

# THE DE HAVILLAND 53 LIGHT 'PLANE

750 c.c. Douglas Engine

WHEN the rules governing the light 'plane competition for the Sutherland and *Daily Mail* prizes were first published we expressed doubt as to the utility of offering such large amounts for one particular performance, *i.e.*, economy, and pointed out that under the rules, and given a calm day, there was nothing to prevent some freak machine with a very small engine and light loading from walking off with the prizes, leaving machines of much greater practical value unrewarded.

calm day, would be of little practical value afterwards, and have, without exception, decided in favour of power and wing loadings which will give machines with a reasonably good performance and a sufficient margin of power to make them flyable even in fairly strong winds. This is distinctly encouraging, as it shows the belief among firms in the aviation industry that it is worth while designing not only and solely for the competitions, but also for the future.



THE D.H. 53 : Front view, showing dihedral, wing bracing, struts, etc.

The addition of the Abdulla prize for speed over a measured course has helped to a certain extent in so far as it encourages features other than "economy." Nevertheless, the risk of a freak machine winning the main prizes is by no means eliminated, and we still hold our original opinion that much more good could have been done by splitting up the very

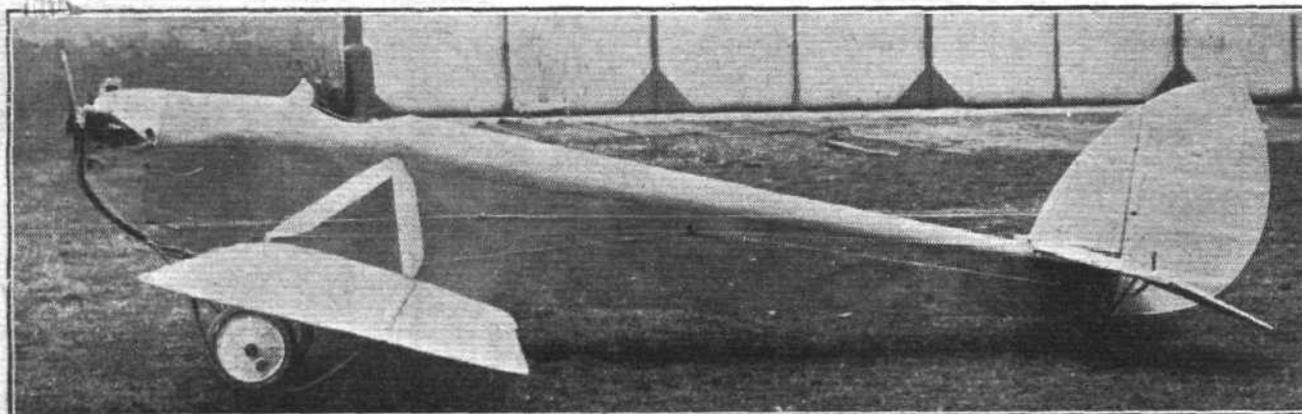
A case in point is the new de Havilland light 'plane, the D.H. 53, which forms the subject of our full-page scale drawings and other illustrations this week. This machine is emphatically not a freak in any way, and frankly, if the week at Lympne provides a couple of days of flat calm, the D.H. 53 will not be over likely to collect the mileage per gallon prizes.



THE D.H. 53 : Three-quarter rear view. This illustration gives a good idea of the shape of wings and tail. It also indicates that the view from the pilot's cockpit is exceptionally good.

large amounts offered into a number of smaller awards, points being given for various features and performances. It is, therefore, all the more gratifying to find, on examining a number of the machines built for the competitions, that British constructors have, on the whole, taken the view that a machine with the smallest possible engine, although having a good chance of winning the economy competition on a

On the other hand, should the week prove fairly windy this machine should show up extremely well, both in the "economy" and speed contests. Furthermore, if the Lympne meeting results in the development of a general interest in the low-power aeroplane and a real demand arises for a machine sturdy enough to be handled by a man of average skill in piloting, and cheap enough to buy and operate to make it a



THE D.H. 53 : Side view.