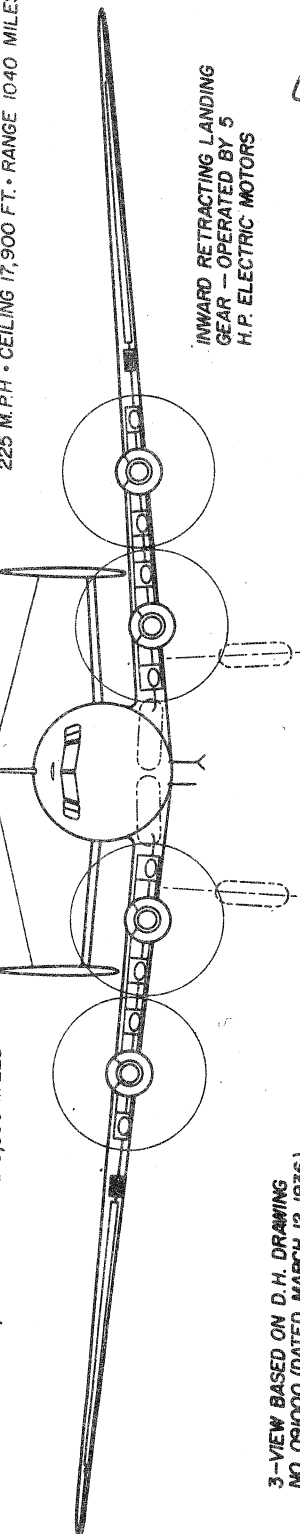


PERFORMANCE (MAIL PLANE VERSION): MAX. SPEED
222 M.P.H. • CEILING 15,000 FT. • RANGE 3,300 MILES

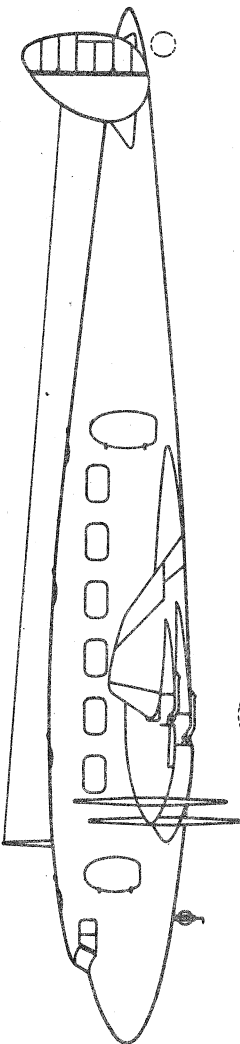
PERFORMANCE (PASSENGER VERSION): MAX. SPEED
225 M.P.H. • CEILING 17,900 FT. • RANGE 1040 MILES



3-VIEW BASED ON D.H. DRAWING
NO. 091000 (DATED MARCH 12, 1936)
AND PHOTOS OF ACTUAL AIRCRAFT

INWARD RETRACTING LANDING
GEAR — OPERATED BY 5
H.P. ELECTRIC MOTORS

PASSENGER VERSION SHOWN
(MAIL PLANE EXTERNALLY SIMILAR
EXCEPT FOR FEWER WINDOWS)



ENGINE COOLING BY
EIGHT WING LEADING
EDGE AIR INTAKES

SPAN: 105 FEET
LENGTH: 71 FT. 6 IN.
HEIGHT: 22 FT. 3 IN.

WING AREA:
1078 SQ. FT.

POWER: FOUR DE HAVILLAND GIPSY
TWELVE 525 H.P. ENGINES—DRIVING
D.H. CONSTANT SPEED AIRSCREWS

ALL-UP WEIGHTS: 29,500 POUNDS — PASSENGER
VERSION • 32,500 POUNDS — MAIL PLANE VERSION

DE HAVILLAND D.H. 91 ALBATROSS

FIRST FLOWN AT HATFIELD AERODROME, HERTS, ENGLAND, IN 1937, THE BEAUTIFUL D.H. 91 ORIGINALLY FEATURED INBOARD MOUNTED FINS — WHICH WERE CHANGED TO THE END PLATE TYPE — AFTER INITIAL FLIGHT TRIALS. CONSTRUCTION WAS ALL-WOOD, WITH THE CIRCULAR FUSELAGE BUILT UP FROM PLYWOOD LAMINATIONS AND A Balsa CORE — A METHOD TO BE LATER USED ON THE FAMOUS WW/2 D.H. MOSQUITO.

TWO PROTOTYPES WERE BUILT, FOLLOWED BY FIVE PRODUCTION AIRCRAFT (22 PASSENGERS AND 4 CREW) FOR IMPERIAL AIRWAYS. THE TWO PROTOTYPES WERE SUBSEQUENTLY USED FOR LONG RANGE MAIL PLANE EVALUATION FLIGHTS. ALL WERE USED FOR TRANSPORTATION DUTIES DURING WW/2 — WITH FIVE BEING DESTROYED BY CRASHES OR ENEMY ACTION BY MID-'43. THE REMAINING TWO WERE BROKEN UP THE FOLLOWING YEAR, DUE TO LACK OF SPARES, BUT THE ALBATROSS WILL ALWAYS BE REMEMBERED AS ONE OF THE MOST AERODYNAMICALLY ADVANCED DESIGNS OF THE PERIOD BETWEEN THE TWO WARS.

