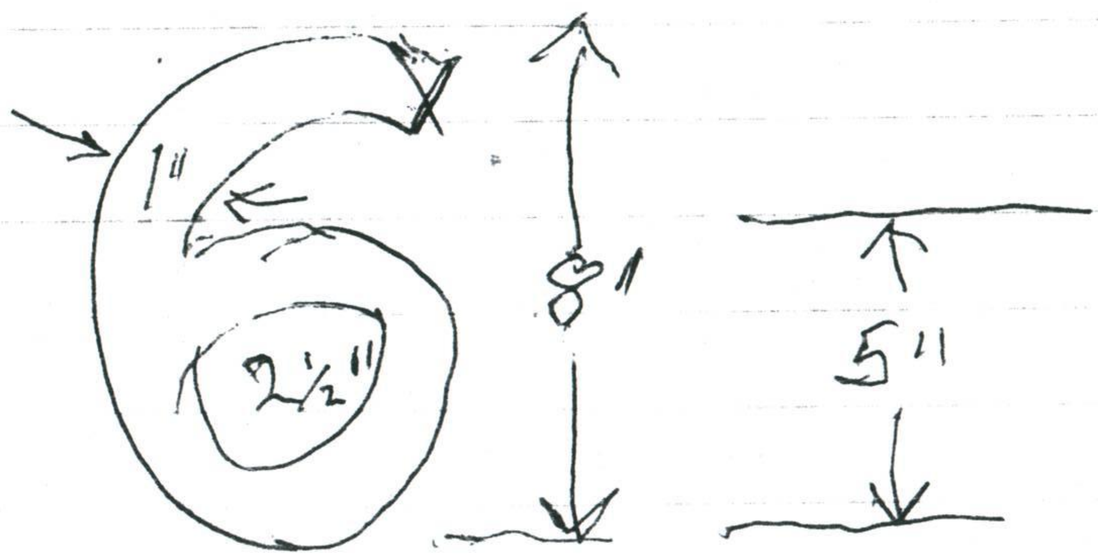
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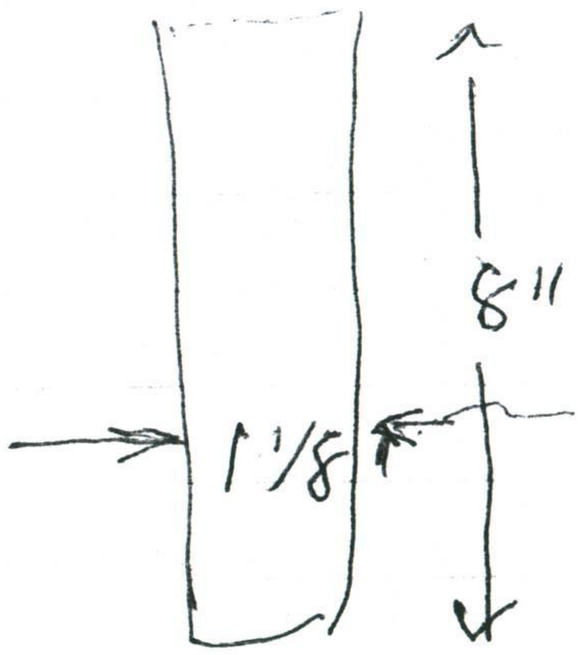
# 4861 TIGER MOTH

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1 1/8" THICK

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8 TOP LOOP 4 1/2" WIDE

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1 L 1 1/4" THICK

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4 BOTTOM STROKE 5 3/4" WIDE

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4 BOTTOM STRONG 5 3/4" WIDE


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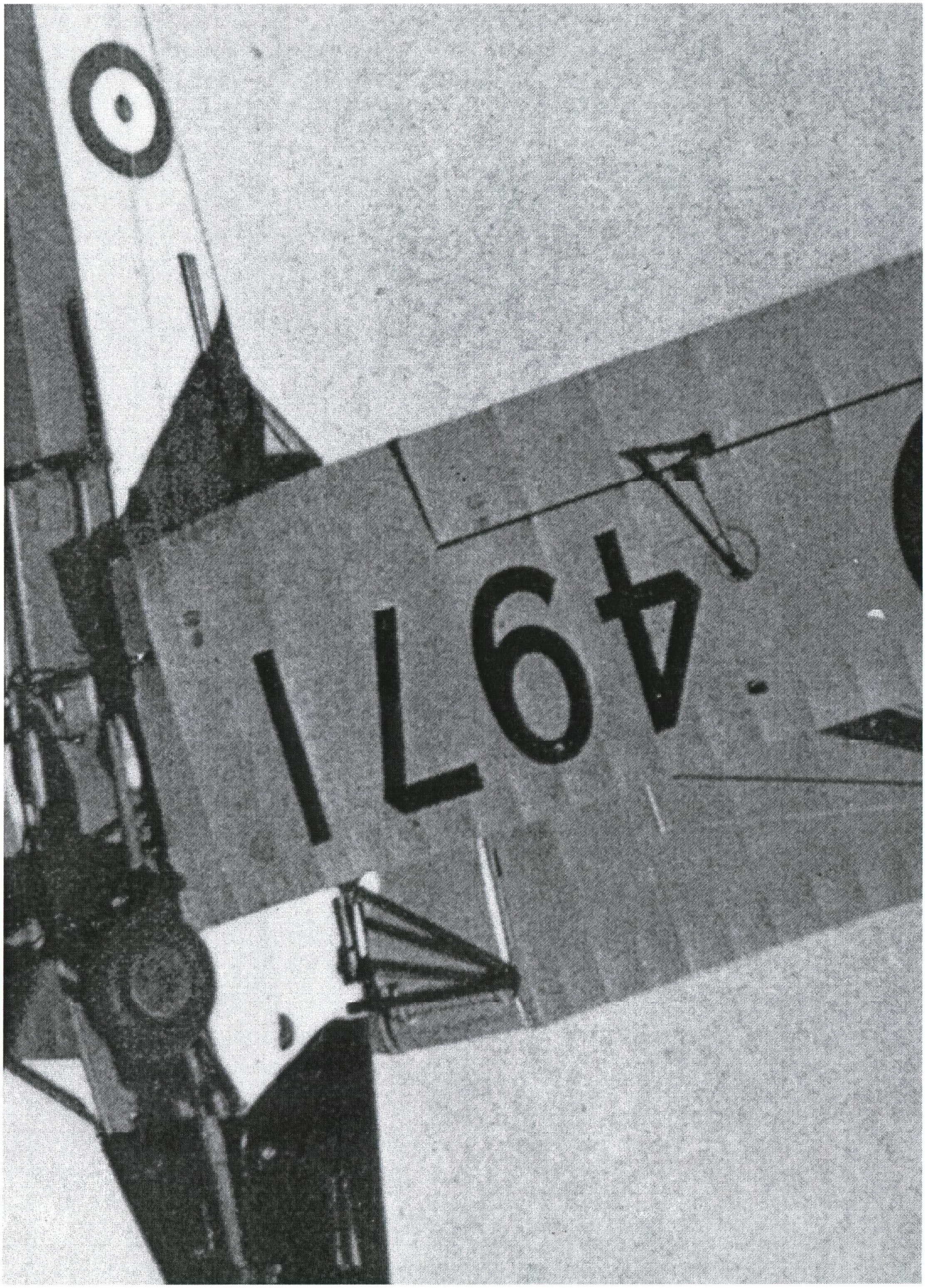
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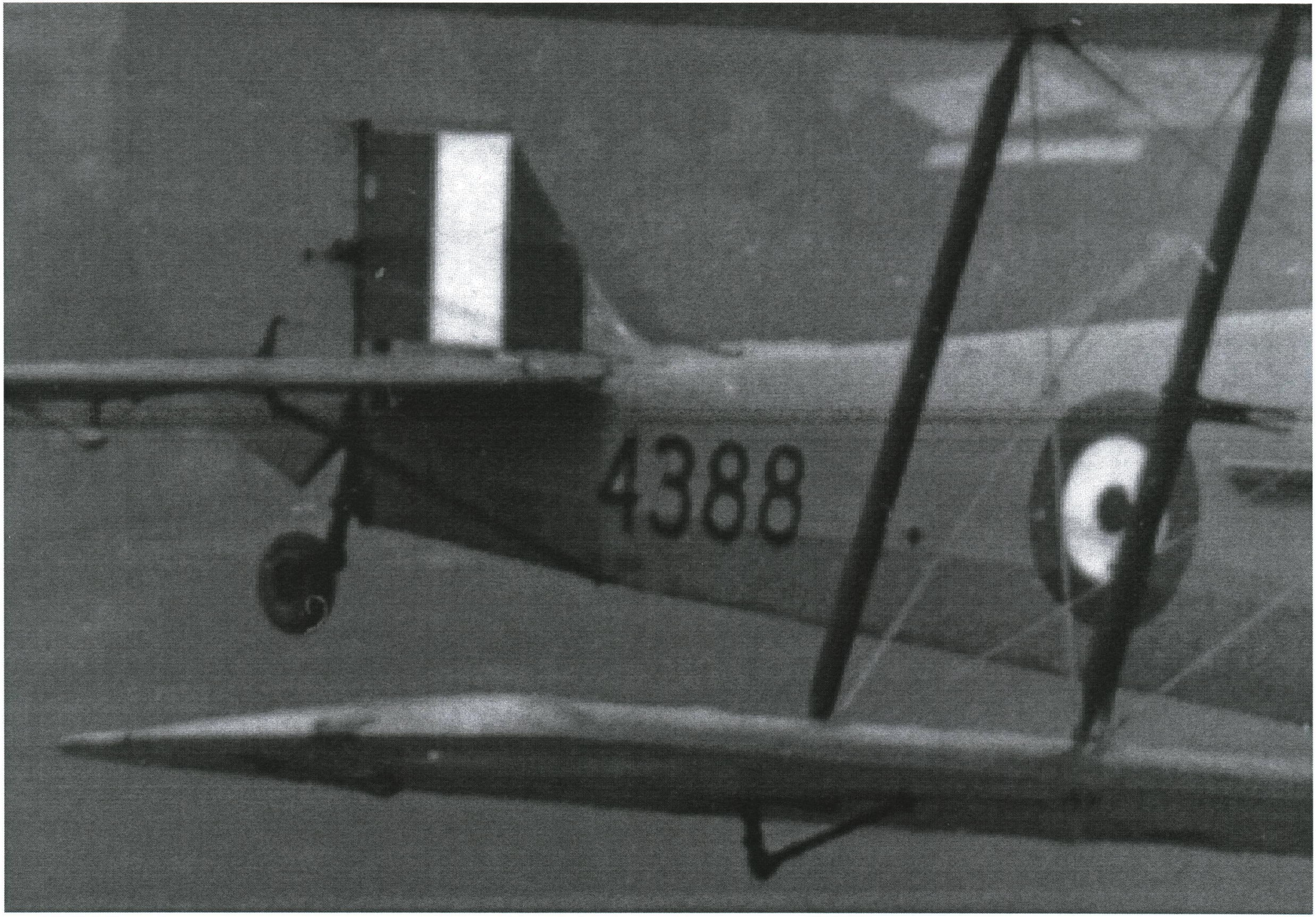
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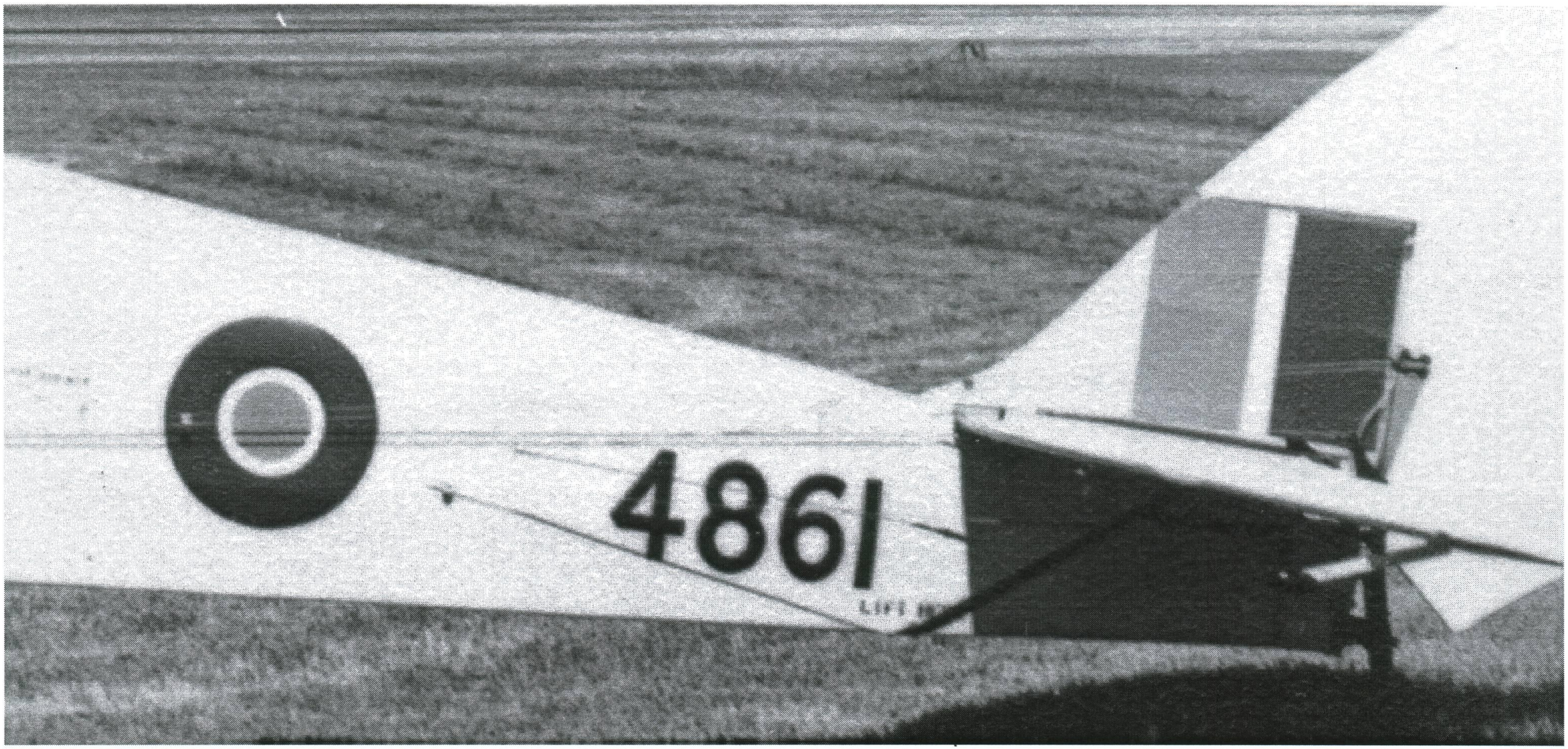
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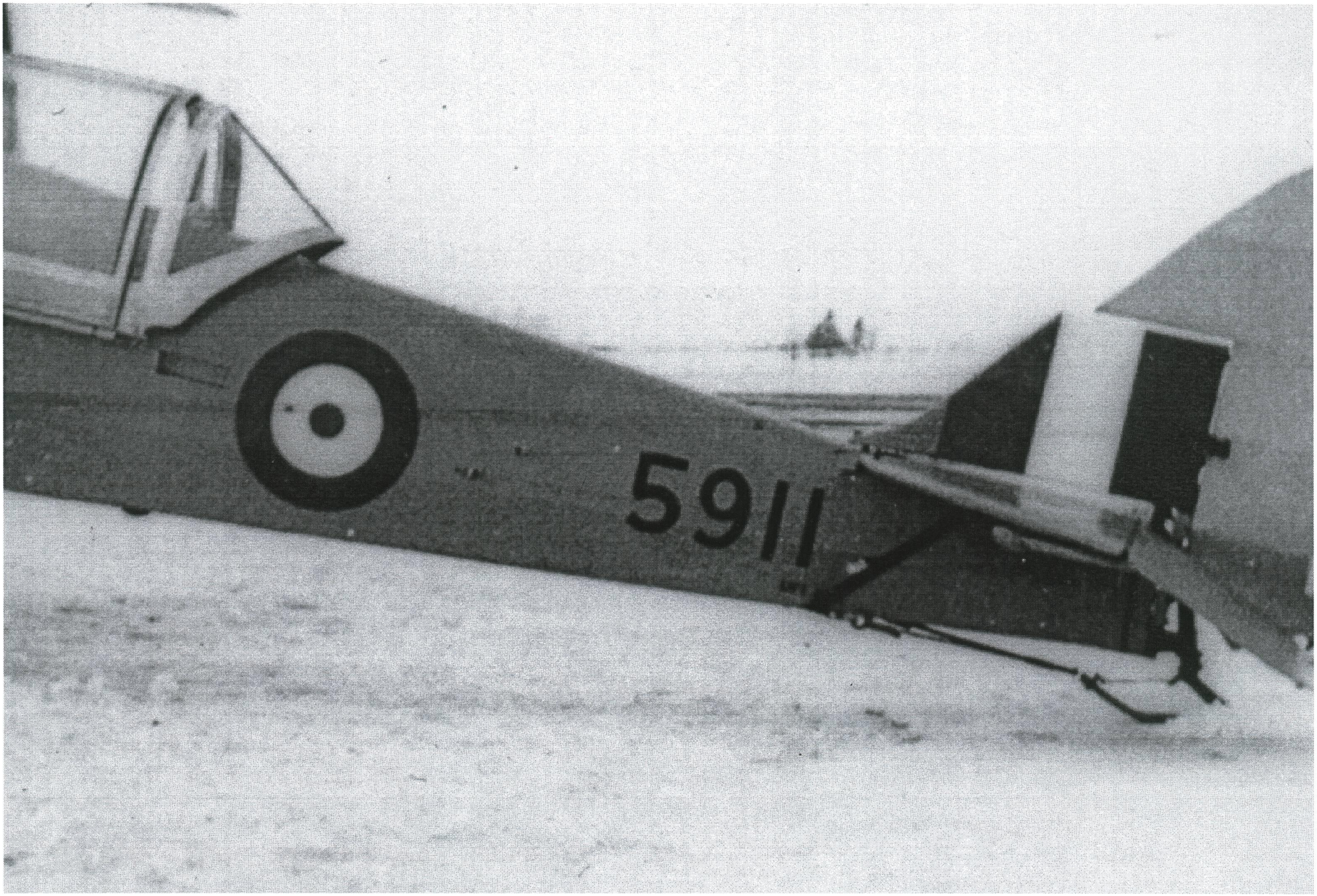
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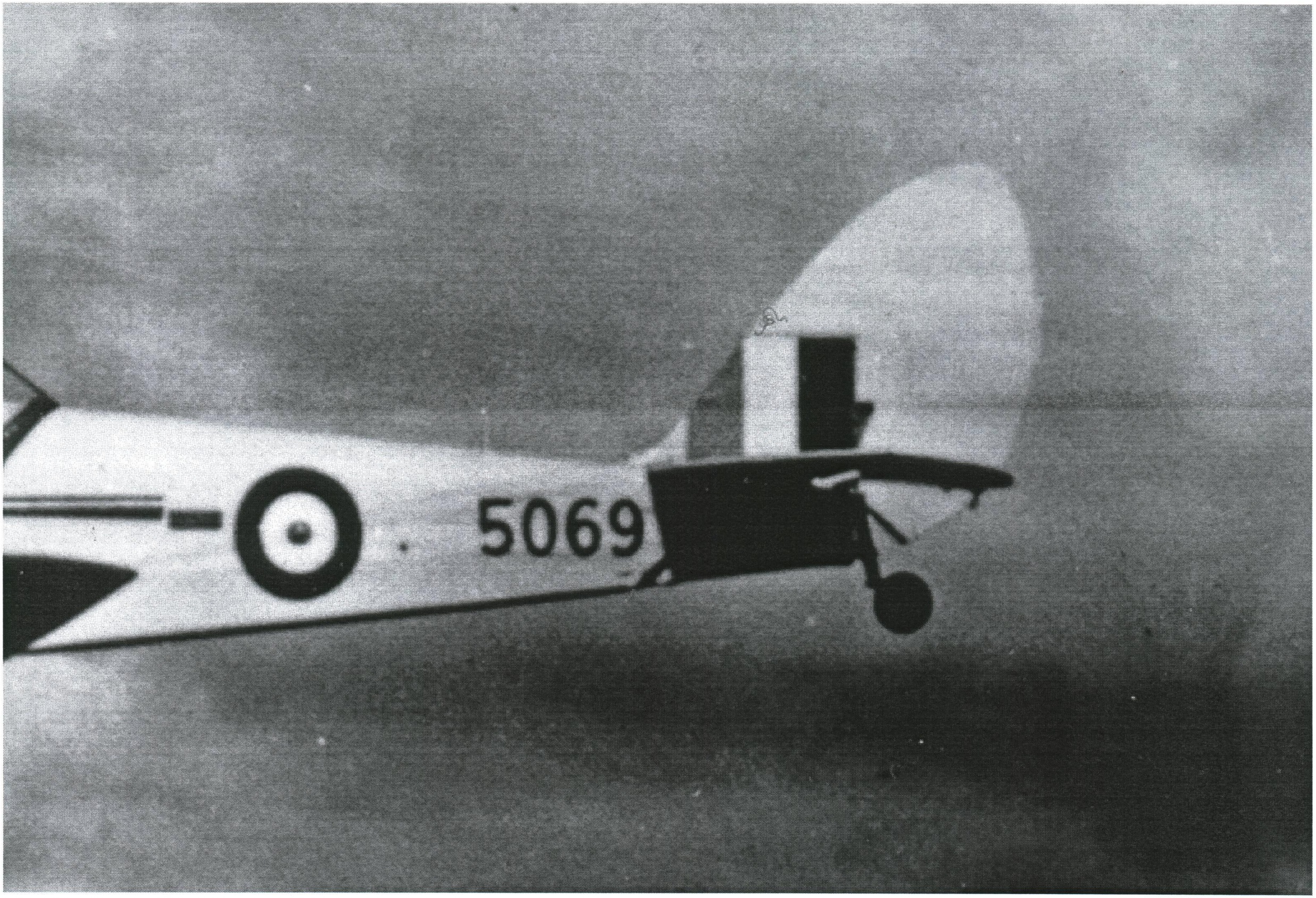

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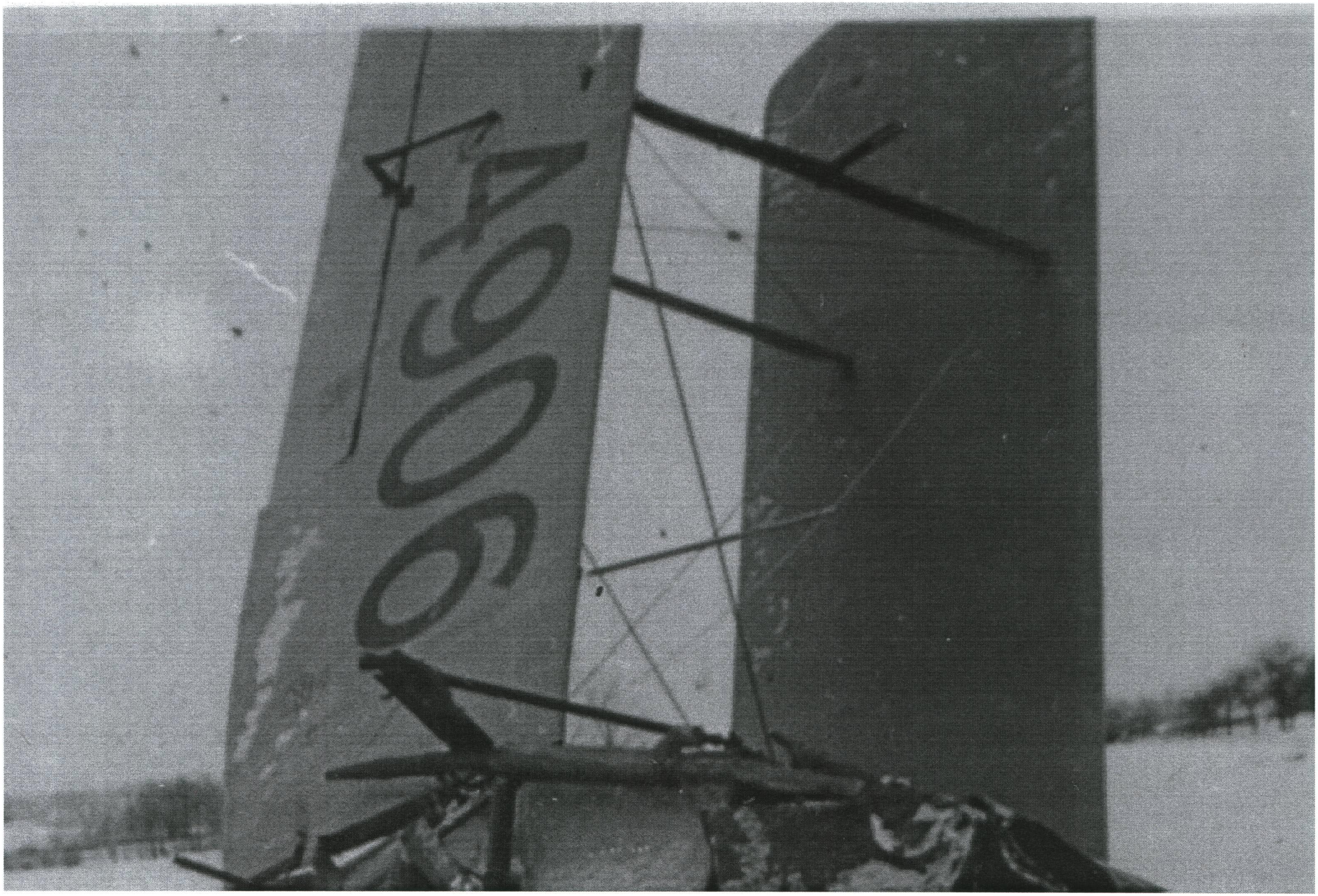

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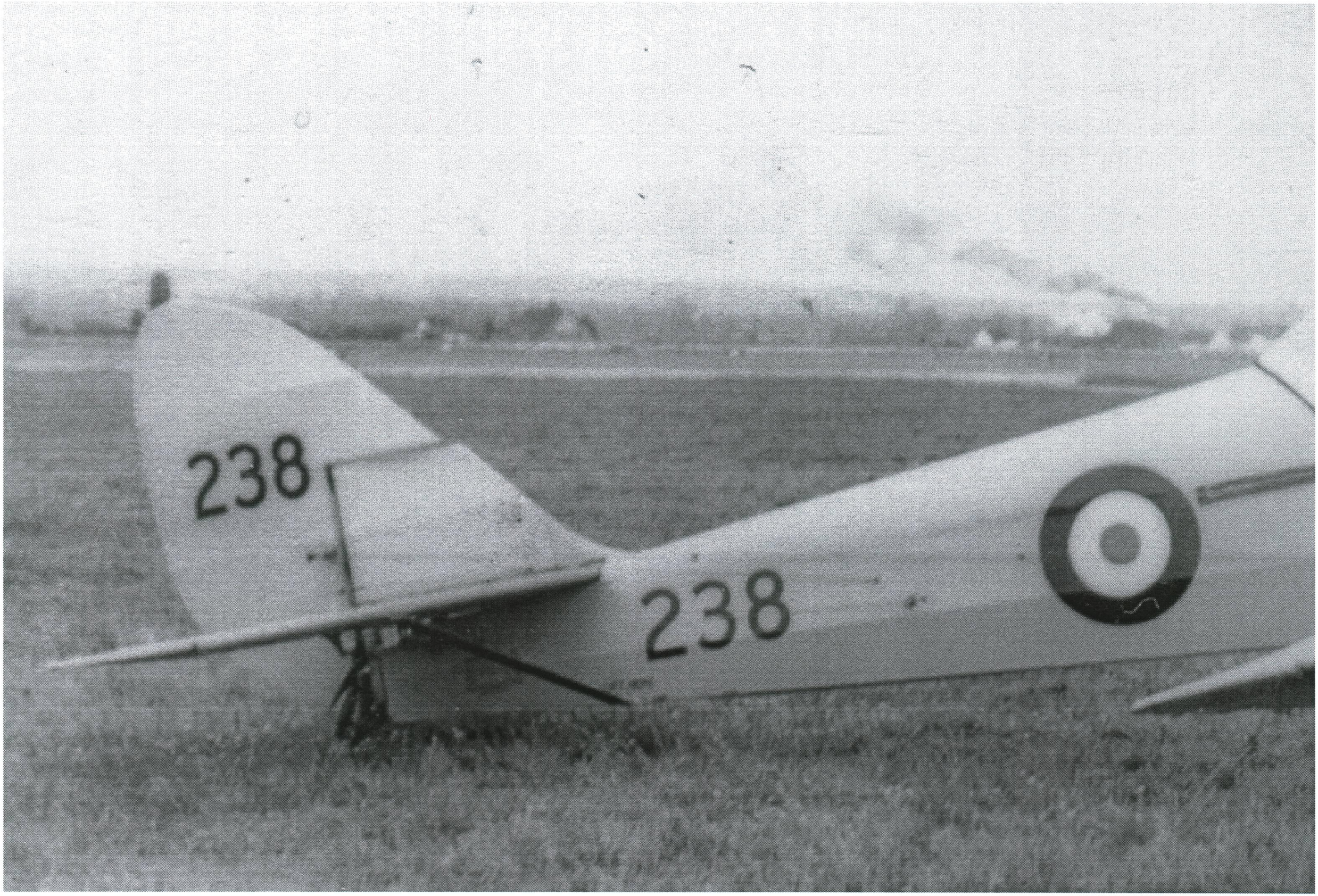

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"Tiger Moth" Trainer, manufactured at Downsview, Ont. (near Toronto) by the de Havilland Aircraft of Canada, Limited. Twenty-five of these aircraft were recently completed for delivery to the R.C.A.F.





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Bradford

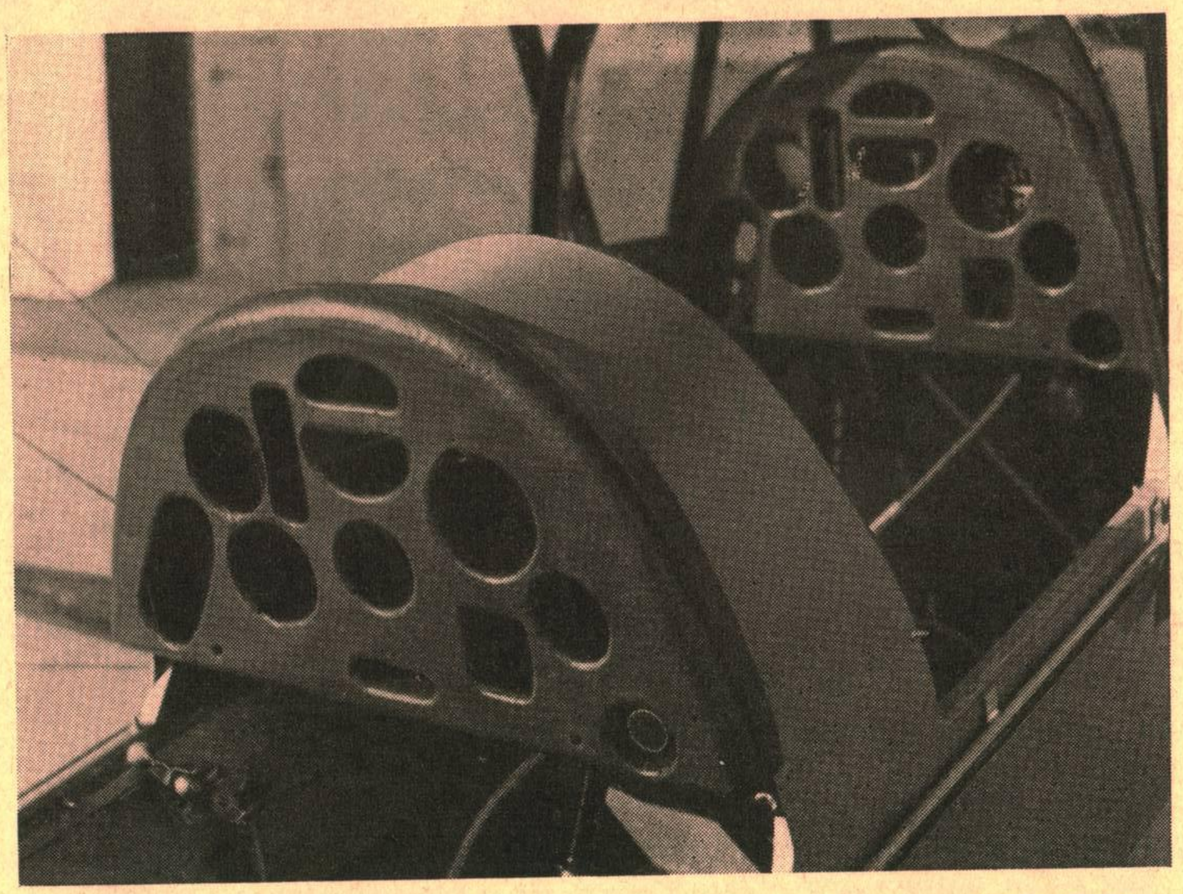

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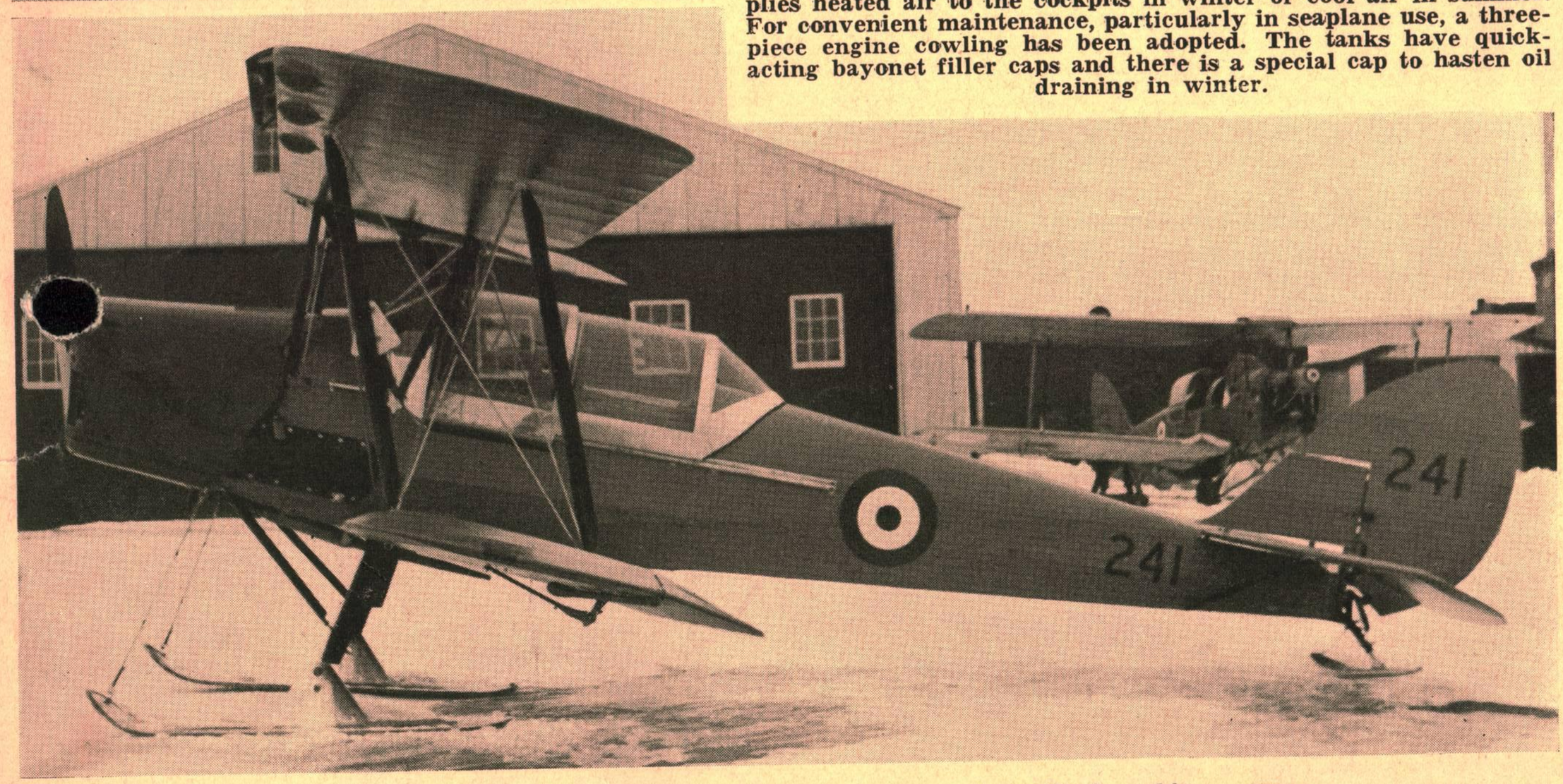
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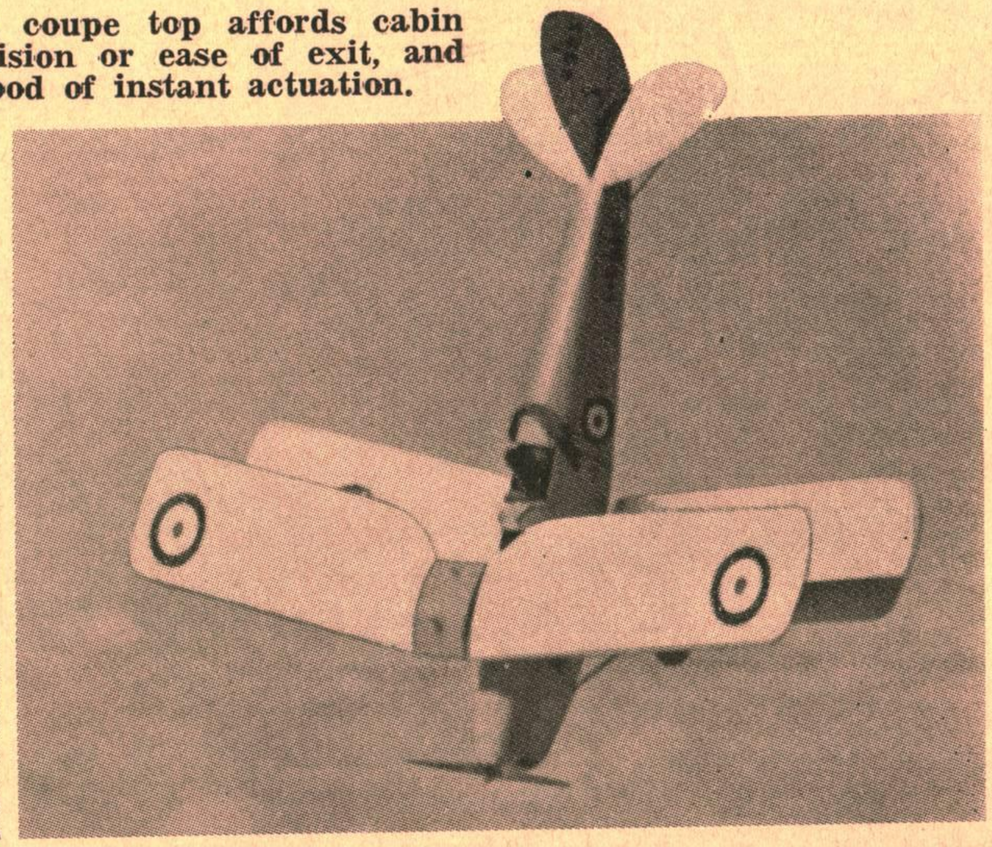
**Above: The instrument panels cater for all primary and blind flying instruction and are covered with moulded rubber pads for protection in the case of minor accident.**

**Below: For wheel, ski and float chassis. Ventilation system supplies heated air to the cockpits in winter or cool air in summer. For convenient maintenance, particularly in seaplane use, a three-piece engine cowling has been adopted. The tanks have quick-acting bayonet filler caps and there is a special cap to hasten oil draining in winter.**

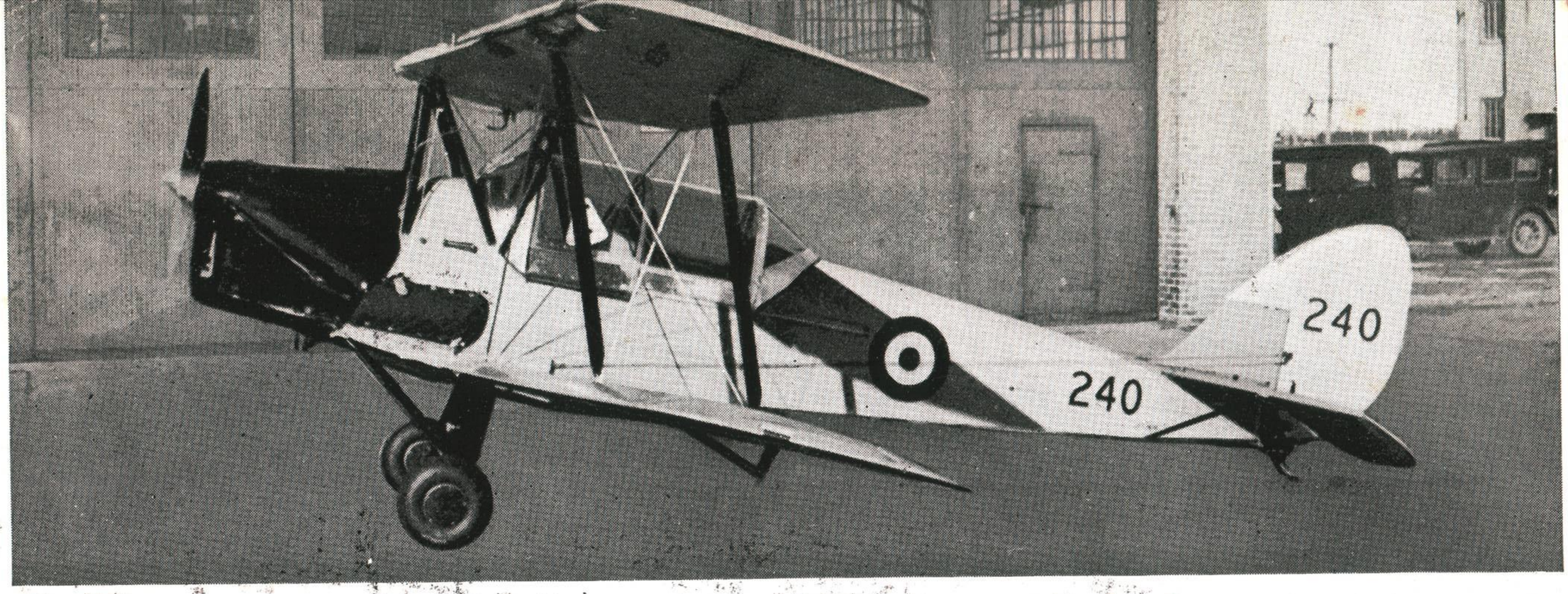



**Below: The sliding transparent coupe top affords cabin protection without restricting vision or ease of exit, and incorporates a blind-flying hood of instant actuation.**





# CANADA LIMITED POSTAL Station "L" TORONTO, ONT.



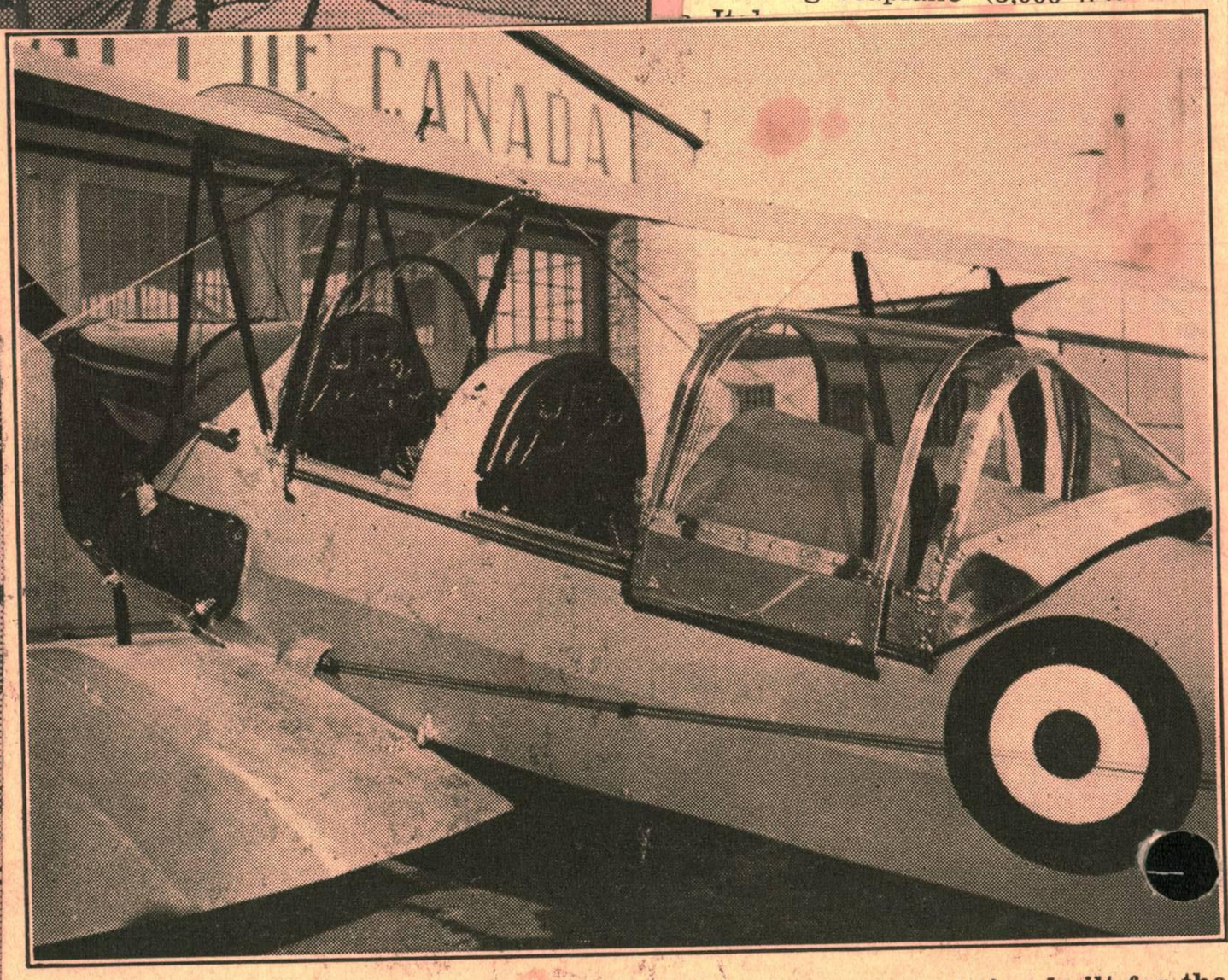

## TIGER MOTH D.H.82A.

| Dimensions: | | | | | |
|---|---|---|---|---|---|
| Length overall | 23 | ft. 11 | in. | 7,32 | m. |
| Span | 29 | ft. 4 | in. | 8,95 | m. |
| Height overall | 8 | ft. 9.5 | in. | 2,71 | m. |
| Track | 5 | ft. 3 | in. | 1,6 | m. |

Engine—Gipsy Major Series 1, 130 h.p.
Maximum All-up Weight (aerobatics) ..... 1770 lb.
Maximum All-up Weight (normal) ..... 1825 lb.

| PERFORMANCE loaded to | Normal Weight (1,650 lb.) | Maximum Weight (1,825 lb.) |
|---|---|---|
| Maximum speed (at sea level) | 110 m.p.h. | 109 m.p.h. |
| Cruising speed at 1,000 ft. | 94 m.p.h. | 93 m.p.h. |
| Cruising fuel consumption | 5.9 gall./hr. | 5.9 gall./hr. |
| Ultimate range with 19 gall. | 302 miles | 300 miles |
| Indicated stalling speed | 43 m.p.h. | 46 m.p.h. |
| Take-off run in 5 m.p.h. wind | 119 yds. | 156 yds. |
| Landing run in 5 m.p.h. | 122 yds. | 133 yds. |
| Rate of Climb at sea level | 798 ft./min. | 673 ft./min. |
| Time to climb to 5,000 ft. | 7.5 min. | 9 min. |
| Service Ceiling | 15,800 ft. | 13,600 ft. |








**A De Havilland Tiger Moth, the first of a series of 25 trainers being built for the Royal Canadian Air Force by De Havilland Aircraft of Canada Ltd. The cockpits of each machine will be fitted with sliding canopy tops as shown in the photograph.**



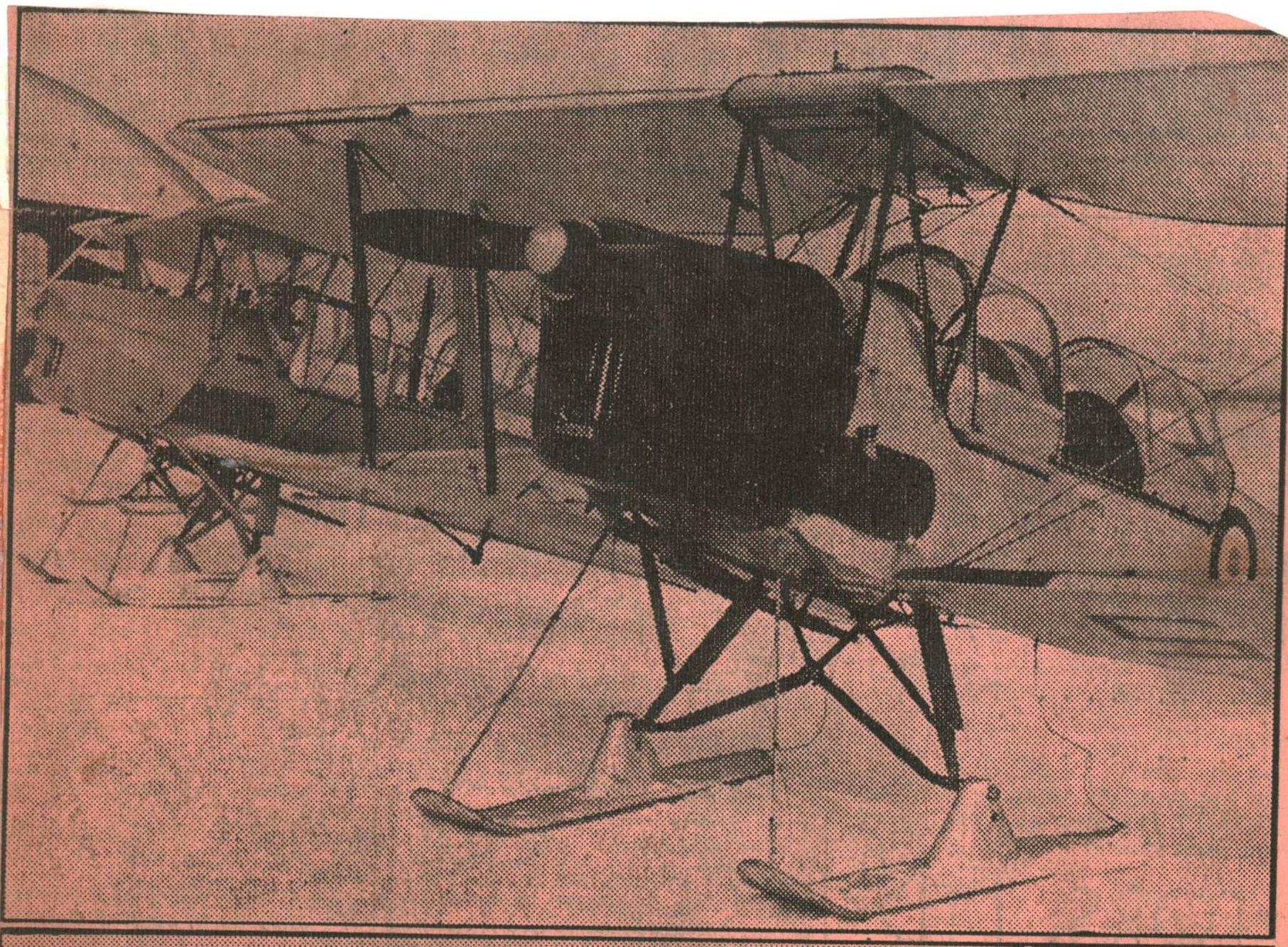

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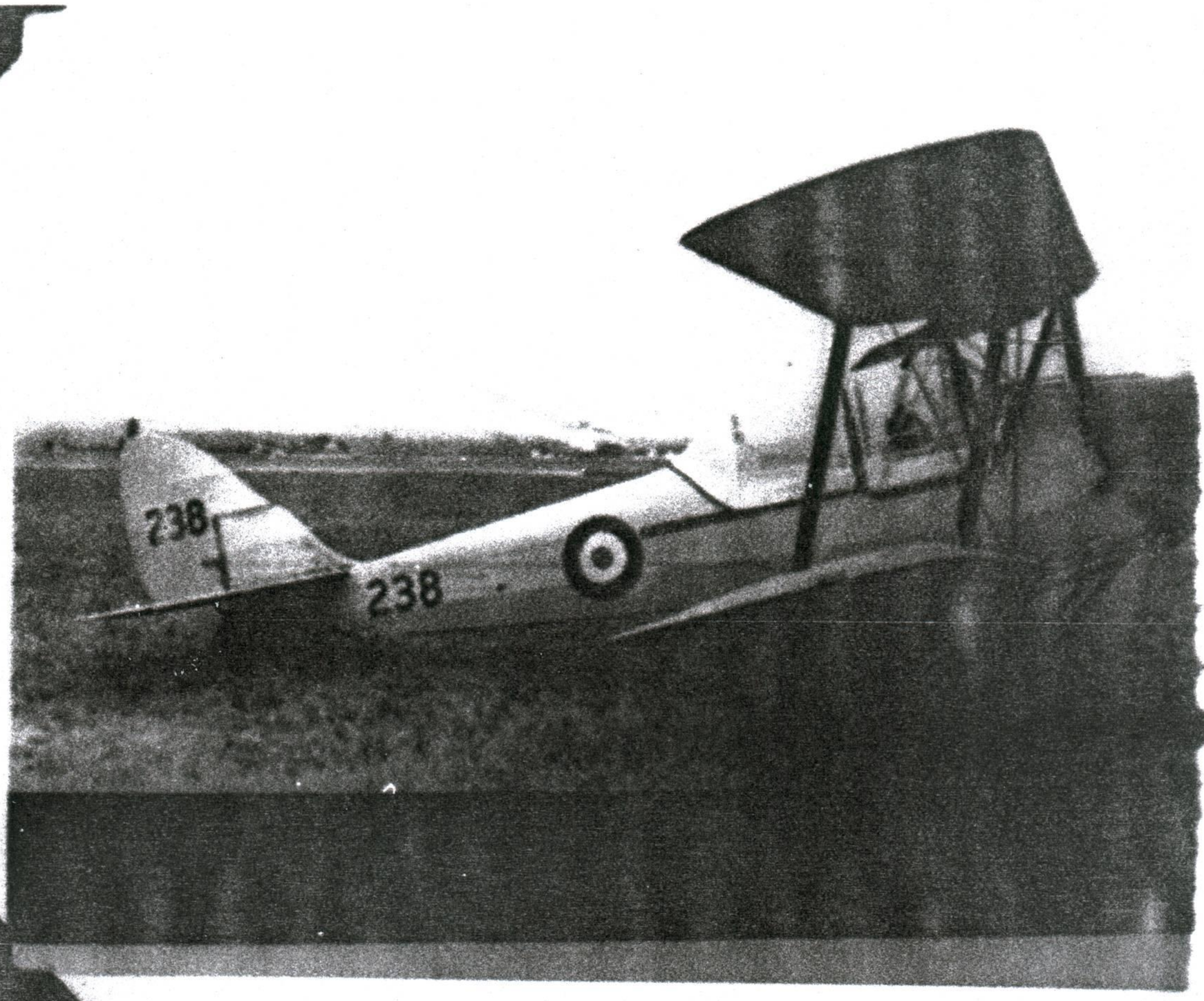
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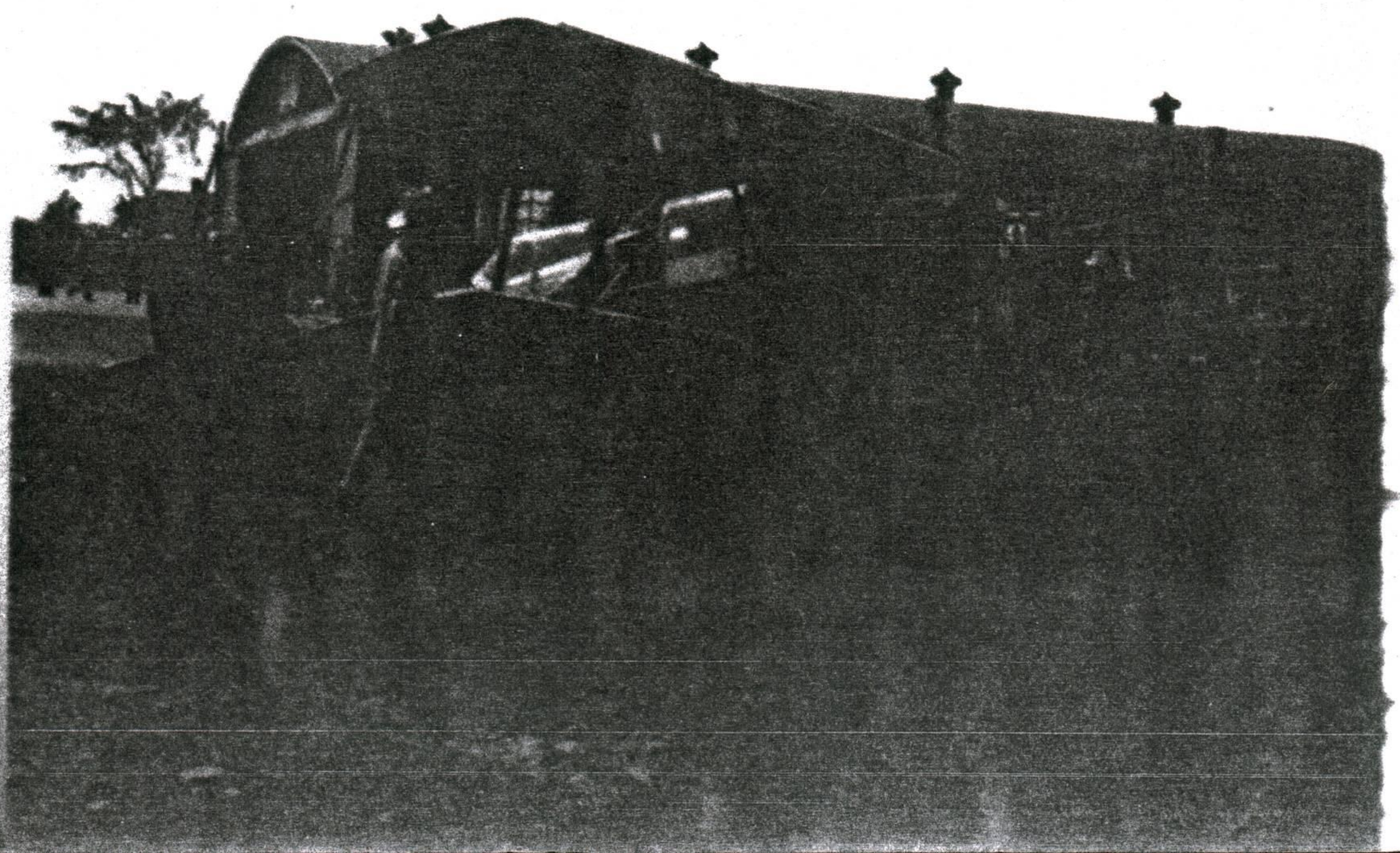


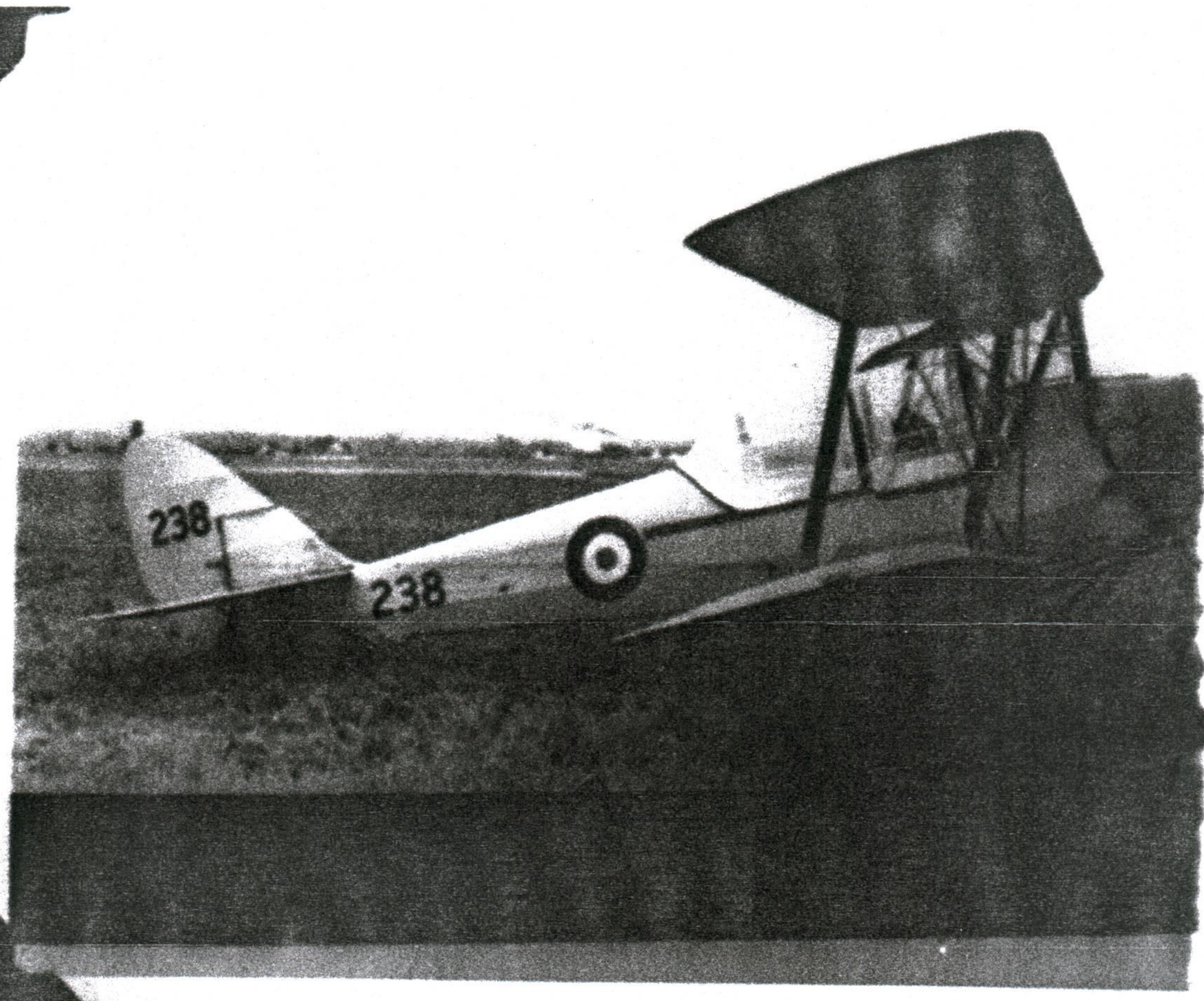


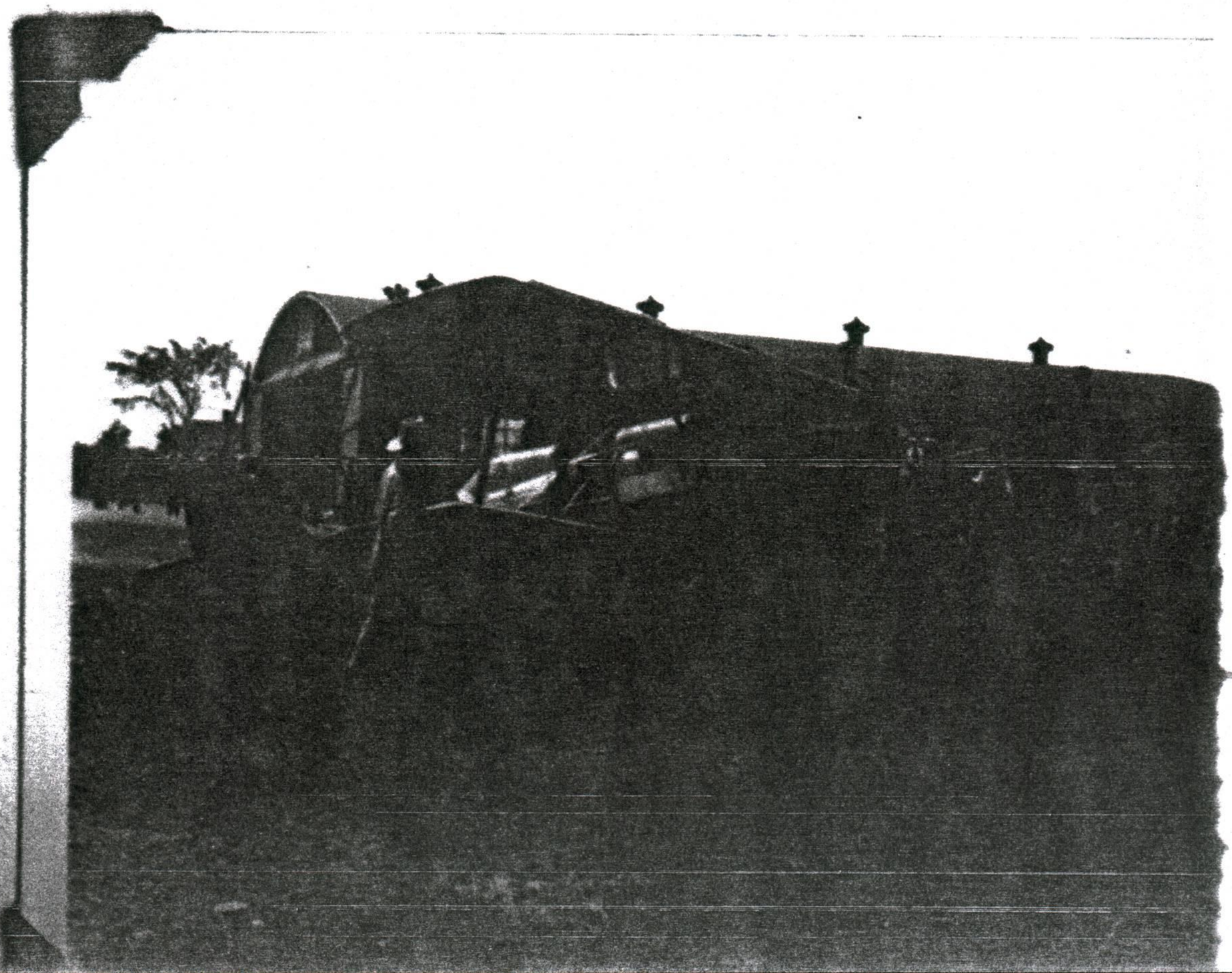


rnment is shown in the abo
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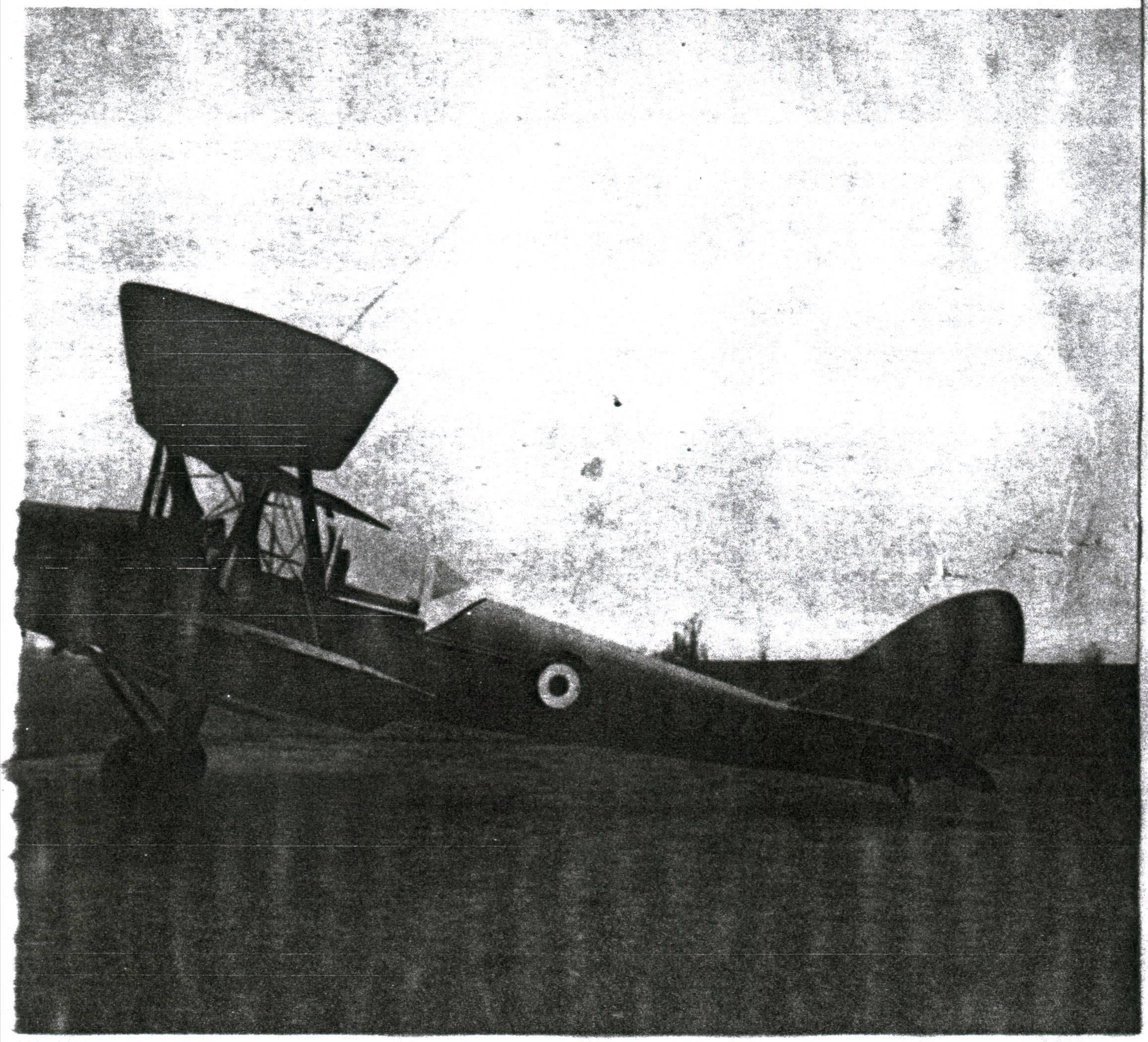

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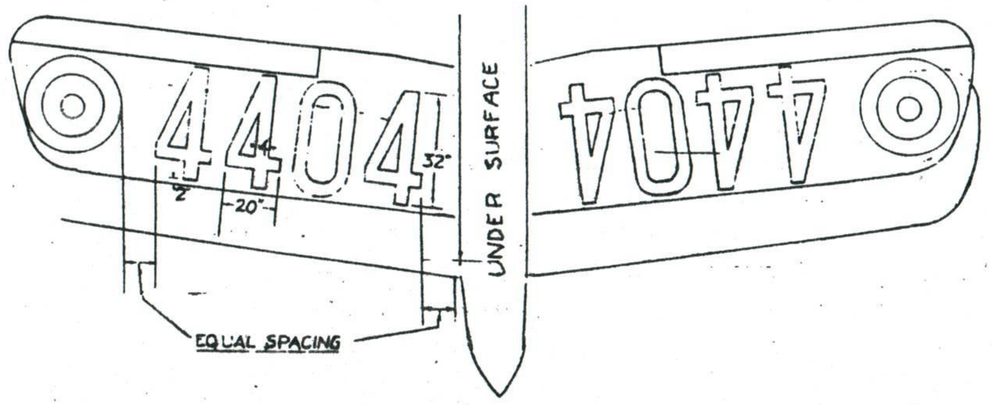
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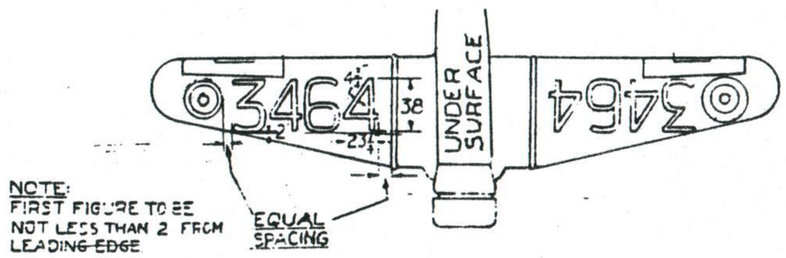
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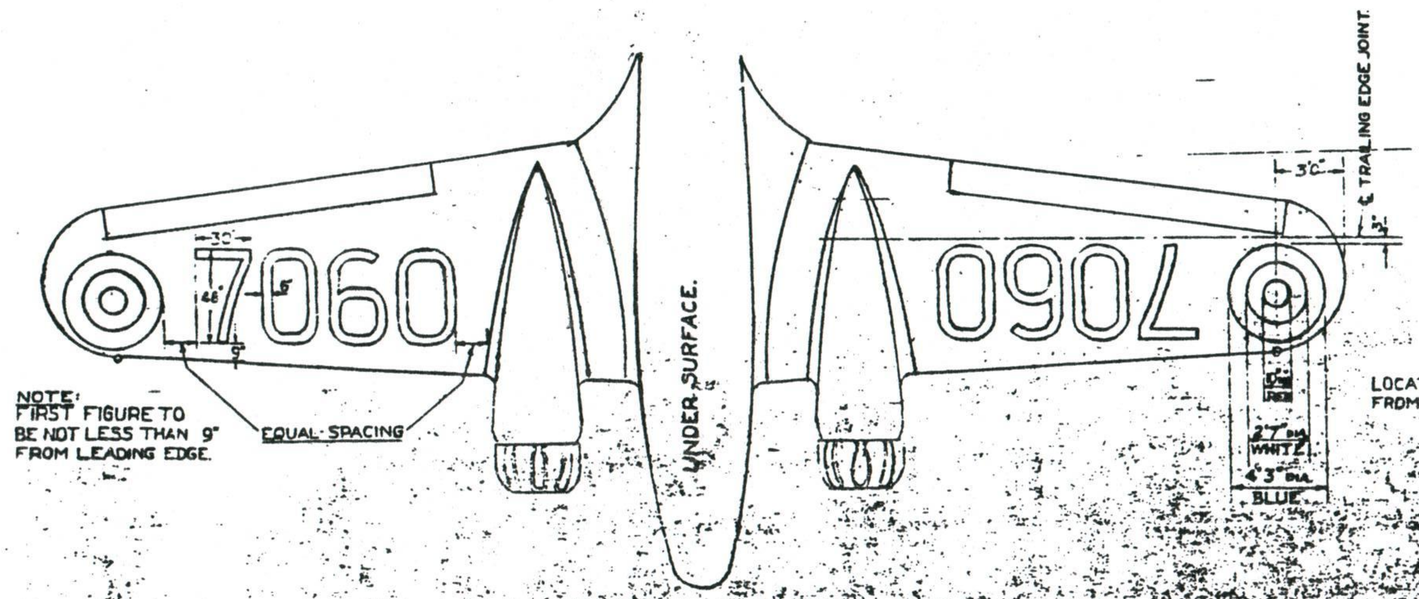
1. Bradford advise re Tiger Moth Marking
2. Format for 2001 – dailer diary
3. At Wezlroth – Finish his intro to Bradford.
4. Review Future Books by JAG




TIGER MOTH




YALE. HARVARD I & II




ANSON

NOTE:
THE NUMERALS ON THE WINGS ARE TO BE BLACK ON YELLOW OR ALUMINIUM UNDERSURFACES OR WHITE ON BLACK UNDERSURFACES

LOCATION OF ROUNDEL OBTAINED FROM A.V. ROE DRAWING Z.965 SHT. 1.

BM

ROYAL CANADIAN AIR FORCE

| DATE: MAY 8TH, 1941 | SCALE: NOT TO SCALE |
|---|---|
| DRAWN BY: E.O.H. | CHECKED BY: |
| TRACED BY: | APPROVED BY: |

TIGER MOTH, HARVARD I & II
ANSON & YALE
REGISTRATION NUMBERS FOR UNDERSURFACES OF WING

R.C.A.F. 3508