

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A44EU
Revision 1
DeHavilland
DH.C1 Chipmunk
21
22
22A
January 5, 2006

TYPE CERTIFICATE DATA SHEET NO. A44EU

This data sheet which is a part of Type Certificate No. A44EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder	Robert E. Rust, Jr. 2382 Highway 92 South Fayetteville, Georgia 30215
Type Certificate Holder Record	Robert E. Rust transferred TC A44EU to Robert E. Rust, Jr. September 30, 2005

**I. Model DH.C1 Chipmunk 21, 2 PCLM, (Normal and Utility Category), approved November 18, 1977.
Model DH.C1 Chipmunk 22A, 2 PCLM, (Normal and Utility Category), approved November 18, 1977.**

Engine	Rolls-Royce (1971) Ltd. Gipsy Major 10 MK2		
Fuel	Minimum grade 80 octane (maximum lead content 4.58 milliliters TEL/US gallon)		
Engine limits	Maximum takeoff 2,550 rpm (145 bhp) (5 minutes limit) full throttle. Maximum continuous (sea level) 2400 rpm (142 bhp) Maximum weak mixture, 3000 ft. and above (26 in Hg) 2300 rpm (120 bhp) Maximum overspeed (20 seconds), full throttle 2675 rpm		
Propellers	Fairey Aviation Ltd.	A66753/X1	Diam. (ft.) 6.75 Pitch (ft.) 5.01
		A67889	Diam. (ft.) 6.75 Pitch (ft.) 5.01
		D104967/X1	Diam. (ft.) 6.75 Pitch (ft.) 5.01
Airspeed limits (IAS)	Never exceed	155 knots (179 mph)	
	Maneuvering speed	117 knots (135 mph)	
	Wing flaps shall not be extended above 93 knots (107 mph) nor beyond 15° position at greater than 71 knots (82 mph).		
C.G. range	(-6.8 inches) to (-0.77 inches) Distances shown are plus (+) <u>behind</u> and minus (-) ahead of the datum.		
Empty weight C.G. range	None		
Maximum weight	2100 lb.		
No. of seats	2 (1 at 0.0 inches and 1 at +33.6 inches)		

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Maximum baggage	40 lb. in fuselage locker at +50.0 inches		
Fuel capacity	28.8 U.S. gallons (24 Imp gallons) at -12.0 inches, one tank of 14.4 U.S. gallons (12 Imp gallons) in each wing		
Oil capacity	2.4 U.S. gallons (2.0 Imp gallons) at -45.6 inches.		
Control surface	Ailerons	Up	$21^{\circ} \pm 2^{\circ}$ Down $16^{\circ} \pm 2^{\circ}$
	Flaps	Takeoff	$15^{\circ} \pm 3^{\circ}$
		Landing	$30^{\circ} \pm 3^{\circ}$
	Elevators	Up	$38^{\circ} \pm 2^{\circ}$ Down $15^{\circ} \pm 2^{\circ}$
	Rudder		$31^{\circ} \pm 2^{\circ}$ Left and right of center line

II - Model DH.C1 Chipmunk 22, 2 PCLM, (Normal and Utility Category), Approved November 18, 1977.

This aircraft is identical to the DH.C1 Chipmunk 21 and Chipmunk 22A except for revised fuel capacity as follows:

Fuel capacity	21.6 U.S. gallons (18 Imp gallons) at -12.0 inches, one tank of 10.8 U.S. gallons (9 Imp gallons) in each wing
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DATA PERTINENT TO ALL MODELS

Datum	42.0 inches aft of the firewall measured on the horizontal datum line.
Leveling means	Longitudinal: Straight-edge across two pegs at port side of front cockpit 7.0 inches below top of longeron and 6.0 inches and 42.0 inches aft of the firewall, or when pegs not fitted, use top surface of either canopy rail. Lateral: Straight edge across canopy rails at front cockpit.
Import requirements	A U.S. Airworthiness Certificate may be issued on the basis of a United Kingdom Certificate of Airworthiness for Export in the General Purpose Category signed by a representative of the Civil Aviation Authority containing the following statement: "The aircraft covered by this certificate has been examined, tested, and found to meet the airworthiness requirements of the United Kingdom current at the time of first application for a United Kingdom Certificate of Airworthiness in respect of a DH.C1 Chipmunk aircraft and conforms to Type Certificate No. A44EU.
Certification basis	FAR 21.29 (FAA letter of January 19, 1977). Type Certificate No. A44EU issued November 18, 1977 Date of application for Type Certificate, August 23, 1977.
Serial Nos. eligible	C1-001 through C1-1014 (all of United Kingdom manufacture only). A United Kingdom Certificate of Airworthiness for Export endorsed as noted under Import Requirements, must be submitted for each individual aircraft for which application for a U.S. Airworthiness Certificate is made. The UK Certificate of Airworthiness for Export is valid as a basis for issuance of the U.S. Airworthiness Certificate for a period of 60 days. If application for U.S. certification is made after 60 days from the date of issuance of the UK export certificate, this certificate must be reissued.

