- Chapter 3 -

DESCRIPTION OF COCKPIT CONTROLS and EQUIPMENT

3.1 Canopy (Plate 3.1)

The one piece canopy slides on three rails and can be locked in any one of several positions. The lock is operated by two handles which are accessible from either inside or outside the aircraft and located in the roof of the canopy.

A flap with an emergency release is provided in the roof to assist in opening the canopy at high speeds. This is on early aircraft.

A "break-out" panel is provided for each cockpit on the starboard side of the canopy.

3.2 Instrument Panel (Plate 3.2)

The duplicate instrument panels are shock mounted and in addition to flight and engine placards, each contains the following standard instruments: airspeed indicator, altimeter, turn and bank indicator, compass, tachometer, oil pressure gauge. An oil temperature gauge is provided on the front panel only.

Additional items listed in Chapter 5 may be installed as required.

3.3 Control Column

A standard type of removable joy-stick is provided in duplicate. A locking pin is provided at the base of the column.

3.4 Rudder Pedals

Rubber covered pedals are mounted on a rudder bar with a parallel link arrangement. Ground adjustment is provided to accommodate pilots of various leg lengths.

3.5 Brakes (Plate 3.3)

The brakes are operated by a hand lever on the port side of each cockpit. The differential action is controlled by the rudder pedals.

3.6 Flaps (Plate 3.4)

The flap lever is located on the starboard side of the cockpit. Three settings are provided.

3.7 Elevator Trimming Tab Control

The control wheel is on the port side and rotates in the correct sense, i.e. a nose-down change in trim is produced by pushing the top of the wheel forward.

3.8 Seats

The bucket type tandem seats accommodate seat pack parachutes. The seats may be removed to provide access to the rear fuselage or to the structure below the floor level in the front cockpit.

3.9 Control Locks

Control locks are provided as special order equipment.

3.10 Safety Harness

An adjustable Borden, Sutton or "QL" type harness is attached to each seat.

3.11 Luggage Compartment

A compartment in the rear fuselage is accessible from the rear cockpit and provides space for small items of baggage or a battery if the latter is supplied. A tray for small items of baggage is also provided in the front cockpit. Standard equipment includes a map case.

3.12 Fire Extinguisher

A hand operated Pyrene extinguisher of one pint capacity is mounted on a quick release bracket on the front seat diaphragm.

3.13 Engine Controls

Throttle and altitude controls are on a quadrant on the port side of each cockpit. An adjustable friction damper is included in each quadrant.

There are two sets of magneto switches, one on the front instrument panel or on the front fuselage deck, the other on the port side of the fuselage deck between the two cockpits.

3.14 Carburetter Heating

Warm, sheltered air is supplied to the carburetter by an automatically controlled shutter at engine speeds below 1850 rpm.

3.15 Electrical Equipment

Aircraft may be equipped with an electrical system as required. A typical installation has a 24-volt system with master control panels in the front cockpit, and provision for cockpit and navigation lamps, landing light and radio.

3.16 Intercommunication Systems

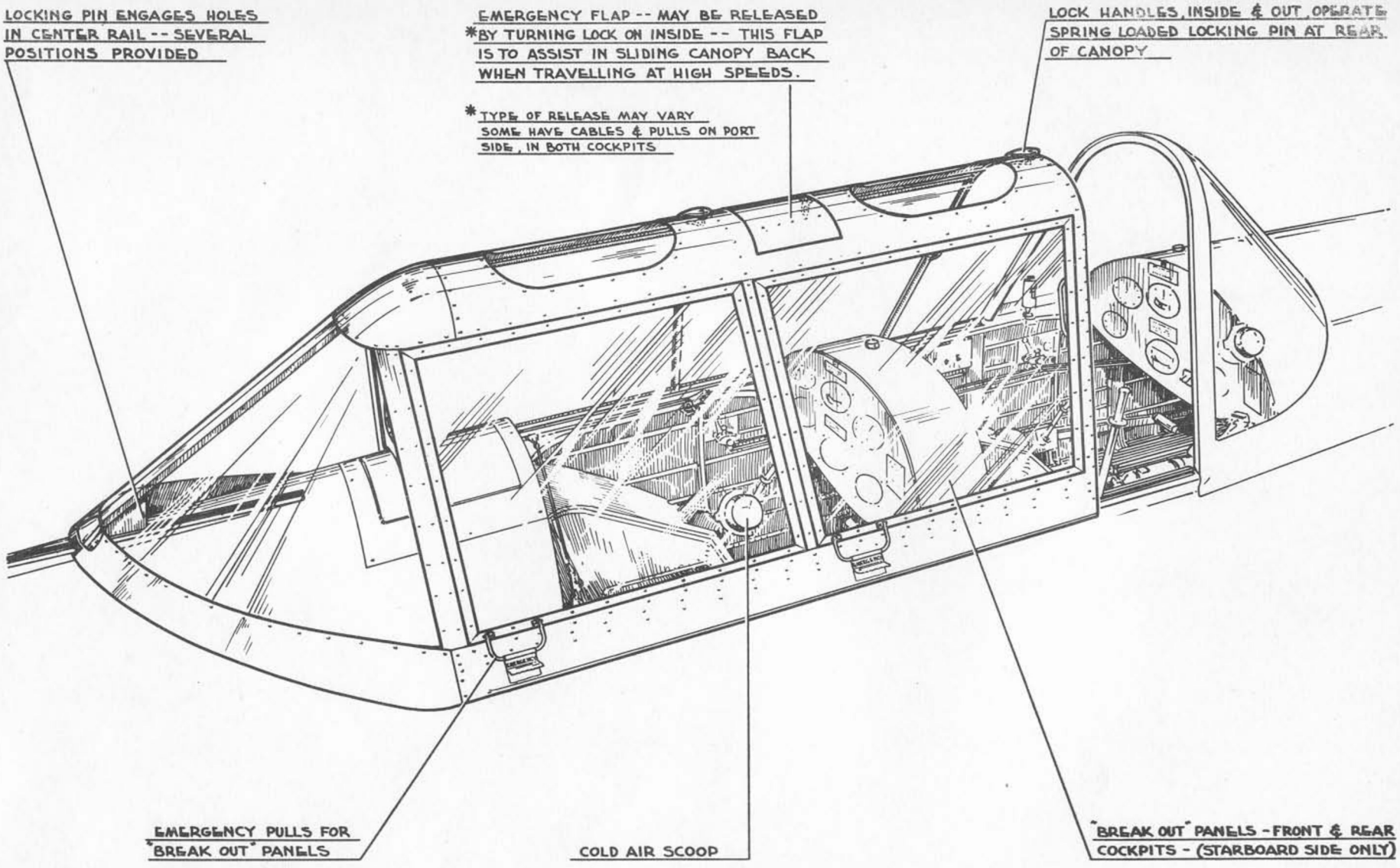
The electrical intercommunication system, for carbon or magnetic microphone, as specified, may be installed on the starboard side of the fuselage.

3.17 Day-Night Two-Stage Equipment

Two-stage equipment for day-night flying training can be provided to meet special order requirements.

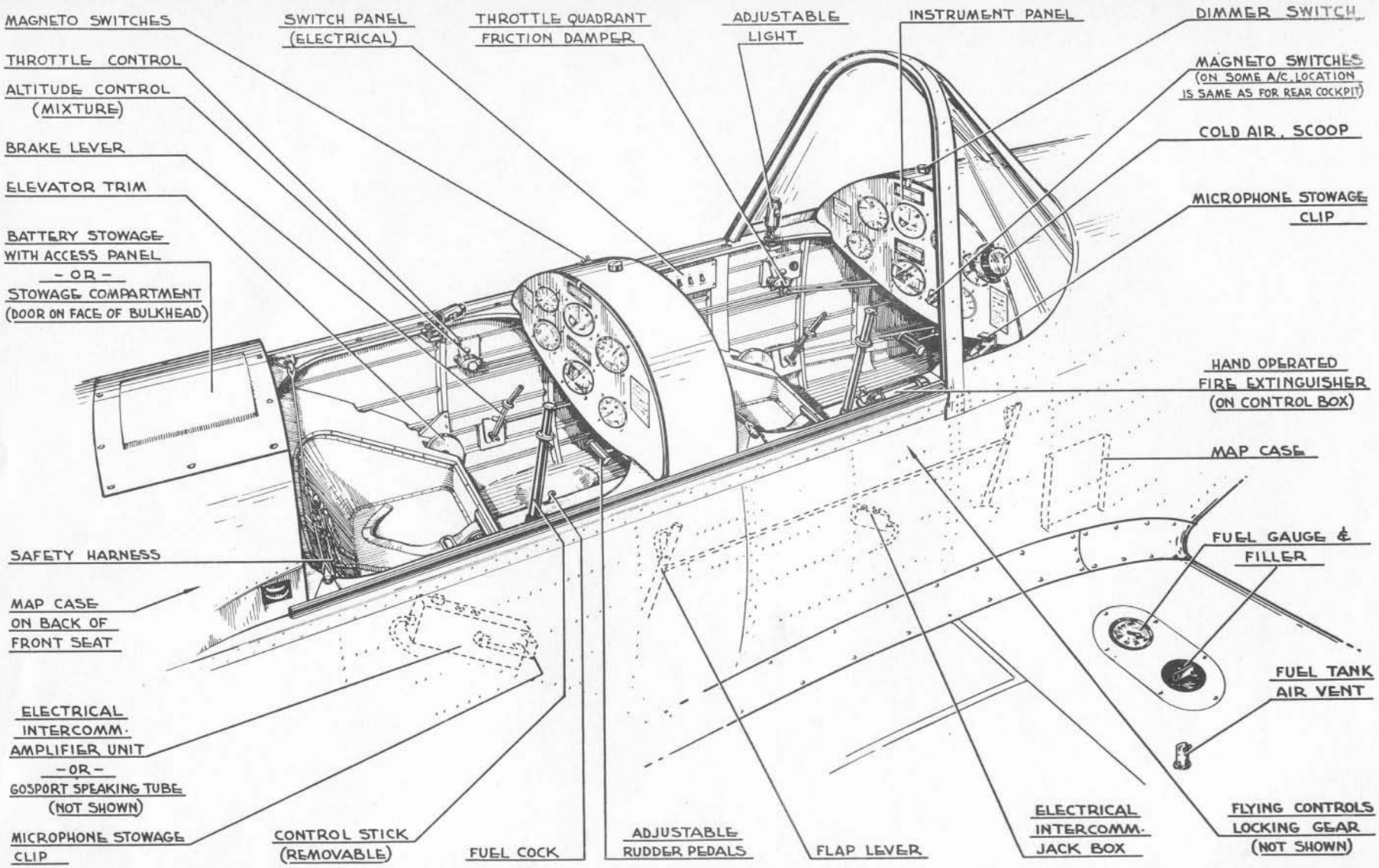
3.18 Heating and Ventilation

An exhaust muff type heater can be installed if required, with an "on-off" cockpit control. Ventilation is provided by controllable scoops in the windscreen and canopy.



J.W.S.

DHC 1 - CHIPMUNK ··· COCKPIT CANOPY PLATE № 3.1



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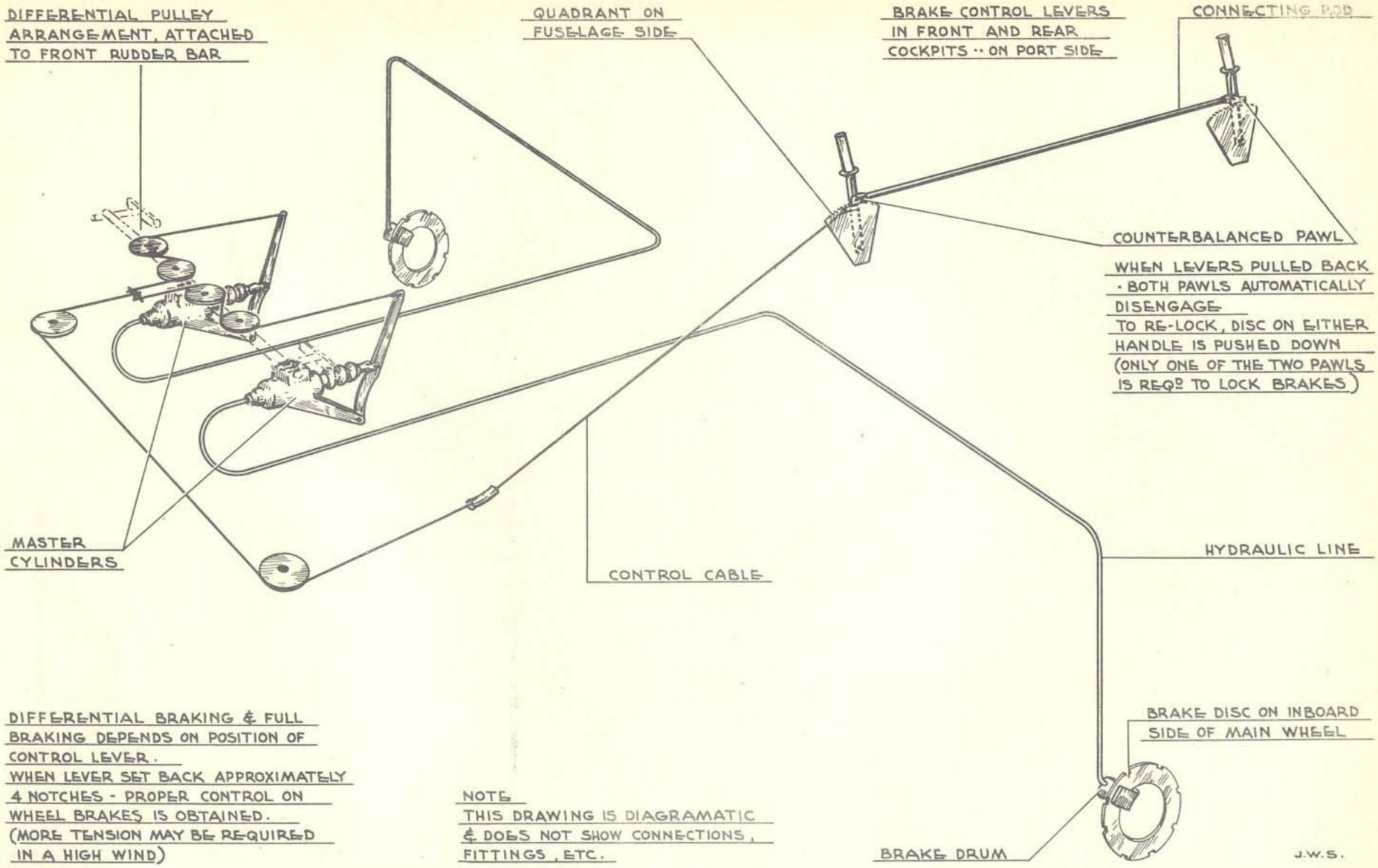
DHC 1 - CHIPMUNK ··· COCKPIT LAYOUT PLATE Nº 3.2

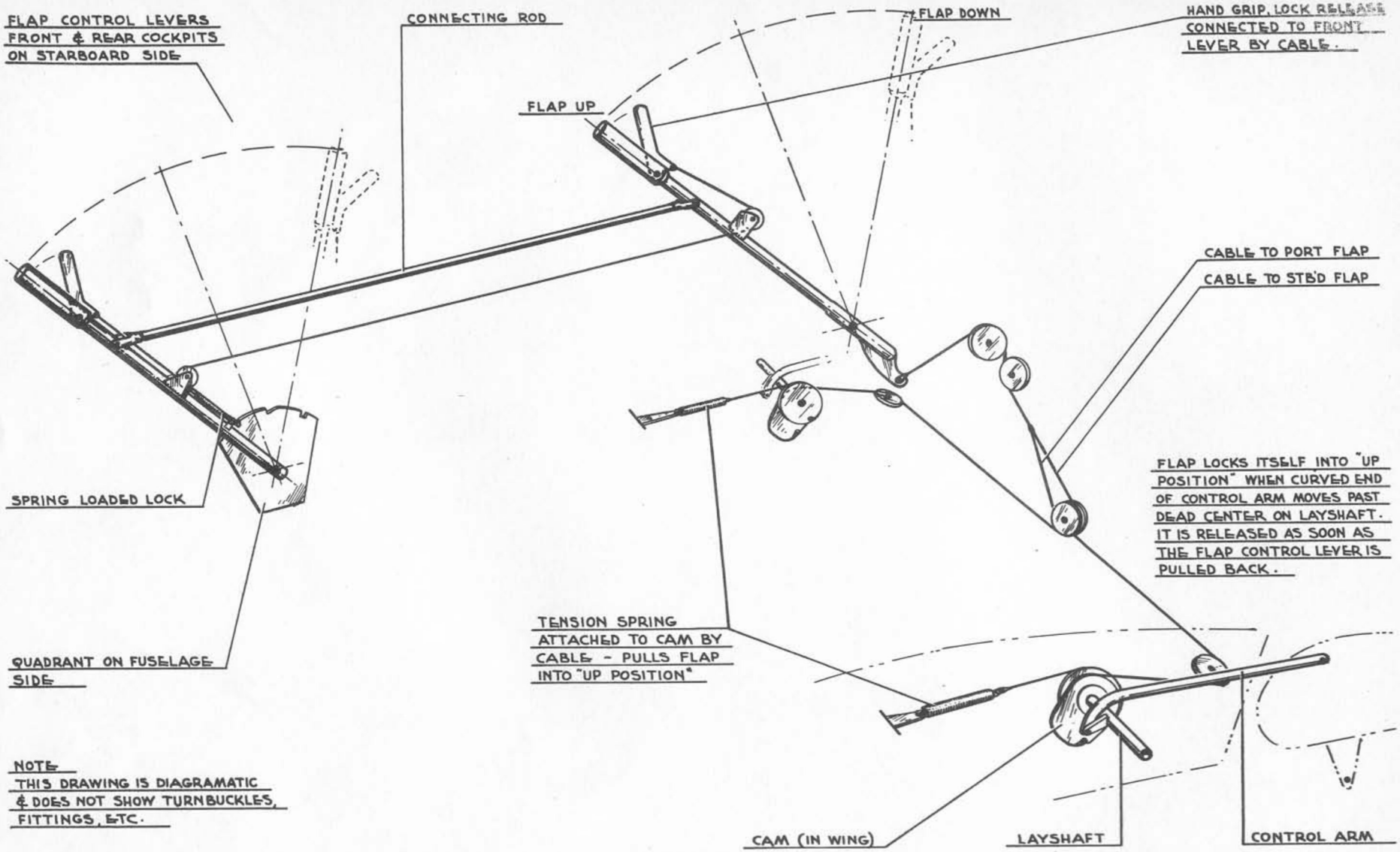


DIFFERENTIAL BRAKING & FULL BRAKING DEPENDS ON POSITION OF CONTROL LEVER.
WHEN LEVER SET BACK APPROXIMATELY 4 NOTCHES - PROPER CONTROL ON WHEEL BRAKES IS OBTAINED.
(MORE TENSION MAY BE REQUIRED IN A HIGH WIND)

NOTE
THIS DRAWING IS DIAGRAMATIC & DOES NOT SHOW CONNECTIONS, FITTINGS, ETC.

J.W.S.

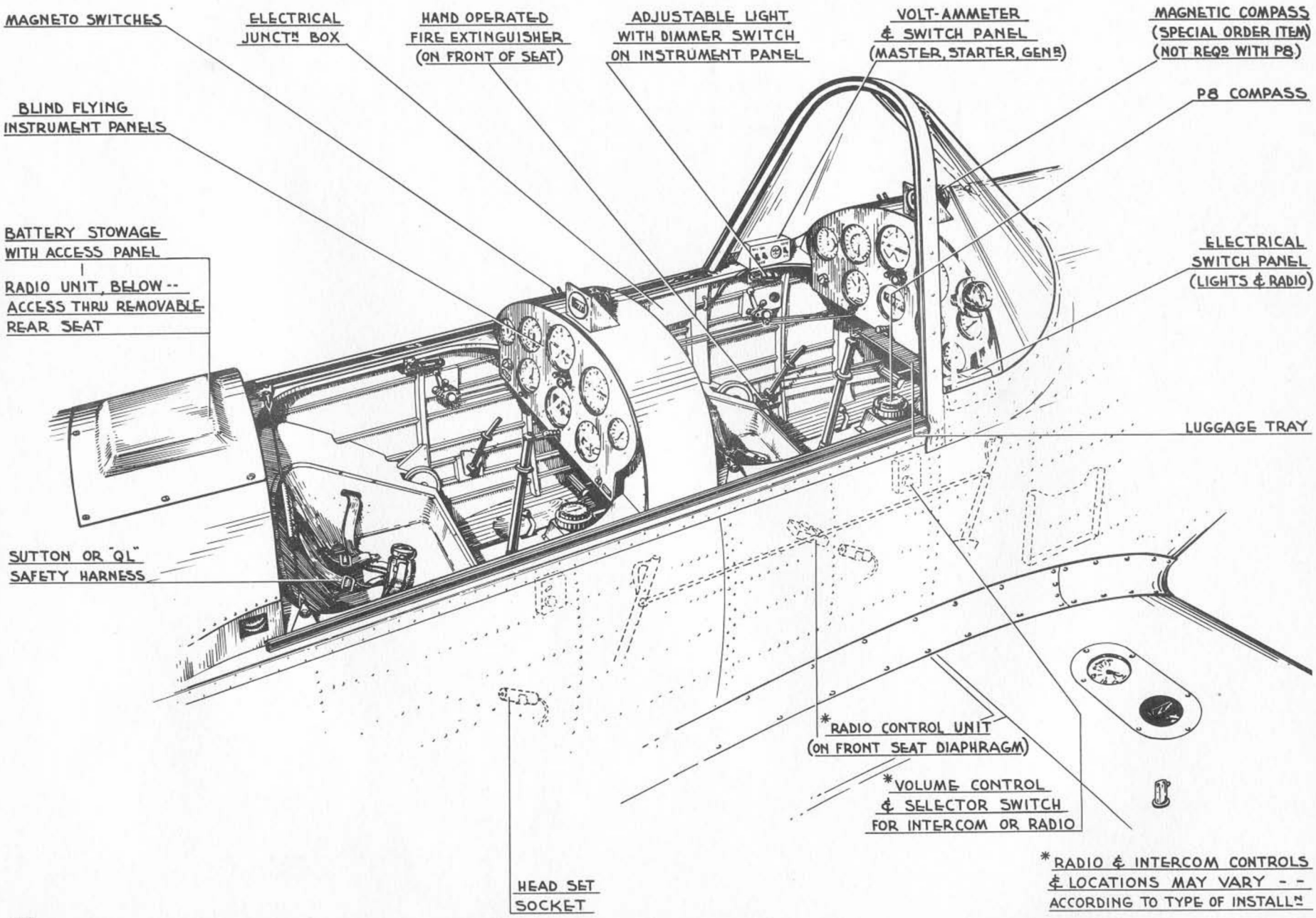
DHC 1 - CHIPMUNK ... BRAKE SYSTEM PLATE Nº 3.3



NOTE
THIS DRAWING IS DIAGRAMATIC & DOES NOT SHOW TURNBUCKLES, FITTINGS, ETC.

J.W.S.

DHC 1 - CHIPMUNK ... FLAP SYSTEM - PLATE Nº 3.4



J.W.S.

DHC 1B - CHIPMUNK ··· COCKPIT LAYOUT PLATE 3.5

ISSUED WITH A.L. 1