

PROFILE PUBLICATIONS

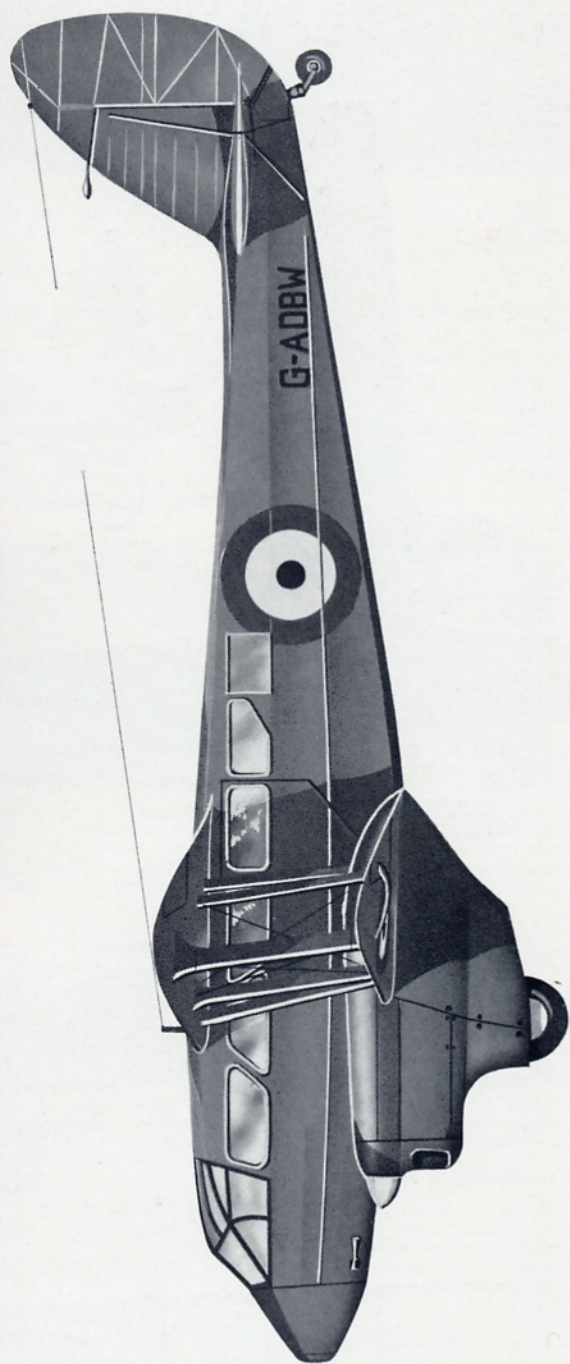
The de Havilland Rapide

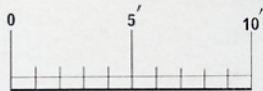
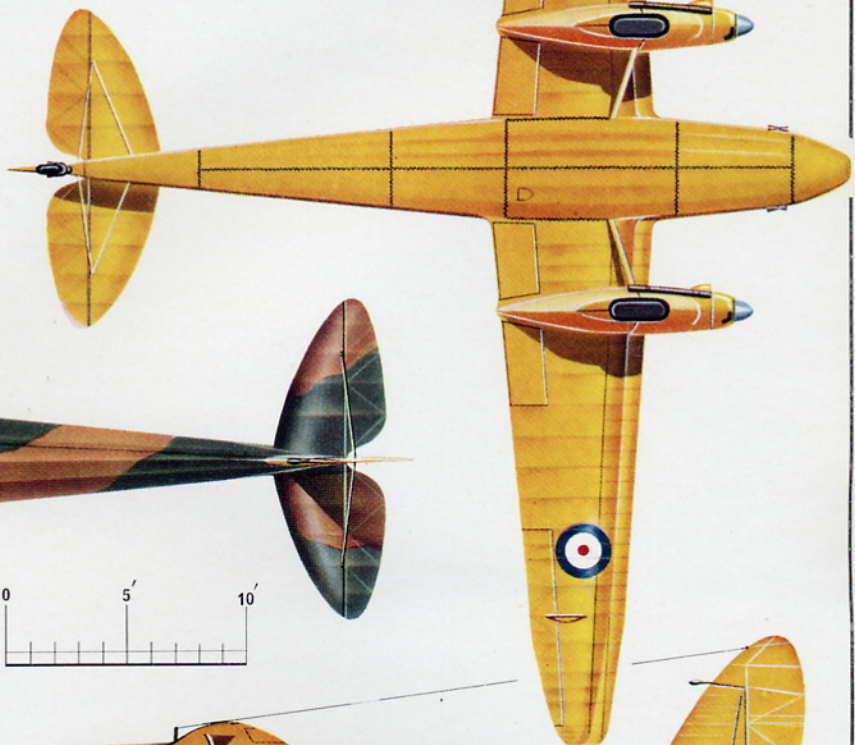
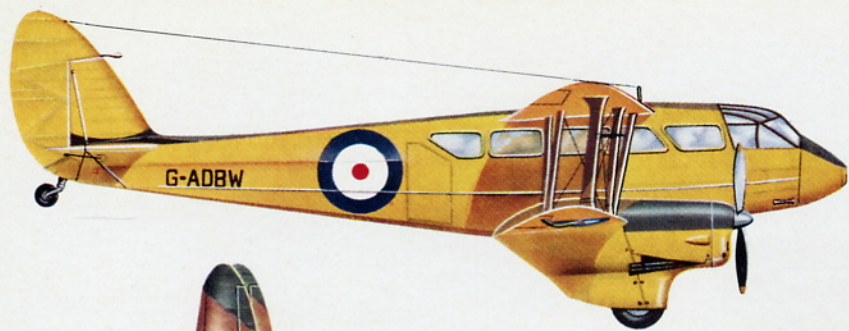
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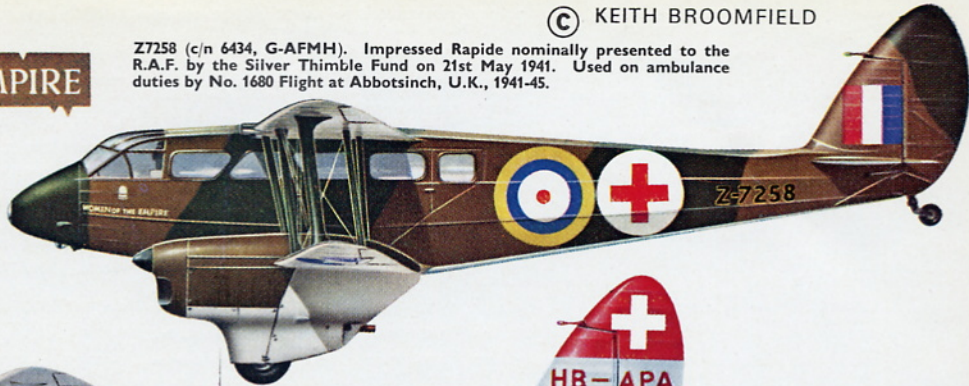
D.H. DRAGON RAPIDE G-ADBW, c/n 6288, as used by Airwork's No. 6 Air Observers' Navigation School at Staverton in June 1940, showing a combination of civil and military markings that were typical of civil aircraft employed on Type 'A' Civil Contracts during 1939/40.



WOMEN OF THE EMPIRE

© KEITH BROOMFIELD

Nose marking detail of Z7258.



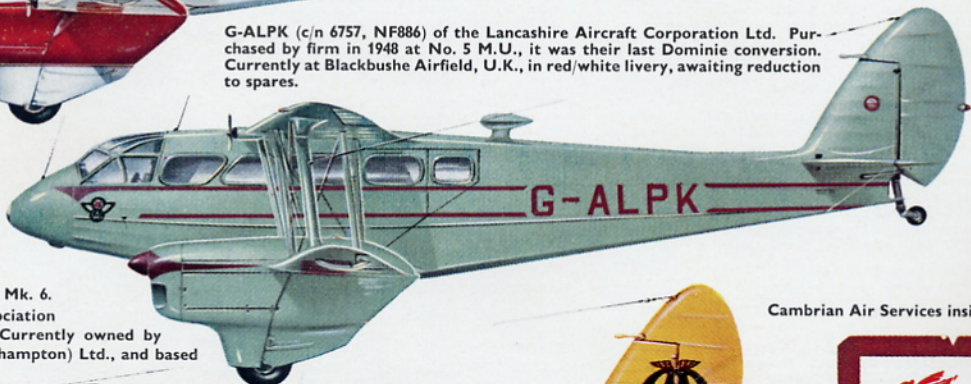
Z7258 (c/n 6434, G-AFMH). Impressed Rapide nominally presented to the R.A.F. by the Silver Thimble Fund on 21st May 1941. Used on ambulance duties by No. 1680 Flight at Abbotsinch, U.K., 1941-45.



Prototype Rapide, c/n 6250, owned by Motorfluggruppe Zurich des Ae.C.S. from 1955; withdrawn from use 1962.

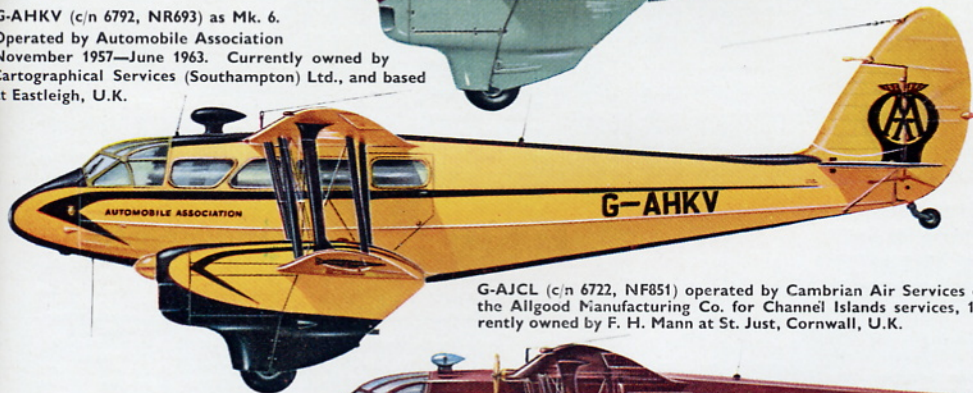
Lancashire Aircraft Corporation Ltd.

G-ALPK (c/n 6757, NF886) of the Lancashire Aircraft Corporation Ltd. Purchased by firm in 1948 at No. 5 M.U., it was their last Dominie conversion. Currently at Blackbushe Airfield, U.K., in red/white livery, awaiting reduction to spares.



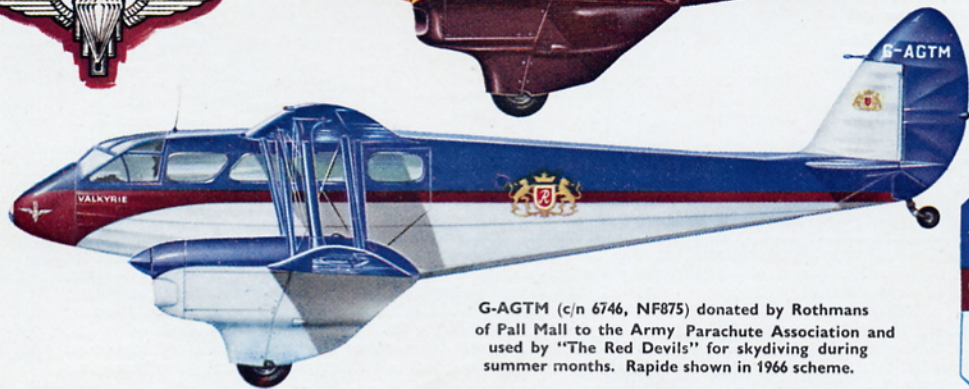
G-AHKV (c/n 6792, NR693) as Mk. 6. Operated by Automobile Association November 1957-June 1963. Currently owned by Cartographical Services (Southampton) Ltd., and based at Eastleigh, U.K.

Cambrian Air Services insignia.



G-AJCL (c/n 6722, NF851) operated by Cambrian Air Services on hire from the Allgood Manufacturing Co. for Channel Islands services, 1949-59. Currently owned by F. H. Mann at St. Just, Cornwall, U.K.

Army Parachute Association.



Rothmans crest.



G-AGTM (c/n 6746, NF875) donated by Rothmans of Pall Mall to the Army Parachute Association and used by "The Red Devils" for skydiving during summer months. Rapide shown in 1966 scheme.

The de Havilland Rapide

by Peter W. Moss

Making its appearance in 1934, the Dragon Rapide was the outcome of three previous designs aimed to provide commercial operators with economic aeroplanes that were capable of paying their way, without subsidy, in an era of comparatively light traffic. The first to really fulfil this concept was the D.H.83 Fox Moth that appeared early in 1932, with seating accommodation for four passengers plus the pilot, the maximum a single engine of 130 h.p. could lift and fly at a sedate 105 m.p.h. Its outstanding success made one operator, Mr. E. Hillman of Hillman's Airways, urge D.H. to consider a twin-engined version capable of carrying six passengers and luggage on his Paris service at cut prices. In this way the D.H.84 Dragon came into being in November 1932.

In the late summer of 1933 work commenced on the design and construction of a fast ten seat, four-engined, airliner to an Australian requirement, known as the D.H.86 and sometimes referred to as the "Dragon Express". A new and more powerful engine was developed by D.H. for this airliner, a six cylinder version of the Gipsy Major, known as the Gipsy Six. From this successful D.H.86 design the D.H.89 emerged. As with previous designs, it was the work of D.H.'s design staff headed by Mr. A. E. Hagg. In appearance the D.H.89 closely resembled the larger D.H.86 as it employed the same fuselage, tapered mainplanes, engine nacelles and faired undercarriage, but all scaled to the twin-engine Dragon concept. Although the new design was initially named "Dragon Six", it was changed to Dragon Rapide early in February 1935.

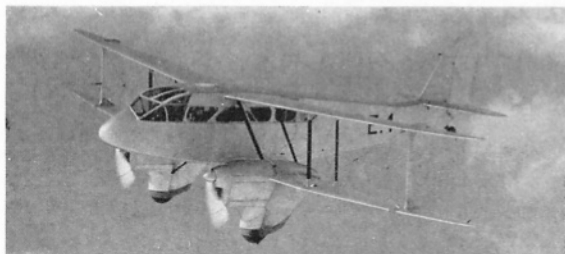
Powered by two 200 h.p. D.H. Gipsy Six engines, the prototype D.H.89 made its first flight at Hatfield* on 17th April in the hands of Captain H. S. Broad, the senior test pilot at D.H. Even while the prototype was being built, plans were going ahead to put the Dragon Six into series production and it is characteristic that de Havilland's first customer was Mr. Hillman. The prototype's Certificate of Airworthiness trials at Martlesham Heath took place during May at an all-up weight of 5,000 lb., with accommodation for six passengers and 140 lbs. of luggage. During the trials it was discovered that on reaching a speed of around 175 m.p.h. the extreme nose buckled with a loud report; as a direct result the maximum permissible speed was restricted to 160 m.p.h. for all D.H. 89s. On its return to Hatfield in May the prototype was sold to Herr R. Herzig of the *Ostschweiz Aero Gesellschaft* for service between St. Gaul, Zürich and Berne, in Switzerland.

It was left to the first production Dragon Six, G-ACPM, to make a public début at Hatfield on 13th July, when it was entered in the 1934 King's Cup Race by Viscount Wakefield of Hythe, only to



D.H. of Toronto sold their demonstrator CF-BFM on 13th January 1938 to Cia. Expreso del Plata, Montevideo, Uruguay, as CX-ADI. Registration mis-applied as CX-ABI and the Rapide was named Nuestra Senora del Carmen after this photograph was taken. (Photo: via Gary Kuhn)

meet ill-fortune in Round 2, heat 9, when the wings were severely damaged by hail in a storm over Waddington and the pilot, Captain Broad, had to retire after completing the earlier heats at an average speed of 158 m.p.h. Three months later, after it had been delivered to Hillman's Airways, tragedy struck G-ACPM when it flew into the sea near Folkestone during rain, low cloud and poor visibility on 2nd October and all seven occupants were killed.



The prototype Dragon Six with Class "B" marks E.4, undercarriage fairing extensions and a rudder balance flap (trimming tab). There were four cabin windows on the port side, with the rear window at half the length of that fitted to production aircraft. (Photo: Temple Press)



In May 1934 the prototype was sold to Herr R. Herzig of the Ostschweiz Aero Gesellschaft for service between St. Gaul, Zürich and Berne, in Switzerland. The fairing extensions and rudder balance flap had been removed by D.H.

(Photo: Temple Press)

The first production Dragon Six, G-ACPM, made its public début at Hatfield on 13th July 1934 when it was entered in the King's Cup Race by Viscount Wakefield of Hythe, but had to retire when the wings were damaged by hail in a storm over Waddington.

(Photo: Temple Press)



* Incorrectly given by some air historians as Stag Lane, D.H.'s factory site until January 1934.

This special Dragon Six was built for the 1934 England to Australia race. The cabin was fitted with three semi-cylindrical fuel tanks totalling 230 gallons. Piloted by S/Ldr. J. D. Hewett and Mr. C. E. Kay, it came sixth in the Handicap race and won fifth place in the Speed race. (D.H. Photo)



A special Dragon Six was built for the Melbourne Centenary Air Race Committee for entry in the now famous 1934 England to Australia race. Registered ZK-ACO and named *Tainui*, after the first Maori war canoe to reach New Zealand, it was fitted with three extra semi-cylindrical fuel tanks in the fuselage, holding 230 gallons all told and extending its range to approximately 1,000 miles. Piloted by S/Ldr. J. D. Hewett and Mr. C. E. Kay, with Mr. E. Stewart as radio operator, they were the eleventh aircraft to depart from Mildenhall on 20th October. Despite a force-landing at Boulogne and wing damage at Cloncurry, Australia, they went on to take sixth place in the Handicap race after flying 87 hrs. 54 mins. 36 secs. (formula time) and 106 hrs. 51 mins. 28 secs. (net flying time); they also won fifth place in the Speed race after 330 hrs. 51 mins. 10 secs. away from Mildenhall.



The military D.H.89, K4772, at Martlesham Heath on 26th April, 1935. Note extended dorsal fin, a Vickers Mk. V machine-gun and landing light in nose, five cabin windows (each side), navigation lights on wings and rudder, wooden propellers, and a deepened fuselage to house 4 x 20 lb. and 2 x 120 lb. G.P. bombs. Military Rapides were also sold to Spain, Iran and Lithuania.

(Photo: Peter Moss collection)

Production was now in full swing and G-ACZE, the first of two Dragon Sixes for the *Anglo-Persian Oil Co., left Heston Airport on 19th December 1934 and arrived at Almaza, Cairo, on Christmas Day. Together with G-ACZF, flown out in February, they were based at Abadan on the Persian Gulf and operated by Airwork Ltd. for quick communications between the oil-shipping base there and the surrounding oil-fields in the desert. Rapides formed the flying equipment of other oil concerns in the Middle East, including the Iraq Petroleum Transport Co. and their associate concern, Société de Transports du Proche-Orient. Elsewhere three were used by The Asiatic Petroleum Co. for communications between oil prospecting sites in Netherlands New Guinea.

The Air Ministry Specification G.18/35 was contended for by D.H. with the Dragon Rapide's redesign as a potent military machine for coastal reconnaissance and one prototype was built to A.M.

*Persia became Iran on 21.3.35 and the firm was renamed Anglo-Iranian Oil Co., Ltd.

The Canadian Airways Rapide CF-AYE experimentally fitted with a D.H. streamlined ski undercarriage. It was test flown on type approval by the R.C.A.F. (S/Ldr. J. H. Tudhope) from D.H. Toronto on 23rd March 1936.

(Photo: Basil van Sickle)



Four Rapides of Quebec Airways equipped with Elliott skis for the Rimouski to Harrington Harbour service during winter months. (D.H. Photo)

order with the Service serial K4772. Tests were carried out at Martlesham Heath from 13th April 1935 and from 13th May comparative trials were carried out by the Coastal Defence Development Unit at Gosport with its rival, the Avro 652 (Anson), but failed to qualify. N.B.: the designation D.H.89M was not used by D.H. or the R.A.F. K4772 was stripped of military equipment and used at Farnborough from 6th June for experiments in automatic controls by the R.A.E. During the war it was used mainly as a hack at the A. & A.E.E. Boscombe Down, until it went back to D.H. at Witney in June 1942 and was reduced to spares.

Work on the military Rapide was not wasted, for in December 1935 the Spanish Government received three of a modified version for police duties in Morocco; the Imperial Iranian War Ministry ordered three in 1936 and the Lithuanian Air Force took delivery of two in April 1937.

RAPIDES FOR CANADA

The year 1935 also saw the first of sixteen Rapides shipped direct to the Canadian branch of D.H. at Toronto for local modifications and re-sale. The Canadian Rapides were distinguished by the extended dorsal fin of the military version and undercarriage attachments were made interchangeable with either wheels or skis, according to weather conditions, and the numerous lakes made floats an optional choice during summer months. The prototype, CF-AEO, went to Quebec Airways in June 1935 and received a temporary C. of R. They advertised its sale for \$23,000 on wheels, or \$26,500 with floats and it was sold to Canadian Airways at Winnipeg; but seven days later, on the 18th July, it was destroyed

by fire at Moncton N.B. when it mushed on take-off.

Subsequent Rapides in Canada were supplied to Canadian Airways at Winnipeg and used on their West Coast and Maritime routes; Quebec Airways at Montreal with scheduled flights in the St. Lawrence River area; British North American Airways at Toronto and Ginger Coote Airways at Vancouver. On 30th January 1942 nearly all the Canadian airlines, except Quebec A/W, were amalgamated to become Canadian Pacific Airlines, but Quebec A/W were finally absorbed in 1950. Second-hand Rapides were used by Central Northern Airways at Winnipeg, Spartan Air Services at Ottawa and Maritime Central Airways at Charlottetown. The daily Toronto newspaper "The Globe and Mail" bought the float equipped CF-BBG in June 1937 only to see it destroyed by fire two months later while refueling in the Toronto Air Harbour on 21st August 1937.

In November 1941 a fuselage shell (No. 89232) was built at Hatfield and shipped to Canada, along with other components, as spares. This fuselage was used to make a complete Rapide and on 2nd June 1942 a C. of A. was issued to it as CF-BNJ; it was flown by Maritime Central Airways at Charlottetown until it was sold to Spartan Air Services at Ottawa in April 1952. Its C. of A. lapsed in 1955. In 1946 two Rapides were shipped to Canada to become CF-DIM and 'DIN'; they were received by D.H. at Toronto and while CF-DIM was sold to G. H. Wheeler in April 1951, the second Rapide was sold to Venezuela as YV-P-BPE prior to its being registered as CF-DIN.

Design work on the Dragon configuration continued in an effort to increase its performance without losing the assets of economy. The result was a smaller, lighter and cleaner looking edition of the Rapide, known as the D.H.90 Dragonfly, which first appeared in August 1935. With dual control and seating accommodation for five in a small cabin, it had a good performance on lower horse-power. Despite this, the Dragonfly failed to achieve the same degree of popularity as that enjoyed by the Rapide and production ceased in 1938 after only 67 had been built.

Ideas for the improvement in comfort and operating efficiency were tried out on the 60th Rapide airframe, G-ADWZ, retained by D.H. for trials in November 1935. The rear windows were lengthened, a landing searchlight was installed in the tip of the nose (first featured in K4772) and cabin heating was achieved by channeling hot air from heater mufflers on the exhaust pipes. In addition, it had thickened wing tips and the cabin was fitted with five seats and a toilet. In the light of experience gained from the military Rapide, the gross weight was increased to 5,500 lb. by suitable strengthening, thereby increasing the payload by 500 lb. After C. of A. trials at Martlesham Heath in March and April 1936, the Rapide was cleared at the new all-up weight.

With the announcement of a race from England to Johannesburg to take place in September 1936, de Havilland's design staff built a special version of the Rapide, known as the D.H.92 Dolphin, to enter in the race. Fitted with a retractable undercarriage, the Dolphin had dual control with a nose section styled after that of the D.H.86A. The wing span was increased to 53 ft. 7 in. and with two D.H. Gipsy Six, Srs. II engines of 204 h.p. each and driving constant speed propellers, the all-up weight was 6,600 lb. Flight tests in August proved that the Dolphin was too heavy structurally and its perfor-



CF-AYE, on Edo "Ya" floats, moored at the seaplane base of the Toronto Island Airport. It was probably in the livery of British North American Airways based there in 1937/38. CF-AYE was named Zeballos Empress while a floatplane in Canadian Airways livery. (Photo: Basil van Sickle)



CF-AEO was converted to Fairchild 5500 floats and chassis by Canadian Fairchild at Longueuil, P.Q. and was flown to Rockcliffe (Ottawa) on 18th June 1935 for type approval tests by the R.C.A.F. Test flights were carried out by F/O C. W. Morrison of the Test and Development Flight, and the Rapide had a modified rudder, two cabin doors and an emergency exit for the pilot. With its sale to Canadian Airways in July 1935 the undercarriage reverted back to wheels and the Rapide was fitted with cameras for survey work.



CF-AVJ, in full Canadian Airways livery and insignia, showing the additional starboard cabin door, was fitted with wheels for the Vancouver to Seattle service. This Rapide was destroyed by fire at Saint John, N.B. when the port engine exhaust started a fire during run up on 17th May 1939.

(Photo: Canadian Airways)



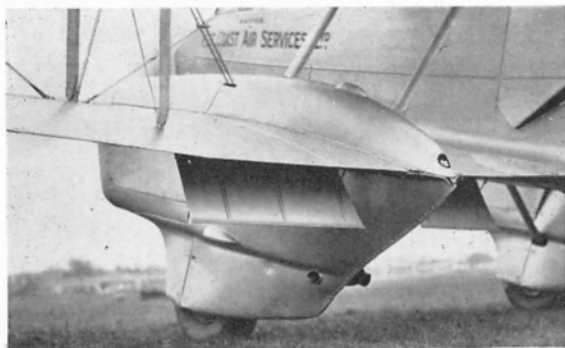
The mysterious Rapide CF-BNJ, c/n CF-89232, built up from a fuselage shell imported from Hatfield in 1941, seen here at Ottawa in Spartan Air Services livery in 1952.

(Photo: J. F. McNulty)

mance showed no improvement over the Rapide, with a top speed of only 161 m.p.h. As a result the Dolphin was abandoned and broken-up in October 1936. The civil marks G-AEMX were allotted on 27th August 1936, but during the whole of its short existence the Dolphin wore red priming dope on fabric covered surfaces with a Class "B" identity. The Dolphin is also a mystery plane in as much that



The frustrated Canadian import CF-DIN, c/n 6938, after its sale to Venezuela as YV-P-BPE in 1946, seen here in RIEGO livery and insignia.



Close-up of the split trailing-edge flaps of the D.H.89A model in 1937. Flaps were fitted to improve the Rapide's gliding attitude while landing, as it was otherwise difficult to bring down quickly. (Photo: Temple Press)

no photographs or drawings appear to exist.

Although the flying characteristics of early Rapides were pleasant and without vice, it did need a competent pilot to land it without "floating". Way back in 1935 it had been suggested that flaps would help to overcome the Rapide's reluctance to return to earth, but it was not until November 1936 that flaps were first tested in the 93rd airframe. Flown under Class "B" marks E4, the C. of A. trials followed in February 1937, by which time D.H. had announced that the 1937 model would have flaps fitted as standard, metal propellers as an optional standard, and a downward recognition light to normal night-flying equipment. The Rapide's designation was changed to D.H.89A and E4 became G-AEOV in March. Series production of the new model commenced with G-AERN and as earlier Rapides came in for overhaul most were converted to flaps; two well known exceptions are G-AEMH and G-AEML.

AIR MINISTRY RAPIDES

Production of the Rapide continued at Hatfield throughout 1938 and 1939 without further developments in its design. Among the dozens of orders received during those two years, three were to have far reaching effects on the Rapides' future: the first

This Dominie Mk. 1, HG691, wears an individual code number while operating with the Air Operating Sector of No. 2 Radio School at Yatesbury in 1944/45. It later became G-AIYR with Reid and Sigrist in 1948.

(Photo: Temple Press)

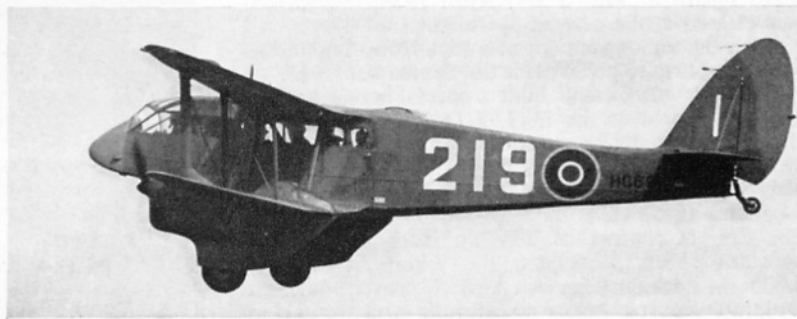


The Rapide E9, c/n 6420, experimentally fitted with a Dowty levered suspension undercarriage in 1938. (D.H. Photo)

was an Air Ministry Contract for two communications Rapides, P1764 & P1765, for No. 24 Squadron, the first of which flew in red priming dope and Class "B" marks E9 during September 1938 for experimental flight tests of a Dowty levered suspension undercarriage; the second order came from Airwork Ltd. for nine to be fitted out as navigation trainers for Mr. C. W. Martin's School of Navigation at Shoreham. This order followed the Air Ministry policy under the expansion scheme to employ civil organisations by Type "A" contract. Mr. Martin's school became No. 6 C.A.N.S. with Airwork operating the Rapides. In September 1939 their base was moved to Staverton where they were known as No. 6 Air Observers' Navigation School. Camouflaged in a manner similar to G-ADBW (the subject of this Profile's five view colour drawing), the school's fourteen Rapides were finally taken over by the R.A.F. to Contract No. 34983/39, d/d 15th July 1940; the third order was for two Rapide trainers, P9588-89, for No. 2 Electrical & Wireless School at Yatesbury, backed up by three more contracts for 37 Rapide trainers during 1939.

With Great Britain's declaration of war with Germany on 3rd September 1939 all transport aircraft became subservient to an Air Ministry organisation known as the National Air Communications. Services stopped at the outbreak of war were gradually resumed where they were considered to be useful to the war effort.

No. 24 Squadron at Hendon received twenty-four civil Rapides between 8th September and the critical days of May/June 1940, to act as courier aircraft between England and France. Ten were lost during the evacuation of France: G-ACYM & 'DNI in accidents, G-ADNH & 'FSO destroyed by enemy action and G-AEAM, 'EBW, 'EPF, 'EXP, 'FAH & 'FEO were abandoned in France. When the work of N.A.C. came to an end in June, a new organisation under the Chairmanship of Sir Harold Hartley came into existence on 27th June 1940 with the title Associated Airways Joint Committee. All the surviving internal airlines joined the A.A.J.C. with



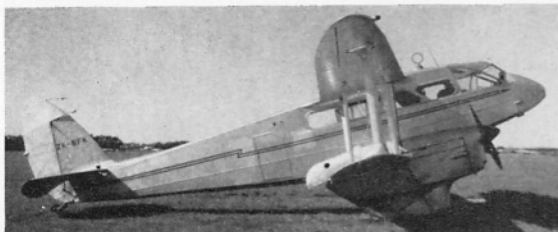
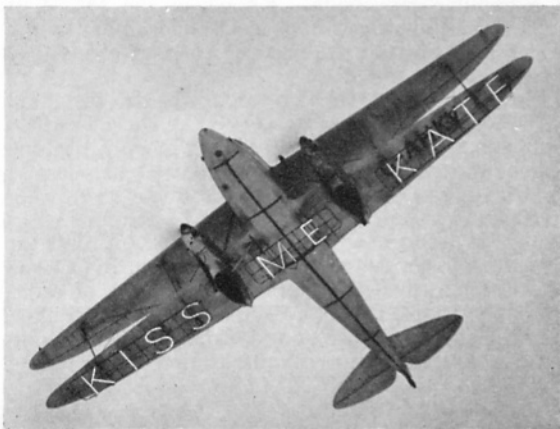
the exception of Allied Airways (Gandar Dower) Ltd., who had a similar arrangement with the Government and continued to fly services from Aberdeen to Kirkwall in the Orkneys, and Sumburgh in the Shetlands with two Dragons and the Rapides G-ACZF and 'DAH. In November 1941 they received the last production Rapide, G-AGDM, and in 1942 G-ACZE arrived to replace 'DAH taken over by the Government.

Meanwhile, D.H. at Hatfield had received a substantial order for 150 Rapide trainers in 1940. The R.A.F. were to know them as the Dominie and by the time production ceased in July 1946, 523 had been built (including R2485-87, but excluding K4772, K5070, P1764 & P1765). The navigation and W/T trainer became the Mk. I when the communication version appeared in 1945 as the Mk. II.

Most of the Rapides pressed into service with No. 24 Sqn. in 1939/40 were subsequently impressed into the R.A.F. and their civil marks gave way to military serials; similarly, others were impressed for army co-operation duties, but fourteen were retained to keep scheduled skeleton services within the British Isles under A.A.J.C. control. In all, forty-three Rapides were impressed in the U.K., two in the M.E. and nine in India. The civil/military tie-ups were as follows:

V4724-4725	(G-AFNC, 'FND)
W6423-6425	(G-ADNH, 'EAM, 'EAJ)
W6455-6457	(G-AENN, 'EOV, 'FSO)
W9365	(G-ADNI)
X8505-8511	(G-AEXP, 'FEO, 'EXO, 'FAH, 'CTT, 'EPW, 'DBV)
X9320	(G-ACYM)
X9386-9388	(G-ADDE, 'EMH, 'FEP)
X9448-9451	(G-ADAL, 'DWZ, 'EML, 'FEZ)
X9457	(G-ADFX)
Z7188	(VQ-PAC in M.E.)
Z7253-7266	(G-AFLY, 'FLZ, 'FMA, 'FMF, 'FME, 'FMH, 'FMG, 'FMI, 'FMJ, 'DAI, 'DIM, 'DAG, 'DBW, 'CZE)
AW115-116	(G-ACTU, 'DDD)
AW155	(G-ADAK)
AX806	(VT-AIZ in India)
BD143	(G-AEPE)
HK862	(G-AFFC in M.E.)
HK864	(G-AFEN in M.E., c/n 6399)
HX790-791	(VT-AJB, 'ALO in India)
MA961	(? in India)
MA963-966	(VT-ARK, 'ARL, 'ARM, 'ARN)
MA968	(? in India)

The only Rapide known to have been used for sky advertising, G-AHKV was operated by Sky Neon Aviation Ltd. between February 1954 and January 1956. (Photo: Temple Press)



The first post-war Mk. 4 conversion with Gipsy Queen 2 engines and constant speed propellers, after its sale to K. G. R. Broomfield of Gisbourne, N.Z., as ZK-BFK. The extended engine nacelle houses a larger oil tank. (Photo: A. J. Jackson)



The first Rapide to be officially known as the Mk. 6, G-APBM was modified by Air Couriers (Transport) Ltd. in 1958. It was sold to the Société Ardic, at Dakar, as F-OBRU in 1960. (Photo: Peter W. Moss)



The Argentine Rapides present something of a mystery with regard to their origins, for ten were purchased shortly after the war by Sfredo & Paolini Ltd. for resale, while ZONDA are known to have had 15 Rapides at 28th October, 1948. LV-AES was one of six Rapides owned by Taxis Aereos Argentinos (TAASA) that had steel plated undersides to protect them from stones flung up on primitive airstrips. LV-AES, seen here at the Aeroparque, Buenos Aires, on 17th October, 1958, appears to be a Mk. 4. (Photo: F. A. Giró)

Civil Rapides were also impressed into the R.A.A.F. (i.e. VH-UFF/A.33-3, c/n 6270).

Among the U.K. impressed Rapides were two previously used by Airwork Ltd. as navigational trainers before they were converted to ambulance aircraft and ceremonially handed over to the R.A.F. by H.H. Lady Maud Carnegie at R.A.F. Hendon on 21st May 1941. The two Rapides had been subscribed for by the Silver Thimble Fund and were named *Women of Britain* and *Women of the Empire* (the subject of a colour drawing on p.2). Both aircraft served in Scotland throughout the war and *Women of Britain* survived to be restored to the civil register in 1947 as G-AFMJ.

POSTWAR RAPIDES

After the war only nine impressed Rapides were restored to civil marks, but since large numbers of Dominie aircraft were being sold, many in new condition, this was hardly noticed. Sold by public tender at Nos. 5 & 18 M.U.s, a Dominie conversion to Rapide standard consisted mainly of a new coat of paint, cabin sound proofing and by upholstered seating, new décor, etc. The majority of conversions were undertaken by D.H. at their Witney Repair Depot, but others were converted and sold by private



The sad sight of N.Z.N.A.C.'s ZK-ALC Tiora on fire at Rotarua airfield when exhaust flames from the starboard engine set the grass alight and subsequently itself. The burnt away fabric reveals the spars and girder wing structure. There were no human casualties. (Photo: N.Z. Herald)



NR680 was the first Dominie to be officially modified to Mk. II standard in 1945. Other Mk. II conversions were NR739, NR748, NR752 and NR788, while production commenced with RL947. NR680 later became G-AKSC of Olley Air Service in 1948. (Photo: Peter Moss collection)

firms, including: Field Aircraft Services, Airwork Ltd., Air Enterprises, W. A. Rollason Ltd., and the Lancashire Aircraft Corporation.

Among the first foreign users of surplus Dominies was K.L.M. who were so keen to start up services in Holland again that, even while the invasion was still in full swing, they repainted a shed on the ruined Schipol Airport at Amsterdam and flew services to local capitals in September 1945 with four Rapides registered PH-RAA to 'RAD. In 1953 K.L.M. were still using a Rapide for aerial photography.

With the war over in Europe, civil aviation in the U.K. began to flex its wings: British European Airways Corporation (B.E.A.) came into existence on the first day of 1946 and was officially established on 1st August. Government policy at that time was to squash the independent airlines so that a state monopoly could be established on internal routes as well as those to Europe. In this they were successful for on 1st February 1947 B.E.A. took over 39 Rapides and the routes operated by G. W. & Southern A/L, Isle of Man A/S, Railway A/S, West Coast A/S and Scottish A/W. Two other airlines maintained a bitter struggle against nationalisation, but Channel Islands A/W (six Rapides) gave in on 1st April, and Allied A/W (G.D.) Ltd. went under on 12th April—although only one of their four Rapides went to B.E.A. Soon they began to appear in the B.E.A. livery of silver and red, but there were far too many and they were gradually sold off, through Airwork Ltd., until nineteen were finally brought together in 1950 and given a collective identity as the "Islander Class" for service on the Scottish, Scilly and Channel Islands routes. Each Rapide received a new livery (illustrated on p.11) and were individually named.

The oldest Rapide to survive the war was G-ACPP operated on A.A.J.C. routes, and after its sale from B.E.A. it enjoyed a long and active life until 1959, when it was withdrawn and later sold to North-Air Services Ltd. in Canada. This firm intended to operate the Rapide from Lake l'Orange as a floatplane and an export C. of A. was issued on 12th June 1961.



Owned by Avions Fairey S.A., OO-AFG (ex G-AKNV) was stripped down and completely rebuilt in 1958. Modifications included the installation of an electrical actuator (with indicator) for flap operation, 44 channels VHF radio, radio compass, a blue moulded perspex canopy over the pilot's cockpit and enlarged cabin windows. An extra folding door was fitted to allow the carriage of bulky cargo. The exterior was finished in red and white. (Photo: Avions Fairey S.A.)

In August 1962 it was seen uncrated and dismantled at Malton Airport, Toronto, as its owners had abandoned their intentions. G-ACPP was bought by Mr. J. R. Bowdery of Sept Iles, P.Q. in 1963 who had it reassembled and re-registered as CF-PTK; a C. of A. was issued on 2nd March 1964 but was allowed to lapse a year later and the Rapide is now believed to be extinct in Canada.

A similar fate overtook the prototype Rapide in 1961. With its sale to Switzerland in May 1934 it was repainted as CH-287 and given a British C. of A. In 1935 it was re-registered as HB-ARA and in 1937 it was sold to Swissair and again re-registered, this time as HB-APA. Sold to Farner-Werke A.G. in 1954 who, in turn, sold it to Motorfluggruppe Zürich des Ae.C.S. during 1955 (its livery is shown on p.2). Finally withdrawn from use in 1961, the prototype was dismantled at Kloten and although various schemes were put forward to save it, none were effective in preventing its final destruction in 1965.

In the post-war years an attempt was made to introduce mark numbers for three basic versions: the Mk. 1 to cover all surviving pre-war Rapides, Mks. 2 & 3 to cover post-war conversions with the Mk. 2 indicating a cabin layout for six passengers, pilot, and radio operator; the Mk. 3 with eight passengers and pilot. But these distinctions were seldom used in practice. The idea of re-powering the Rapide with D.H. Gipsy Queen 2 engines driving type PD.30/211/1 constant speed propellers was almost certainly first tried out by D.H. on the Dominie E-0220 in September/October 1943 (see illustration), but it was not until the summer of 1953 that Flightways Ltd. at Eastleigh made an identical conversion to their Rapide G-AHGF. With this modification the Rapide was cleared for take-off at an increased all-up weight of 6,000 lb. and its improved climb, cruising and single engine performance made it a popular conversion. Known as the Mk. 4, it could be distinguished from standard Rapides by the larger spinners and the deeper tone of the Gipsy Queen 2s.

However, D.H. were also responsible for installing M.V.P. propellers to their G-AHKA early in 1949. Retrospectively known as the Mk. 5, only the one Rapide was converted. The latest move to modernise the Rapide was made in 1956. To combat the growing restrictions imposed on commercial operators when flying in airport control zones, Air Couriers at Croydon converted and sold G-AHKV to Ind Coope & Allsopp Ltd. with a sophisticated array of radio equipment, consisting of a Bendix SCR269 Automatic Radio Compass, Murphy and Ekco V.H.F. sets and three other special items of radio equipment, including

The only evidence that D.H. might have anticipated the Mk. 4 by ten years. This is indicated by the large spinner and experimental Class "B" marks E-0220. The Dominie was photographed over Hatfield on 9th October 1943.

(Photo: Temple Press)



a fan marker. This extra equipment demands a higher electrical output than that provided by one, or even two, normal wind-driven generators; the port Gipsy Queen 3 is therefore modified to drive a 1,000 watt, 24-volt generator, bringing it to 3A standard. Both engines drive a Fairey X5 fixed pitch metal propeller specially designed for the Rapide to give a high cruising speed with only a small sacrifice in take-off performance. Subsequent Rapides so equipped included G-AIDL, 'JHP, 'KNY & 'LBI, before they were belatedly known as the Mk. 6 from 1958, with the conversion of G-APBM by Air Couriers.

Although the R.A.F. had phased out their Dominies in 1946/47, the Royal Navy—who had received 64 during the war—continued to hold 14 on Admiralty charge in 1960 for communications and sea cadet flying. Normally, only three were kept flying at any one time; the rest were stored at Lossiemouth. But the R.N. Dominies were phased out of service in 1963 and thirteen were sold by public tender. Of these, only four became Rapides: HG694, NF847, NF864 & NR782 (see conversion list); the remainder were sold to the Anglo Diesel Co. in June 1963 and have yet to be located.

Now, thirty-two years after the first D.H.89 took to the air, the Dragon Rapide is a dying breed. With stocks of spares dwindling or non-existent, complete aircraft are being grounded and reduced to spares. But the Rapide is still in demand both by home and overseas operators and the latest rôle it is called on to perform is that of a flying platform for skydiving parachutists, in Germany, France and the U.K., a rôle it is likely to be employed on for years to come.

CONSTRUCTION OF THE DRAGON RAPIDE

Built almost entirely of wood, the Rapide's fuselage is a box-type structure with spruce longerons and struts inside a plywood covering, except for the floor, which is clear of any projection, and the whole is faired externally with fabric. The main cabin measures 13 ft. 6 in. long by 4 ft. 6 in. high and 4 ft. wide; the entrance door is at the rear on the port side, and the number of windows depends on the seating arrangement. The wings are of equal span

and taper towards the tips; the tapered ailerons (on all four wings) are interconnected by push-pull rods inside the single outer interplane struts, while the connecting arms act as mass-balances. The upper wings have wooden spars, wooden girder ribs, tubular drag-struts, with fabric covering and internal wire bracing; the lower wings are similar but the wing stubs out to the engines have steel tubular spars which are braced by external struts placed between the engines and the fuselage top; split trailing edge flaps are fitted to the 89A model. The wire-braced tailplane is adjustable in the air by a screw-jack beneath the front spar, while the rudder is horn balanced, the elevators are unbalanced, and the entire wooden structure is fabric covered.

The engine nacelles each house a 38 gal. fuel tank and a 3½ gal. oil tank that is cooled by slipstream scoops. The engines are bolted to welded steel mountings in front of the lower wings and are fired by Rotax starters. The whole nacelle is neatly faired by metal panels that also hide the undercarriage legs; the Dunlop wheels are braked by a lever in the cockpit and steering is differentially controlled with the rudder bar through a tracking tailwheel.

With the seaplane version suitable strengthening was required for the float attachments. The introduction of a second cabin door on the starboard side was a safety measure required by the Canadian Department of Transport. The wings had provision for walkways. The all-metal floats were manufactured by the Edo Aircraft Corporation in Canada.

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WEIGHTS AND PERFORMANCE FIGURES

	Prototype	D.H.89 (1936)	D.H.89A & D.H.89B Dominie	D.H.89 (military)	D.H.89A (seaplane)	D.H.89A Mk. 4 & Mk. 6	D.H.89A Mk. 5
Tare Weight	3,076 lb.	3,346 lb.	3,276 lb.	3,368 lb.	—	3,230 lb.	3,500 lb.
All-up Weight	5,000 lb.	5,500 lb.	5,500 lb.	5,372 lb.	5,500 lb.	6,000 lb.	5,750 lb.
Maximum Cruising Speed ...	160 m.p.h.	157 m.p.h.	157 m.p.h.	148 m.p.h.	130 m.p.h.	150 m.p.h.	145 m.p.h.
(max. permissible 160 m.p.h.)							
Cruising speed	135 m.p.h.	132 m.p.h.	132 m.p.h.	125 m.p.h.	115 m.p.h.	140 m.p.h.	141 m.p.h.
Landing speed	63 m.p.h.	64 m.p.h.	65 m.p.h.	64 m.p.h.	63 m.p.h.	65 m.p.h.	65 m.p.h.
Rate of Climb	1,050 ft./min.	1,000 ft./min.	867 ft./min.	890 ft./min.	700 ft./min.	1,200 ft./min.	955 ft./min.
Take-off run	300 yds.	245 yds.	290 yds.	—	—	—	—
Landing run	265 yds.	220 yds.	170 yds.	—	—	—	—
Ceiling	20,000 ft.	19,500 ft.	19,500 ft.	17,700 ft.	—	16,000 ft.	—
Normal range	590 miles	578 miles	556 miles	550 miles	530 miles	520 miles	—

N.B.—These figures most likely varied between one Rapide and another.

DIMENSIONS: Wing Span 48 ft. 0 in. Length 34 ft. 6 in.
Height 9 ft. 10 in. (10 ft. 3 in.) Wing Area 336 sq. ft.

WINGS: Aspect Ratio 11.7. Dihedral 3 deg.
Section, modified R.A.F.34. Wing Loading 12.8 lbs./sq. ft.

DRAGON RAPIDE PRODUCTION AND DOMINIE PRODUCTION/CONVERSIONS

With total production standing at 727 built between 1934 and 1946, it has been impossible to list subsequent identities and ownerships. As a compromise only the date of first C. of A. validation and its recipient is shown. The first C. of A. date is important in pinpointing, with few exceptions, when the aircraft was completed and first flown, for normally a C. of A.

was made valid soon after its first flight; but notable exceptions are the prototype, G-AEOV used for flap trials in November 1936, and those shipped direct to Canada. Concerning the latter, it must be noted that Cs. of A. were not issued to Canadian aircraft until 1937, so the dates quoted prior to 1937 are for the Certificate of Registration only.

RAPIDES (Hatfield built)			C. of A. issued to			C. of A. issued to				
Con/ No.	First marks	First C. of A. date								
6250	CH-28P	10 5 34	6300	G-ADNH	11.10.35	Iraq Petroleum Transport Co., Ltd.	6355	G-AERE	11.5.37	L.H.G. Ltd.
6251	G-ACPM	5.7.34	6301	G-ADNI	17.10.35	Misr Airwork Ltd., Cairo.	6356	G-AERZ	7.5.37	Air Commerce Ltd.
6252	G-ACPN	2.8.34	6302	SU-ABR	20.9.35	Misr Airwork Ltd., Cairo.	6357	VP-KCG	7.5.37	Wilson Airways Ltd.
6253	G-ACPP	4.9.34	6303	SU-ABS	25.9.35	Misr Airwork Ltd., Cairo.	6358	VP-YBJ	21.5.37	Rhodesian & Nyassaland Airways Ltd.
6254	G-ACPP	12.3.35	6304	CF-AYE	11.4.36	D.H. Aircraft of Canada Ltd. (demonstrator)	6359	VP-YBK	24.5.37	Rhodesian & Nyassaland Airways Ltd. City of Salisbury
6255	G-ACPR	18 3 35	6305	ZK-AED	18.10.35	Cook Strait Airways Ltd. Venus.	6360	VR-SAV	28.5.37	Wearne Bros. Ltd., Singapore.
6256	ZS-AES	10 12 34	6306	ZK-AEE	22.10.35	Cook Strait Airways Ltd. Jupiter	6361	CR-AAD	9.6.37	Dept. of Railways, Portuguese
6257	G-ACCT	20 10 34	6307	CF-BBC	2.11.36	Canadian Airways Ltd.	6362	CR-AAE	9.6.37	East Africa* (D.E.T.A.)
6258	G-ACCTU	24 9 34	6308	VT-AHB	11.12.35	H.H. The Maharajah of Jammu and Kashmir	6363	G-AESR	25.6.37	Iraq Petroleum Transport Co., Ltd.
6259	ZK-ACO	9.10.34	6309	G-ADWZ	9.11.35	The de Havilland Aircraft Co., Ltd.	6364	VR-SAW	7.7.37	Wearne Bros. Ltd., Singapore. Governor Fullerton
6260	I-DRAG	27.12.34	6310	G-ADYK	10 12 35	D.H. Aircraft Co., Ltd. for Spanish Govt. (ferry marks)	6365	VH-UXXZ	1.7.37	Australian National Airways (Pty) Ltd. Marika
6261	G-ACYR	2 2 35	6311	G-ADYL	10 12 35	Misr Airwork Ltd., Cairo.	6366	VP-KCJ	2.7.37	Wilson Airways Ltd.
6262	EC-W27	27.11.34	6312	G-ADYM	10 12 35	Misr Airwork Ltd., Cairo.	6367	G-AEWF	18.6.37	Highland Airways Ltd. Zetland
6263	G-ADAL	2 3 35	6313	SU-ABU	16.11.35	The de Havilland Aircraft (Pty) Co., Ltd.	6368	G-AEXO	19.7.37	North Eastern Airways Ltd.
6264	G-ADZE	15 12 34	6314	VH-UVG	17.1.36	D.H. Aircraft Co., Ltd. for Turkey's Devlet Hava Yollari.	6370	CF-BBH	26.8.37	D.H. Canada Ltd. (demonstrator)
6265	VH-UVS	8 1 35	6315	G-ADUM	30 4 36	The de Havilland Aircraft (Pty) Co., Ltd.	6371	CF-BFM	26 11 37	The de Havilland Aircraft Co., Ltd. (Ferry marks to Turkey for Devlet Hava Yollari, became TC-DAG)
6266	G-ADAG	6.2.35	6316	G-ADUN	30 4 36	Turkey's Devlet Hava Yollari.	6372	G-AFAO	4.8.37	The de Havilland Aircraft Co., Ltd. (Ferry marks to Turkey for Devlet Hava Yollari, became TC-DAG)
6267	K5070	—	6317	G-ADUC	30 4 36	Ferry marks only	6373	CF-BFL	22.10.37	Canadian Airways Ltd.
6268	G-ACZF	11.2.35	6318	VH-UVI	7.2.36	Railway Air Services Ltd. Star of Lancashire	6374	CF-BFP	23.8.38	Quebec Airways Ltd.
6269	G-ACYM	6.3.35	6319	VH-UVT	11 2 36	Railway Air Services Ltd. Star of Lancashire	6375	CF-BND	8 9 39	Personal Airways Ltd.
6270	A-3-1	2.7.35	6320	G-AEAJ	14.3.36	Railway Air Services Ltd. Star of Lancashire	6376	G-AEWE	4.11.39	Personal Airways Ltd.
6271	K4772	—	6321	—	13.5.36	The Imperial Iranian War Ministry	6377	G-AFAH	26 8 38	Railway Air Services Ltd.
6272	G-ADAE	17.4.35	6322	—	18.4.36	The Imperial Iranian War Ministry	6378	VT-AJZ	8 9 37	Tata Sons Ltd.
6273	OO-JFN	13.3.35	6323	—	18.4.36	The Imperial Iranian War Ministry	6379	VT-AJA	8 9 37	Tata Sons Ltd.
6274	G-ACZU	25.3.35	6324	G-AEAK	4.4.36	Railway Air Services Ltd. Star of Lancashire	6380	ZS-AKT	13.9.37	The de Havilland Aircraft of South Africa Ltd.
6275	G-ADZA	5.4.35	6325	G-AEAL	25.4.36	Railway Air Services Ltd. Star of Lancashire	6381	VT-AJB	8 9 37	Tata Sons Ltd.
6276	G-ADZB	25.3.35	6326	G-AEAM	5.5.36	Railway Air Services Ltd. Star of Lancashire	6382	F-AQJ	2.12.37	Paul Legastelois
6277	K5070	—	6327	G-AEAW	13.5.36	Railway Air Services Ltd. Star of Lancashire	6383	F-AQI	1.12.37	Paul Legastelois
6278	G-ADAJ	5.6.35	6328	G-AEBX	20.5.36	Railway Air Services Ltd. Star of Lancashire	6384	VH-UZY	12.11.37	W. R. Carpenter & Co., Ltd.
6279	G-ADCL	4.5.35	6329	YR-DBA	12 6 36	Railway Air Services Ltd. Star of Lancashire	6385	—	15.11.37	Military Council of National Govt. of China
6280	G-ADCH	19.2.35	6330	YR-DBI	19 6 36	Railway Air Services Ltd. Star of Lancashire	6386	G-AFFF	16.3.38	The de Havilland Aircraft Co., Ltd.
6281	CF-AEO	28 6 35	6331	YR-DBJ	3 7 36	Railway Air Services Ltd. Star of Lancashire	6387	ZS-AME	24.11.37	The Anglo-American Corporation
6282	G-ADDB	31.5.35	6332	G-AEKF	15 6 36	T. G. Mapplebeck	6388	—	19.11.37	Military Council of National Govt. of China
6283	G-ADDD	8.6.35	6333	CX-ABU	8 7 36	Ministerio de Salud Publica	6389	—	24.11.37	Military Council of National Govt. of China
6284	G-ADDF	8 8 35	6334	ZK-AEC	22.7.36	Cook Strait Airways Ltd.	6390	—	11.12.37	Military Council of National Govt. of China
6285	VP-YAU	20.7.35	6335	G-AEGS	7.8.36	Iraq Petroleum Transport Co., Ltd.	6391	—	13.12.37	Military Council of National Govt. of China
6286	G-ADBV	6.6.35	6336	G-AEMH	5 9 36	Personal Airways Ltd.	6392	—	16.12.37	Military Council of National Govt. of China
6287	G-ADAI	20.6.35	6337	G-AEML	26 9 36	Wrightways Ltd.	6393	F-AQIN	4.1.38	Paul Legastelois
6288	G-ADBW	27.6.35	6338	YR-DNC	25.8.36	Directo de l'Aviation Civile (for "L.A.R.E.S.")	6394	VP-KCL	8.1.38	Wilson Airways Ltd.
6289	G-ADBX	4.7.35	6339	G-AEMM	10.10.36	Anglo-Iranian Oil Co., Ltd.	6395	F-AQJH	21.1.38	Paul Legastelois
6290	G-ADFX	22.7.35	6340	G-AENN	25.11.36	Blackpool & West Coast Air Services Ltd.	6396	CF-AJH	16 3 38	A. Rodier
6291	G-ADFY	26.7.35	6341	G-AENO	10.11.36	Blackpool & West Coast Air Services Ltd.	6397	CR-AAAM	12.4.38	Dept. of Railways, Portuguese
6292	PH-AKY	30 8 35	6342	G-AEOV	3.3.37	The Rt. Hon. The Viscount Forbes	6398	CR-AAAN	12.4.38	East Africa* (D.E.T.A.)
6293	G-ADIM	31.7.35	6343	ZK-AEWF	30 11 36	Cook Strait Airways Ltd. Mars Personal Airways Ltd. Luxembourg Listener	6399	G-AFEN	25.4.38	Sir William Firth
6294	PH-AKW	2.9.35	6344	G-AEPE	24.2.37	Wrightways Ltd.	6400	G-AEMX	—	D.H.92 Dolphin (c/n used ahead of sequence)
6295	CF-AVJ	24 9 35	6345	G-AERN	24.3.37	West Coast Air Services Ltd.	6401	OH-BLB	2.5.38	Aero O/Y Lappi
6296	PH-AKU	30 8 35	6346	VH-UXT	2.4.37	Australian National Airways (Pty) Ltd.	6402	G-AFEY	11.4.38	Scottish Airways Ltd.
6297	G-ADNG	5.10.35	6347	OH-BLA	3.3.37	Aero O/Y. Soloma	6403	F-AQBT	5.5.38	Societe de Transports du Proche-Orient
6298	SU-ABP	27.8.35	6348	—	17.4.37	Lithuanian Air Force	6404	VP-YQH	25.4.38	Rhodesian & Nyassaland Airways Ltd.
6299	SU-ABQ	11.9.35	6349	G-AEPW	15.2.37	Olley Air Services Ltd.	6405	G-AFEO	9.5.38	North Eastern Airways Ltd.
			6350	YL-ABC	30.4.37	Post & Telegraphs Dept., Ministry of Commerce, Latvia	6406	G-AFEP	13.5.38	Societe de Transports du Proche-Orient
			6351	YL-ABD	30.4.37	Post & Telegraphs Dept., Ministry of Commerce, Latvia	6407	F-AQOI	19.5.38	Societe de Transports du Proche-Orient
			6352	YL-ABE	30.4.37	Post & Telegraphs Dept., Ministry of Commerce, Latvia	6408	G-AFEZ	21.6.38	Wrightways Ltd.
			6353	G-AEPF	17.4.37	Air Commerce Ltd.	6409	G-AFFB	27.5.38	Iraq Petroleum Transport Co., Ltd.
			6354	CF-BBG	10.6.37	The Globe and Mail Ltd., Toronto	6410	ZS-AOM	2.6.38	Stewards & Lloyds of South Africa Ltd.

Rapide G-ADAH of Allied Airways at Redhill in 1940, while operating under N.A.C. aegis. The white-washed windows and non-standard camouflage pattern are worth noting. This Rapide has been in store at Dyce since its C. of A. expired on 9th June, 1947. (Photo: C. A. Nepean-Bishop)



DOMINION CONVERSIONS TO RAPIDE IN U.K. 1941-65		Part 1: To the British Civil Register—		G-AHPY 6561 X7401 18.10.46		Field Consolidated Aircraft Services Co. Ltd.	
Registration	c/n	Serial	C. of A. Issued to	G-AHRH 6823 NR735 18.10.46	Gloster Aircraft Co., Ltd.		
6412 VP-YBU	4.7.38	Southern Rhodesia Govt.		G-AHTR 6946 TX306 4.7.46	Anglo-Iranian Oil Co., Ltd.		
6413 VP-KCR	23.7.38	Wilson Airways Ltd.		G-AHTS 6962 TX304 22.6.46	Anglo-Iranian Oil Co., Ltd.		
6414 YI-ZWA	25.7.38			G-AHTT 6966 TX308 18.7.46	Anglo-Iranian Oil Co., Ltd.		
6415 YI-HDA	25.7.38	Iraq Aeroplane Society		G-AHTY 6608 X7491 1.8.46	Air Training (Fairoaks) Ltd.		
6416 YI-PYA	4.8.38			G-AHWF 6965 TX307 4.7.46	Hunting Air Travel Ltd.		
6417 G-AHPY	1.9.38			G-AHXV 6747 NF876 16.8.46			
6418 G-AFHZ	15.9.38	Anglo-Iranian Oil Co., Ltd.		G-AHXX 6782 NR683 16.8.46			
6419 G-AFHZ	22.9.38			G-AHXX 6800 NR701 9.8.46	M.o.S. (for B.E.A.C.)		
6420 F-ARII	11.11.38	Paul Legastoleis		G-AHXY 6808 NR720 13.9.46			
6421 P1764	—	Air Council (Cont. No. 808642/38). Delivered 29.11.38		G-AHXX 6825 NR737 5.9.46			
6422 P1765	—			G-AIBB 6813 NR725 6.5.48	B.O.A.C. (bought 7.46 ex S.M.U.)		
6423 ZK-AGT	19.9.38	Cook Strait Airways Ltd. Neptune		G-AIDL 6968 TX310 5.9.46	E.L. Gander Dower, t/a Allied A/W. The Wanderer		
6424 F-ARIJ	22.11.38			G-AIHL 6498 X7325 25.10.46	Railway Air Services Ltd.		
6425 F-ARIK	25.11.38	Paul Legastoleis		G-AIUI 6675 HG690 29.5.47			
6426 G-AFLY	30.11.38	Airwork Ltd.		G-AIUI 6724 NF853 23.7.47	Kenning Aviation Ltd.		
6427 F-ARIL	28.11.38	Paul Legastoleis		G-AIUK 6640 X7523 26.9.47			
6428 F-ARIM	7.12.38			G-AIUL 6837 NR749 8.5.47			
6429 G-AFLZ	14.12.38			G-AIUM 6519 X7346 19.2.47	Southern Aircraft (Gatwick) Ltd.		
6430 G-AFMA	3.1.39			G-AIUN 6602 X7485 7.8.47	Air Schools Ltd.		
6431 G-AFME	13.1.39			G-AIUN 6467 R5930 20.6.47	North Sea Air Transport Ltd.		
6432 G-AFMI	20.1.39	Airwork Ltd. (for No. 6 C.A.N.S.)		G-AIUN 6497 X7324 6.1.47	De Havilland Aircraft Co., Ltd. (Direct sale)		
6433 G-AFMG	1.2.39			G-AIUN 6867 NR791 13.1.47	North Sea Air Transport Ltd.		
6434 G-AFPH	6.2.39			G-AIYE 6815 NR727 23.12.46	Olley Air Service Ltd. Garden Corner.		
6435 G-AFMI	22.2.39			G-AIYP 6456 P5959 17.1.47			
6436 G-AFMI	27.2.39			G-AIYR 6676 HG679 26.7.47			
6437 HB-AME	22.3.39	Alpar Schweizerische Luftverkehrs A.G.		G-AIYR 6854 NR728 23.1.47	Reid & Sigrist Ltd.		
6438 HB-AMU	29.3.39			G-AIZI 6861 NR785 25.3.47	Birkett Air Services Ltd.		
6439 CR-AT	25.4.39	Dept. of Railways, Portuguese East Africa (D.E.T.A.)		G-AJBJ 6765 NF894 26.3.47	Birkett Air Services Ltd.		
6440 CR-AAU	4.5.39	I.o.M. Air Services Ltd.		G-AJCL 6732 NF851 25.9.49	Butlins Ltd.		
6441 G-AFRK	8.5.39	I.o.M. Air Services Ltd.		G-AJDN 6860 NR784 30.4.47	Birkett Air Services Ltd.		
6442 G-AFNC	21.6.39	The Aircraft Operating Co., Ltd.		G-AJFJ 6587 X7445 27.6.47	Field Aircraft Services Ltd.		
6443 G-AFND	29.6.39	China National Aviation Corporation		G-AJFK 6552 X7392 29.6.47	Field Aircraft Services Ltd.		
6444 —	11.5.39	Western Airways Ltd.		G-AJFL 6631 X7514 30.4.47	Field Aircraft Services Ltd.		
6445 G-AFSO	22.5.39			G-AJFM 6496 X7323 6.9.47	Field Aircraft Services Ltd.		
6446 R2485	—	Air Council (Cont. No. 981944/39). Delivered 28.7.39.		G-AJFN 6520 X7347 23.7.47	Field Aircraft Services Ltd.		
6447 R2486	—			G-AJFO 6726 NF855 23.7.47	A. Hamson & Son Ltd. Anglo-Iranian Oil Co., Ltd.		
6448 R2487	—			G-AJGV 6589 X7447 30.4.47	Brooklands Aviation Ltd.		
6449 PP-VAN	23.8.39	Dr. Mario B. Andra		G-AJGZ 6883 NR807 13.5.47	Private Air Hire Service Ltd.		
6450 G-AFOI	28.8.39	Scottish Airways Ltd.		G-AJHO 6835 NR747 27.6.47	Brooklands Aviation Ltd.		
6451 CR-LAV	24.8.39	D.T.A. Divisao de Exploracao		G-AJHP 6770 NR671 16.5.47	Field Aircraft Services Ltd.		
6452 CR-LAU	24.8.39	D.T.A. dos Transportes		G-AJKE 6555 X7395 28.8.47	Field Aircraft Services Ltd.		
6453 CR-LAT	29.8.39	D.T.A. Aeross de Angola		G-AJKH 6763 NF892 8.1.48	Airwork Ltd.		
6454 VT-ALO	26.7.39	Air Services of India Ltd.		G-AJKI 6868 NR792 31.10.47	Lancashire Aircraft Corporation Ltd.		

Subsequent Rapide production at Hatfield was devoted to building a trainer version to R.A.F. contracts, with the exception of airframe nos. 6462, 6472 and 6584. The D.H. Gipsy Six engine was renamed Gipsy Queen for R.A.F. service and the Mk.III version was used from X7330 onwards. At the same time, in January 1941, the Rapide was renamed D.H.89B Dominie by the R.A.F. Later, the trainer was known as the Mk. I and the communications type the Mk. II. Wartime Rapides:

6462 Experimental (static)			
6472 CF-BNG	12.9.40	D.H. Aircraft of Canada Ltd., Toronto	
6584 G-AGDM	8.11.41	Allied Airways (Gander Dower) Ltd. Eldorado	

Dominie Mk. I:
 Contract No. 9869/39 (2 a/c):
 6455-6456 P5888-9589 Delivered 21-9-39
 Contract No. B21547/39 (14 a/c):
 6457-6461 R5921-5925 Delivered September to October 1939
 6463-6471 R5926-5934 Delivered September to December 1939

Contract No. B26448/39 (20 a/c): 6473-6492 R9545-9564 Delivered January to May 1940			
Contract No. B104592/40 (150 a/c): 6493-6527 X7320-7354 Delivered August 1940 to May 1941			
6528-6577 X7368-4717 Delivered June to October 1941			
6578-6583 X7437-7442 Delivered October to November 1941			
6585-6598 X7443-7456 Delivered November to December 1941			
6599-6642 X7482-7525 Delivered January to August 1942			
X7526		Cancelled August 1942	

N.B.: X7524-7525 deleted from Contract for supply to *Misr Airwork Ltd.*, but were lost at sea and were replaced by X7384 and X7391.

Production was now transferred from Hatfield to the Brush Coachworks Ltd. at Loughborough:
 Dominie Mk. I and II:
 Contract No. A/c 2580/C.20a (275 a/c, increased to 375 a/c):
 6643-6673 HG644-674 Delivered March to November 1943
 6674-6717 HG689-732 Delivered November 1943 to April 1944
 6718-6767 NF947-896 Delivered April to June 1944
 6768-6800 NR669-701 Delivered July to October 1944
 6801-6844 NR713-756 Delivered November 1944 to January 1945
 6845-6891 NR769-815 Delivered January to June 1945
 6892-9117 NR828-853 Delivered June to August 1945
 6918-6950 RL936-968 Delivered September 1945 to March 1946
 6951-6957 RL980-986 Delivered March 1946
 RL987-999 Cancelled 11.12.44
 RM112-158 Cancelled 11.12.44
 Contract No. A/c 5072/C.20a (10 a/c):
 6958-6977 TX300-319 Delivered March to July 1946
 TX320-339 Cancelled
 TX361-370 Cancelled

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