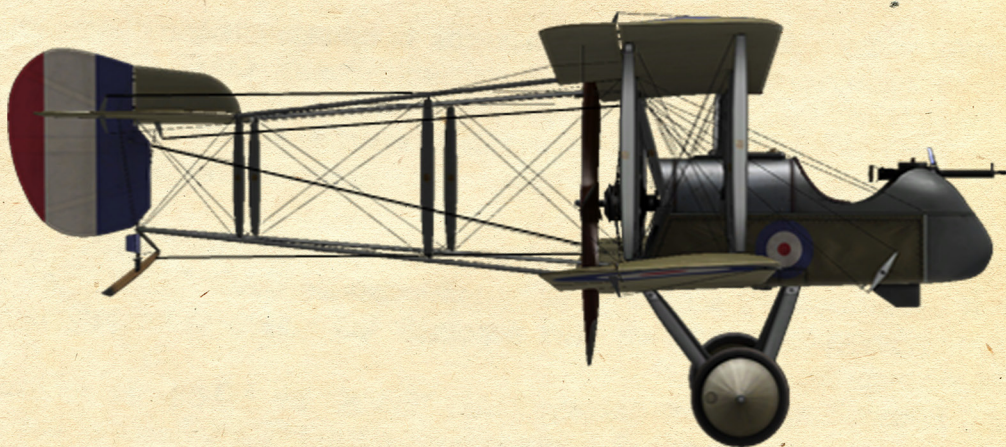
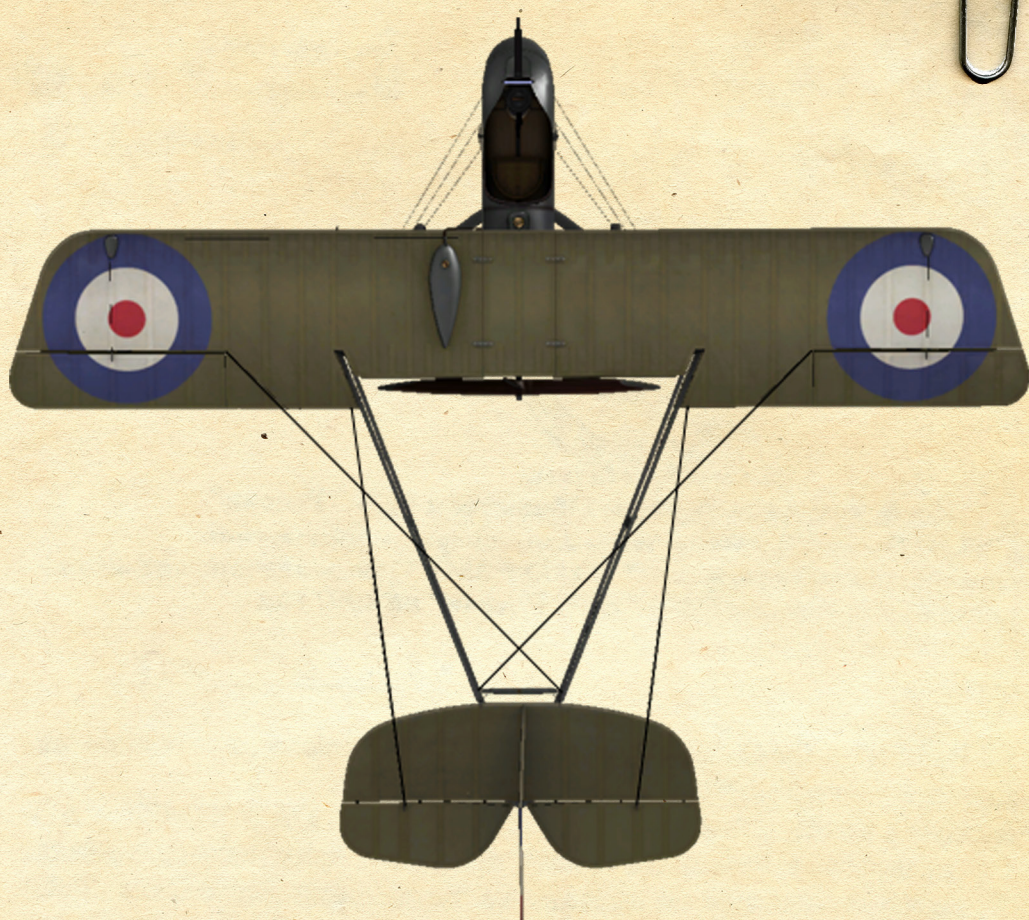


# Airco DH2

## Pilots Notes









## Specifications

Engine - Gnome Monosoupape

Power (h.p) 100

Height (Inches) 1150

Length (Inches) 3025

Wing span (Inches) 3390

Wing surface (feet sq) 70.5

Empty weight (Pounds) 1001

Take off weight (Pounds) 1440

Fuel capacity (Gallons) 26

Oil capacity (Gallons) 4

### Climb Rate

3281 ft - 7 mins

6562 ft 15 mins 22 sec

9843 ft - 28 mins 23 sec

13124 ft 45 mins

### Maximum Airspeed

Sea level - 81 mph

3281 ft - 78 mph

6562 ft - 73 mph

9843 ft - 68 mph

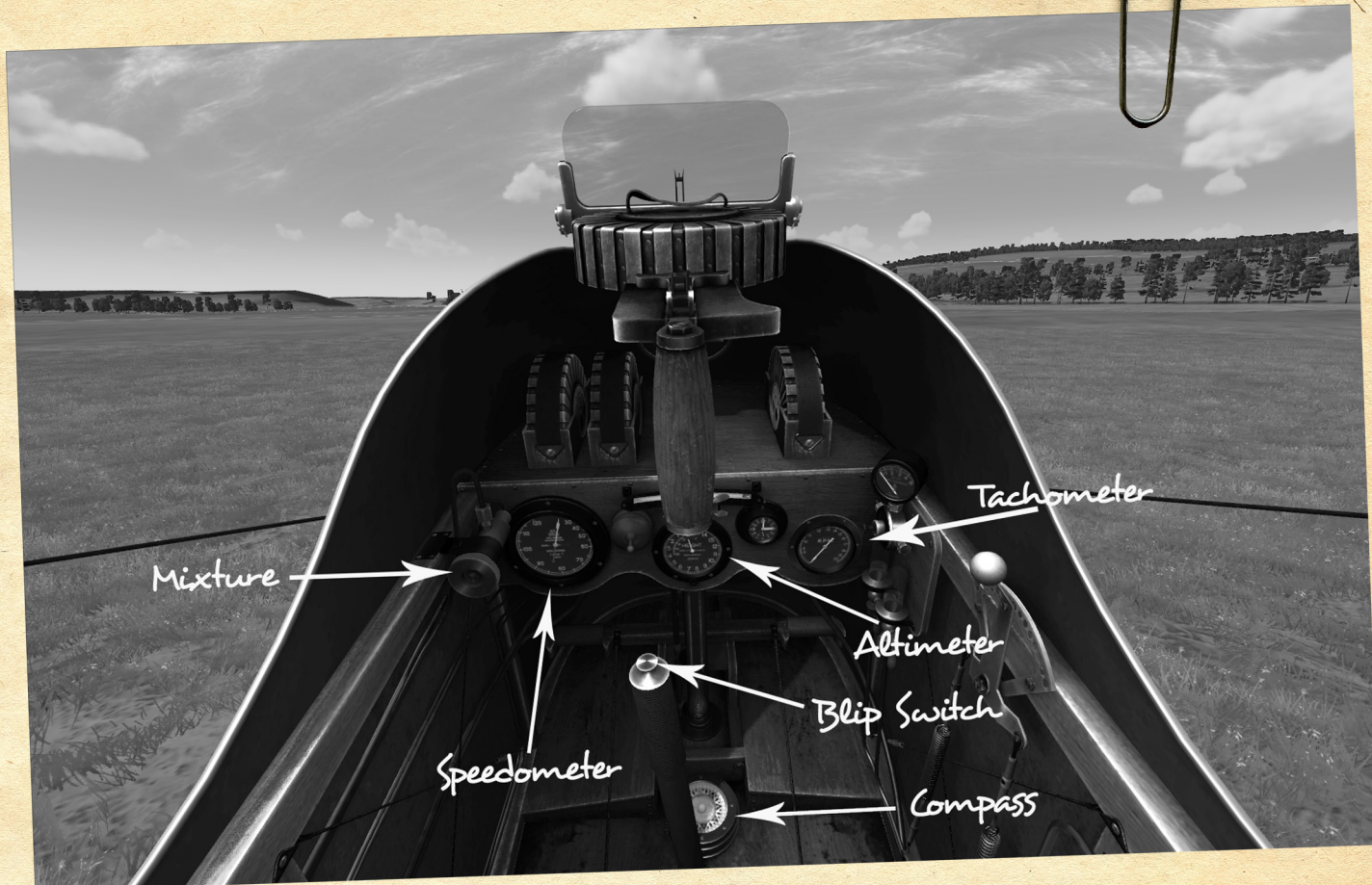
13214 ft - 60 mph

Service Ceiling (ft) 14765

Endurance at 3281 ft - 3 h 15 mins

Armament - Fixed forward firing 303-cal Lewis gun, 388 rounds





## Starting Procedure

Check Controls Free and Clear

Mixture to full rich (rotate fully clockwise)

Switch on (default E key)

Use Blip switch to maintain low revs (Below 800)



## Pilots Notes

### Take off

Lean the engine for maximum revs and release the blip switch. Use gentle forward pressure on the control column to raise the tail. Once flying speed has been reached, (approx 55 mph) use gentle back pressure to ease the aircraft into a climb. The DH2 will continue to climb well at this speed. As the climb is maintained the mixture should be leaned to maintain maximum revs and richened during descent.

### Flying Characteristics

Pilots should note that being of the pusher configuration, the DH2's Cockpit can become rather cold at altitude. Pilots are advised to dress accordingly. The DH2 has excellent visibility, but pilots should be aware of the obvious blind spots to the rear.

The DH2 will stall at 45 mph, and gentle buffeting will indicate that a stall is imminent. The DH2 can be spun safely above 3000 ft. Spin recovery is a case of matching full rudder and aileron to the direction of the spin and holding down the blip switch. Ensure sufficient flying speed has been attained before leveling out.

The Gnome monosoupape should never be allowed to exceed 1500 rpm. Pilots should take care in long dives not to over cool the engine. The blip switch should be employed accordingly to prevent this.

Pilots have reported being able to dive the DH2 safely up to 120 mph. Past this speed flutter is encountered and pilots advised to reduce their rate of descent for fear of structural failure.



## Pilots Notes (continued)

### Dogfighting

The DH2 is an excellent fighting machine. However Pilots are advised to use their discretion when engaging the newer types of enemy scouts.

As always endeavour to maintain a height advantage and work as team with your fellow flight members. In the event of being forced down in hunland pilots are expected to destroy their machines to prevent them falling into enemy hands.

### Landing

Landings should be performed into the wind with power governed by use of the blip switch or with engine off.

An initial approach speed of 55 mph is useful. In the final stages attempt to "pancake" with both the main wheels and tail skid touching down simultaneously.

Use caution when taxiing and be aware of a tendency to ground roll. which can be countered with rudder input and judicious use of engine power.