

HUGH SHIELDS first learnt to fly on the pedestrian C-150 and 172 in 1987, following which he acquired his tail wheel endorsement on the FL-80 Fleet Canuck. Upon retirement from the golf business in 2001, he purchased derelict ex RCAF Chipmunk 18011. Following completion of an extensive ground up rebuild, the restoration flight took place on February 29, 2004. Favoured with the Judges Choice Award at Oshkosh in the same year, Hugh continues to fly CF-CYE, enjoys researching the history of the Chipmunk and is the Director of Vintage Aircraft for a regional air show.

ROD BROWN learnt to fly on a Tiger Moth whilst in the RAF as an engine technician in 1959. Instructing since 1985, he has accumulated over 9000 hours. An Examiner on the DHC-1, he has occupied the position of CFI to the Denham School of Flying for over 10 years. His longstanding service was recently recognized with Rod receiving the AOPA Instructor of the Year Award for 2009. The DHC-1 has been a favourite of Rod's for over 50 years, including the historical and technical side, such that he has become a well known source of information to owners all over the world.

JOSÉ MUNKELT GONÇALVES started his aviation career flying gliders in 1977. Joining the Portuguese Air force in 1980 he flew aircraft ranging from Chipmunks to the Lockheed T-33. Returning to civilian life in 1986, after 4 years as a Chipmunk instructor, he joined TAP Air Portugal and has flown their Boeing 727, 737, Airbus A310, 320 and now flies the A330 on long haul routes. In 1995 he founded the Aero Fenix Museum to acquire, rebuild and fly classic aircraft.

ROD BLIEVERS first learnt to fly in Chipmunks with the Royal Aero Club of WA in 1961. He didn't then re-discover the Chipmunk until nearly 30 years later; this experience re-ignited his love affair with the type, eventually leading to purchasing and restoring an ex-RAF example. Research evolved into an interest of the type's history, particularly in the Australian context. After a commercial career of 37 years flying aircraft such as the E.27, DC-9, Boeing 727, 737, 747 and 777, Rod now instructs airline cadets in Lear 45's.



"I was privileged to have played a part in the early development flying of the prototype Chipmunk, demonstrating, and now owning one, so I share Hugh's love for this aircraft and its history. Reading this story brings back many pleasant memories of both the aeroplane and the men I worked with to make this dream come true. Well done Hugh!"

— George Neal, Chief Test Pilot DHC (Ret'd)

"There have been many good books about many types of aircraft, but this is without any question one of the most comprehensive and thoroughly researched monographs ever to grace the shelves of the aviation enthusiast. It provides a wealth of historical information for the serious student, a level of data that is sufficient to satisfy the most ardent rivet-counter, and enough pictorial evidence to keep us modellers happily employed for the rest of our lives."

— Air Vice Marshall Brian Huxley CB CBE RAF (Ret'd)

"Wow! Clearly the definitive treatise on the Chipmunk, chock full of photos never published before and with prose engagingly novel-like. A treasure for 'Chipmunkers' like me, and surely for any 'true-blue' aviation enthusiast. The authors captured a wealth of fascinating facts, and in the telling, the endearing but mischievous personality of this remarkable aircraft!"

— Bob Fassold, Major General, Canadian Forces (Ret'd), President and Chief Pilot of the Classic Aircraft Company, providing pilot training and passenger flights in an ex-RCAF Chipmunk.



S B G B
PUBLISHING

THE DE HAVILLAND CANADA
DHC-1

Chipmunk

SHIELDS • GONÇALVES
BROWN • BLIEVERS

THE DE HAVILLAND CANADA

DHC-1

Chipmunk

THE POOR
MAN'S SPITFIRE



S B G B
PUBLISHING

HUGH SHIELDS • ROD BROWN • JOSÉ GONÇALVES • ROD BLIEVERS

DESIGNED BY DE HAVILLAND CANADA at the end of WWII to replace the DH82 Tiger Moth, the DHC-1 Chipmunk had a modest start. First flown on May 22, 1946 it was hoped this new trainer would be adopted by military and civil training schools throughout the British Commonwealth. Faced with strong headwinds, including post war foreign currency restrictions, a massive supply of surplus wartime trainers and an undeserved reputation regarding spinning, this sprightly trainer "based on full fighter characteristics" had a slow birth, but over the fullness of time has grown to become an iconic aviation legend affectionately known as the 'Chippie' or 'Poor Man's Spitfire,' due to its superb handling.

For the first time, the rich history of the Chipmunk has been told by those well equipped to tell the story. Authors, Hugh Shields, Rod Brown, José Munkelt Gonçalves and Rod Blievers, all Chipmunk owners or pilots, have joined to produce an authoritative work on the type which recognizes its place as one of the preeminent primary trainers in aviation history. Hailing from countries where the 'Chippie' served in large numbers, including Canada, Great Britain, Portugal and Australia, each author offers a unique perspective on the type's experience around the world.

Starting from its genesis in the minds of the DHC design team at Downsview in Toronto, the book offers insight into the personnel involved, early development, certification, modification and production. From here the book moves to England, where after extensive evaluation, the type was adopted by the Royal Air Force Volunteer Reserve, resulting in the decision to start production at Hatfield. This section includes detailed excerpts from the test flying program at Hatfield, cockpit development, allocation of aircraft serving with the Reserve Flying Schools, University Air Squadrons and much more.

Additional sections cover production and service of the type in Portugal and the Chipmunks sizeable contribution to civil aviation in far off Australia.

Readers will be captivated by the immense volume of information; including rare, never before published photos and manuals from the extensive personal collections of DHC test pilots Russ Bannock and George Neal, photos gleaned from the library of DH/Bombardier and archives through out Canada, the UK, Portugal and Australia. Exploded view drawings, paint and markings, production lists, bibliography, glossary and index round out this fact filled book. With over 500 b&w and 125 colour photos, this definitive work on what many describe as 'the finest handling propeller driven aircraft ever produced' will be a welcome addition to any aviation enthusiast's collection.