

AUSTER NEWS

Published by AUSTER AIRCRAFT Limited
REARSBY AERODROME · LEICESTER · ENGLAND



Vol. 4 : No. 8

Dunlop serves the Aircraft Industry



WITH TYRES · WHEELS · BRAKES · FLEXIBLE PIPES · AND ASSOCIATED EQUIPMENT



ONE OF THE MAJOR PROBLEMS confronting the Editor of a House Magazine such as our own "Auster News" is the supply, or rather availability of information and photographs for inclusion in the magazine. It is our object in producing the "Auster News" mainly to place before readers a regular publication giving information on the latest Auster developments. This we try to accomplish.

No doubt readers are always interested to read the other accounts we publish of operators' activities, it is these stories that we continually search for. We are sure that there must be many hundreds of such stories that could be used as interesting material for the "News."

We therefore appeal, especially to the people outside Great Britain, to forward us both long or short items of news. Photographs with the relevant story are particularly welcomed. We are sure, that given this "story support" we can provide a magazine packed with interesting features from cover to cover.

This opportunity is taken also, to

thank the few readers who regularly send us stories and photographs—Thank You, and please keep it up.

* * *

The Queen's Coronation Air Review

AS WE GO TO PRESS the Queen's Coronation Review of the Royal Air Force is about to take place. At Odiham, Hants., 318 aircraft are lined up on the ground for inspection by Her Majesty.

Austers are represented and MK.6 A.O.P.'s take their place alongside Provosts, Balliols and Prentices. In the flypast 639 aircraft will take part, from the slowest trainer to the supersonic Swift and Hunter fighters. To get airborne and bring together at one particular aerodrome, all this number of aircraft with cruising speeds varying by many hundreds of miles per hour is quite a feat of organisational capacity on the part of the Royal Air Force.

* * *

The Front Cover

AN AUSTER CIRRUS AUTOCAR bearing the service markings of the Royal Australian Navy. (See article on page 6).

A £14,000,000 Asset guarded by Austers

IN THE JUNE ISSUE of the Australian Magazine "Aircraft" there is an interesting article concerning the protection from fire of vast forest areas in New Zealand. Their correspondent T. W. Ewatt writes :— Production from New Zealand's exotic forests was recently valued at £14,000,000 and the importance, therefore, of aerial fire patrol duties assigned to three Austers at Rotorua can be readily understood. Only in recent years has it been realised that the Dominion really did have a valuable asset in its exotic forests, which chiefly consists of *pinus insignis*. The greatest enemy of that asset is fire and, as the largest area of forest is within a radius of 40 to 50 miles of Rotorua, the Austers, which are operated by James Aviation Limited under contract to the N.Z. Forest Service, are based in that centre. Two of the aircraft are "on call" during the fire season, which lasts from October 1 to the end of April and the third is in reserve. With three other aircraft operated by the same company from Rotorua, it is used, on tourist flights over "Nature's Thermal Wonderland." The popularity of that flying is demonstrated by the fact that 1500 sightseers were carried during Christmas holidays.

Forestry fire patrols were started after the war when the R.N.Z.A.F. was employed on the work. Later, the work was let on contract for a period of six years. The N.Z. Forest Service pays a fixed sum each month during the seven-month season to have the aircraft "on call." Flying is paid for separately at the

rate of £3 10 0 an hour. Failure to keep the stringent terms of the contract would mean forfeiting a cash bond of £1000.

Each aircraft is equipped with radio and carries an observer provided by the Forest Service. When the fire danger is high fairly frequent patrols are flown to make routine inspections, but the Austers are chiefly used to investigate fire reports. These come from ground observers stationed at strategic lookouts over the whole area. They are all linked by radio and telephones to a central station. When the aircraft is used to investigate a report it can, if necessary, direct fighting operations.

An intricate and efficient system of fire control has been developed by the Forest Service. It is a State organisation with large interests in the area, but it also watches the interests of various companies, including one Australian concern, which owns different areas of exotic forest. Control has been developed to the extent that by regularly analysing twigs the fire hazard at any particular part of the area is constantly known. Charts on the wall indicate where the risks are highest. Ground fire-fighting equipment is kept at "the ready" and the location of all equipment and manpower—even to staff employed at various mills—is constantly noted. In fact, in the event of a major outbreak there is statutory authority to conscript all able-bodied men over 18 years of age.

* * *

IF THE PRESENT tries to sit in judgment on the past it will lose the future.—*Winston Churchill*.

Ragosine—Auster Homing Trophy, 1953

BECOMING MORE POPULAR each year, the Ragosine—Auster Homing Trophy must surely be a unique event on the sporting aviation calendar. This year's Competition took place as usual at Rearsby Aerodrome on Saturday, the 30th May. The weather was kind, but rather rough—a 25-knot gusting wind prevailed throughout the day.

Flying commenced at 11-45 a.m., when Mr. T. F. Ringer, a flying farmer from Norfolk took off in his Autocar G-AJYO. Previous to this Mr. Ringer had been briefed, the time allowed for this was 30 minutes and competitors' passengers were not allowed in the briefing room. Each pilot, immediately prior to briefing, was handed a set of documents which comprised, a map, three envelopes, one set of church

photographs and an instruction-sheet telling him where to go. If the instructions were accurately interpreted, competitors found themselves flying first to a point 7 miles east of Stamford (approximately 30 miles east of Rearsby). The second leg was 17 miles long and took the aircraft over the very flat and featureless fen district. The longest stage came next, and by coincidence brought competitors back across Rearsby Aerodrome to a turning point approximately 6 miles west of Leicester, the distance being nearly 47 miles. Then followed a 13-mile trip across Leicester to a spot which ran just off the map. After turning at this point, competitors were at last Rearsby bound.

Apart from being required to navigate round this complicated



Winner of the 1953 Ragosine/Auster Homing Trophy was, left, Mr. L. Morris and Mr. D. Gamble (passenger) both of Auster Aircraft Limited.

course, the competitor's skill at observation was very highly taxed. The predominant points on the observation side were churches—these should have been spotted along the longest stretch, and this proved extremely difficult.

Marks were deducted for inaccurate observation, bad timing and not landing on, or close to, a white marker on completion of the course. This latter requirement was most interesting to watch from the ground as the competition rules stated the "pilots must close throttle and select flap, if required. Neither flap nor throttle may be altered until the landing has been made." The wind however, was definitely against anyone getting close, and many pilots realised too late that a fairly strong wind gradient was prevailing and was causing them to undershoot, sometimes as much as 500 yards.

After touching down, pilots were then asked three questions by ground marshals, which formed the last part of the Competition. These were:

1. Parked 20 yards from one of the triangles there was a blue van. At which turning point was this?
2. When you trim nose down, does the elevator trim tab move up or down?
3. What is the meaning of the following sign in the signals area? Competitors were then shown an illustration of a white dumb-bell surmounted by a letter L.

After tea at Rearsby, competitors and helpers dispersed for a well-earned rest before meeting again in the evening, at the Grand Hotel, Leicester for a dinner-dance and the announcement of the prize-winners with consequent presentations. It

was half-way through the dinner when the only two service competitors arrived, having taken 4½ hours to complete what should have been a 1 hour 27 minutes course! They were Lt. (E) Manasseh, R.N. (pilot) and Lt. (E.) Cruikshank, R.N. (passenger) of H.M.S. *Perseus*, who astonished the organisers by saying that they "did not think they could eat any dinner"—the reason why was soon discovered. It appeared that they misinterpreted a map reading and started in the opposite direction to the other competitors, ending up near Peterborough, where they had to land to refuel. It so happened that close to their landing-ground a village ox-roasting ceremony was being held as part of the local Coronation celebrations, pilot and passenger were soon invited and proceeded to fill up with Shell and Ox. Fortunately the chief "ox-roaster" operated his own aircraft, and our naval competitors were soon flying back to Rearsby. Two other gentlemen also arrived late for dinner. They were Mr. F. Watkin (competition organiser) and Mr. A. H. Tilley, who were responsible for the computation of the results.

After dinner, Mrs. Wayman—the wife of Capt. F. G. Wayman, chairman of the Ragosine Oil Co. Ltd., presented the prizes. First prize was won by Mr. L. Morris, with Mr. D. Gamble flying as his passenger. Both employed by Auster Aircraft, Limited, Mr. Morris was presented with the Ragosine Auster Homing Cup and replica, plus £35 in cash, his passenger received £15. Coincidentally, Mr. Morris was flying a Cirrus-powered aircraft which gained him, in addition, the Cirrus Trophy and Replica.



The only overseas competitors were M. Heuvelmans and his wife. An Auster Agent in Belgium, M. Heuvelmans and his wife are seen here just before take-off.

Other prize winners included :—
 2nd Prize : Mr. G. A. Farley of the Longford Engineering Co. Ltd., Bognor Regis, winner of last year's Competition, who won the Dunlop Cup and £15, his passenger, Mr. E. A. Cowan received £5.

3rd Prize : Mr. J. Radford of the Leicester Aero Club, winning an "Apollo" Trout Rod, presented by Accles and Pollock, Ltd., plus 7 guineas, and 3 guineas for his passenger, Miss S. Paddon.

Overseas Prize : A Fairey Reed Metal Propellor was presented to M. Raymond Heuvelmans of Brussels, the only competitor from abroad.

Five other prizes were awarded, including a surprise prize of a car heater, presented to the pilot who took the longest time to complete

the course. Mr. M. Coulson received this prize, having taken 2 hours 19 minutes for his trip.

Both pilots and machines varied considerably. Talking of pilots first, it is interesting to note that two lady pilots completed the course, Miss R. M. Sharpe (representative of W. S. Shackleton, Ltd.) flying a brilliant yellow Aiglet Trainer, registered OO-CHT, tied for 11th place. Miss D. Herbert (R.A.F.V.R. pilot) flying an Auster J.4. with her passenger, Miss P. R. McKim (secretary to the chief designer, Auster Aircraft, Ltd.) lost 78 points and was placed 24th. Altogether nine different types of Auster aircraft took part, from the Model 'D' to the latest J.5.G Cirrus Autocar entered by Mr. N. A. Rogers of Bedford.

It was very obvious from the evening's proceedings that everyone had had an enjoyable time, the day's flying and the evening's dinner and dance combined to provide a social event that would leave a pleasing note in everyone's mind. Great credit should go to the sponsors, the Ragosine Oil Co. Ltd., who help private flying tremendously by providing this entirely different form of competitive flying. Mr. F. Watkin, chief technician, Auster Aircraft, Ltd., also deserves praise for the way in which he schemed this not-to-hard, not-to-easy Competition. His brow is particularly furrowed a few weeks before the event as he tries to evolve crafty problems for even craftier competitors.

* * *

ONE WAY OF GETTING an idea of our fellow countrymen's miseries is to go and look at their pleasures.



ARMED AUTOCARS FOR IRAQ.

THREE AUSTER J.5.B. Autocars recently left Rearsby bound for Iraq. They were interesting machines in many ways, but perhaps the most interesting feature, was that they had been fitted with stowage points to enable them to carry light weapons, namely a sten gun, and a .303 rifle. They were ordered for use with the customs authorities in Iraq as armed anti-smuggling aircraft. A Plessey 6-channel radio was fitted, together with provision for a stretcher to be carried. Three fresh-water bottles with a capacity of over two gallons were also installed in the rear part of the cockpit.

AIRBORNE AT 77— FULFILS HER AMBITION.

BEFORE MRS. SARAH CLARKE (77) became airborne in an Auster at Portsmouth Airport she was told that she would be air-sick, but after a ten-minute flight she disembarked overjoyed at her experience. Mrs. Clarke was reported to have been "rather quite" before take-off, but after the trip over the dockyard and countryside she said that she would love to go again, but doubted whether she would get the opportunity.

HIGH UTILISATION.

A LETTER WE HAVE recently received from Major L. J. Wheeler, O/C 656 A.O.P./LL Squadron operating in Malaya reveals the high service-ability that can be obtained from an Auster, he writes . . . "a new M.K.7 aircraft (WE 610) issued to us in December last year flew over 300 hours to first minor inspection and was not unserviceable for a single day during the 13-week period."

This is a very praiseworthy performance especially when one considers the climatic conditions in which the aircraft are parked" We should be very interested to hear any further cases like this particular one from readers.

CIRRUS AUTOCARS FOR ROYAL AUSTRALIAN NAVY.

HAVING PROVED extremely popular with private owners throughout the world, the Auster Autocar has now been chosen for service with the Royal Australian Navy. The type ordered was the latest version, the J.5.G. Cirrus Autocar powered by a 155 h.p. Cirrus Major 3 engine. They are to be used for transporting light freight, and V.I.P. liaison work in Australia, operating between the



Checking over the Cirrus Autocars for the Royal Australian Navy in the Flight Shed at Rearsby are, left to right, Mr. Kingsley Johnson, Mr. E. C. Harrison (Auster Sales Department), and Mr. J. Hanford-Stevens (Senior Representative of Canberra House, London.)

following R.A.N. bases :— Narva, (N.S.W.), Jarvis Bay, Bankstown, Sydney, and Scholfields.

Each Autocar was fitted with a freight hatch over the rear part of the cabin, which considerably eases the loading of the aircraft with bulky stores. A Plessey 6-channel radio was installed, the whip aerial for which protrudes just aft of the freight hatch.

BUSY FRENCHMAN.

A MEMBERSHIP OF over 200 is claimed by the French Aero Club de Moisselle who, in 1952 accumulated 2,800 flying hours. During the 2,800 hours 8,900 Kilometres were flown on long journeys as opposed to club training,

etc. 61 pilots gained their licences in 1952. The Aero Club d'Enghien Moisselle operate a number of Austers, and are situated at Moisselle, north of Paris.

THE LORD RONALDSHAY TROPHY.

J. H. VAVASSEUR AND CO. LTD., our Ceylon agents, inform us that once again the Lord Ronaldshay Trophy will be competed for this year at an Air Display at Colombo. The Air Display will be held on August 2nd. Messrs. Vavasseur intend this year to present a replica of the trophy suitably engraved for presentation to the winner, for his personal retention.



Refuelling at Elmdon Airport, Birmingham, is the Aiglet Trainer G-AMMS in which Mr. Porteous gave a superb show of crazy flying.

TRAVELS OF AN AIGLET

A STAR PERFORMER in great demand now that the English Summer has arrived is Auster Aircraft's "Aiglet Trainer" demonstrator G-AMMS. Flown by Ranald Porteous, G-AMMS is becoming a well known visitor to flying displays all over England. Never failing to get a "big hand" from spectators, Ranald Porteous performs nearly every aerobatic manœuvre in the book, and includes for good measure his now famous "Avalanche" which has to be seen to be believed. On the occasion of the S.S.A.F.A. (the Soldiers', Sailors' and Airmen's Families Association) Air Display at Yeadon airfield near Leeds, Mr. Porteous left Rearsby at 11-45 a.m., flew first up to Yeadon, gave a display then proceeded to Elmdon Airfield near Birmingham and gave another display. All before 6 o'clock in the evening, an excellent example of the Aiglet Trainer capabilities as a touring aerobatic aeroplane.

IS THIS A RECORD ?

THE FOLLOWING LETTER was sent to the Editor of *The Daily Film Renter* by a Cinema manager. We think it constitutes a record in the processing and delivery of Newsreels. Have any readers taken part in, or read about, similar operations ?

Sir,

The Daily Film Renter, Monday, June 15 issue, page 66, column one, "Managerial Initiative."

It might interest you to know that an Auster Aircraft, flown from Sherburn-in-Elmet, York, was landed by the pilot, at his own risk, at Brough Aerodrome, 17 miles from Hull, at 7-05 p.m. on Coronation night, when the pilot handed to my son, Mr. R. Freeman, the Gaumont-British Newsreel Supplement of 400 feet showing the procession from Buckingham Palace to Westminster Abbey.

The pilot then flew on to Binbrook Aerodrome, Lincolnshire, 14 miles

from Grimsby, and handed to my manager the Universal Newsreel Supplement, after flying through very bad weather indeed.

The copies of the aforesaid respective newsreels were motored to Hull and Grimsby and shown at my cinemas, Tower and Regent, Hull, and Tower, Grimsby, at approximately 8-30 p.m. on Tuesday, June 2nd—Coronation evening !

Yours faithfully,

Robert C. Freeman,

(Chairman and Managing Director)

DOWN HE GOES !

DURING A SPECIAL sports day, held at the National Sea Training School, Sharpness, a parachute descent was made by a Mr. Jack Clark, an instructor at the School. Formerly an air gunner, Jack Clark appears to jump for the fun of it. The photograph accompanying this write-up was taken by Harold Wingham of Cheltenham Aero Club, who is enthusiastic about photography and Austers, especially aerobatics, in the club's Aiglet Trainer.



Mr. Jack Clarke drops in on the Sports Day held at the National Sea Training School, Sharpness. (No, he's not feeling in his top pocket for a cigarette, he's looking to see if he brought his parachute.)

Crop Care in England

IN AN EFFORT to extend its activities in England the firm of Aerial Spraying Contractors Ltd., have linked up with Shell Chemicals, reports the *Illustrated Sport and Country* magazine.

Aerial Spraying Contractors Ltd., use Auster Aiglets which have been in the Sudan each year for the past three years and have covered the annual 8,000-mile return journey without mishap,—a regular achievement. *Illustrated Sport and Country* continue by saying,—“Whereas granular solids etc., can be distributed in any flying weather, hormone and toxic spray cannot be applied from the air if there is a wind of a strength greater than 10 m.p.h. owing to the risk of damage by drift, but non-toxic chemicals can be sprayed in winds up to 15 m.p.h. For granular solids such as nitro-chalk it is essential that the strip from which the plane is operating is not more than 2 miles from the dropping area, as the load is limited to sufficient for treatment of 2 acres at a time—and for longer distances would be uneconomical. Given an airstrip, then, within 2 miles, low-volume spraying at 5 pints can be done for 53s. per acre, the charges dropping to 45s. for a job of over 500 acres, and is 33s. 6d. for this area at 2½ pints. For the late application of nitrogen in cereal crops, or the spreading of manures on otherwise inaccessible lands or steep downs where grass productivity could be greatly increased by, say, 1 cwt. per acre of triple superphosphate, the charge is 10s. 6d. per acre.

These figures would seem to make it well worth while for the bigger-scale farmers to make use of the aeroplane even on fields that present no particular problems for ground implements and certainly a really full-scale attack could be made on some of those millions of acres of marginal land which at present cannot be helped into production except by the aid of the aeroplane. Perhaps the Shell Company itself may be encouraged to lease 1,000 acres of land that does no work to-day and in a year's time say “That was marginal land—that was.”

Flighty

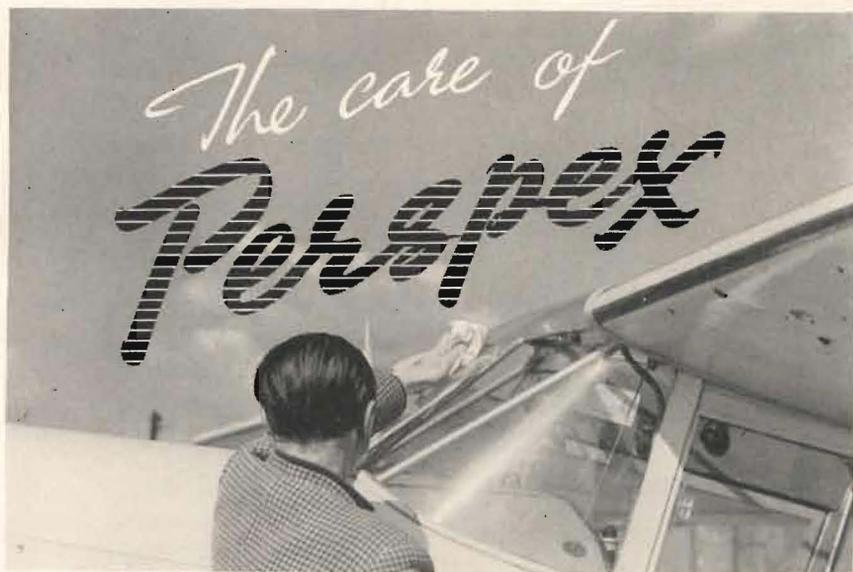
The most flighty man in Birmingham must be Mr. Arthur Harrison, the insurance broker, who flies from city to city in this country, and from country to country on the Continent, in his own Auster aircraft.

He has just left for Oslo in order to introduce his scheme of insurance against infantile paralysis to Norway. It should be a profitable journey, for, though Mr. Harrison has insured no fewer than 30,000 people against infantile paralysis in Great Britain alone, he has not yet been called upon to pay a single claim.

* * *

IF A MAN has no worries he degenerates to a chrysalis state. Give him worries and his brain keeps active and he hasn't time to droop away.

—George Robey.



HERE AT REARSBY WE HAVE had many opportunities of comparing the relative conditions of brand new aircraft with those that have seen plenty of service. One of the most noticeable differences between new and old is the condition of Perspex cabin windshields and panels. We thought therefore that a few words about the care of Perspex would be of interest to operators and owners, whether you have been using your aircraft for years, or whether you have just taken delivery of a new one.

Cleaning :—

It is much better to aim at preserving the original polish than to depend on repolishing. When dirty the panels should be washed if possible with warm soapy water using a grit-free sponge or a soft cloth. The new soapless detergents now on the market are ideal for this job, allowing the Perspex to dry normally by evaporation instead of wiping,—the less it is wiped the less chances

there are of producing scratches. When washing or polishing Perspex it is advisable to use a light pressure and long strokes, working from top to bottom. If cross strokes are used or a circular motion, the result after a time will be a maze of minor scratches, which tend to reduce visibility when the sun shines on the window at right-angles.

Never attempt to rub off dirt with a dry cloth, as this is the easiest way to create hundreds of scratches.

Removing Scratches.

Small scratches of the type caused by incorrect cleaning etc., can be easily removed with Perspex polish No. 1 on a soft cloth, followed by Perspex polish No. 2. Deeper scratches can be removed by first using fine wet and dry paper, which can be obtained from any garage that does car-spraying work. This "wet and dry" paper is used with plenty of water and a little soap for lubrication; first rub the scratch until it

dissappears, then apply Perspex polish No. 1, followed with Perspex polish No. 2. If care and time is spent on this operation a surface polish nearly as perfect as the original finish can be obtained. During cleaning operations an electrical charge may be built up on the surface which may lead to the rapid collection of dust. These static charges may be eliminated by treating the surfaces with "Cirrasol" (Perspex polish No. 3.) This should be applied sparingly with a soft pad and almost completely removed by *gently* rubbing with a soft clean cloth.

Cracks.

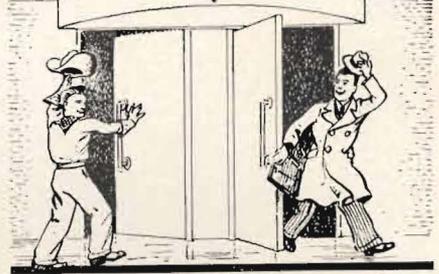
One of the causes of cracks, apart from strain and age is the temperature. When low (below 50 deg. F.) pressure upon panels should be avoided if possible. Cleaning should be carried out with the lightest strokes.

If a crack does appear, however, it may be easily stopped from travelling any further by drilling at the leading end, a 1/8-in. diam. hole.

To sum up this problem of the care of Perspex we tabulate a few "do's and don'ts"

- DON'T attempt to clean Perspex with a dry cloth.
- DON'T attempt to polish Perspex with metal polish.
- DON'T clean Perspex with petrol, dope or paint thinners, or methylated spirits.
- DON'T use a harsh fabric for cleaning.
- DO use plenty of soap and water when cleaning.
- DO use parafin for removing tar, oil and grease.
- DO use light pressure and long strokes.

RECENT VISITORS



MR. N. A. ROGERS of Bedford, owner of an Autocrat, called in to collect his new Auster Cirrus Autocar ; Mr. Rogers has flown Autocrats since 1946 in which he has accumulated over 500 hours. He was particularly keen on his new Autocar, mainly because of the improved performance

(Continued on page 16)



Mr. Rogers pictured just before he left Rearshy with his new Auster Autocar.

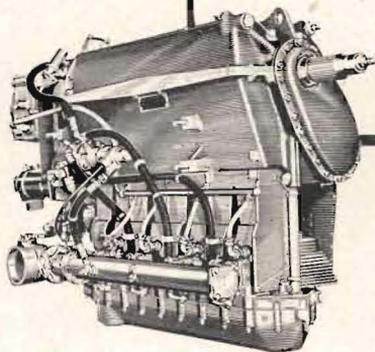


Saunders-Roe Skeeter

A long tradition of sound engineering behind it, a fine operating life ahead of it, the Cirrus BOMBARDIER 180 b.h.p. direct injection engine has gained the high approval of designers and users throughout the world of aviation. A reliable, high-performance engine with an above-average power/weight ratio, the "Bombardier" has shown itself the perfect choice for light aircraft. Its economic operation, rapid throttle response and freedom from icing are the outstanding characteristics.



Auster B.4



Cirrus

BOMBARDIER

Blackburn and General Aircraft Limited. Brough, E. Yorks

Accessories for Owners

THE GLIDER/BANNER TOWING HOOK

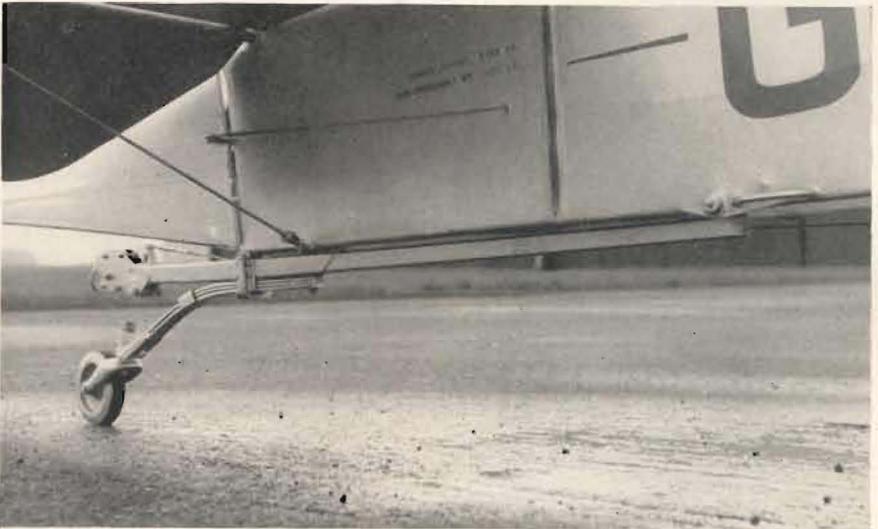
ANOTHER DUTY to which an Auster may be applied is Glider and/or Banner towing. The latter function provides a unique form of advertising especially around holiday resorts in the Summer season. The only requirements are a banner, tow-rope and a towing hook.

This equipment is approved for fitting to the Auster J.I Autocrat and the Auster MK.5. We have already supplied many hundreds of these towing hooks and they have proved very effective for both glider and banner towing. We do not recommend however, the Autocrat for towing large banners i.e. over approximately 12 letters in length (with a 5 ft. letter height). The MK.V is the better aircraft for both

glider and banner towing due to the greater horse-power of the Lycoming engine. Gliders of up to 600 lbs. can be coped with quite satisfactorily by both Auster types.

As the photograph below shows, the installation is very neat, and causes negligible drag. The whole modification weighs only 10 lbs., and when fitted to the Auster Autocrat does not increase the weight of the aircraft because it replaces the 10 lb. tail ballast weight.

Despatch can be made within four weeks of receipt of order. Further details may be obtained from :—The Service Department, Auster Aircraft Limited, Rearsby, Leicester, England.



The Glider|Banner Towing Bar in position.

AUSTER SERVICE BULLETIN

Auster Aircraft Limited
Rearsby, Leicester, England

Issue No. 30

To All Owners of Auster Aircraft.

TAIL PLANE ATTACHMENTS TO FUSELAGE.

A CASE HAS BEEN BROUGHT to light in the past few days of the failure of the short tubular stub by means of which the front tail plane spar is attached to the fuselage. Examination of the parts has now revealed that failure is due to fatigue. It is therefore imperative that all Auster aircraft, regardless of type, are examined immediately to ensure that no similar failure is imminent.

Would you please ensure that the tail planes are removed and the paint carefully taken away from the short stubs protruding from the fuselage top longeron. The stubs should then be carefully examined for signs of cracking. If present, the cracks would be expected to extend from the top tail plane attachment bolt holes around the tube towards the bottom bolt holes.

If any indications of failure are found, the aircraft must not be flown until it has been repaired in accordance with an approved repair scheme which will be supplied on request by this Company. Aircraft on which no signs of cracking are present may have the tail plane re-assembled and the machines may be flown until further information is issued by this Company.

You are requested to report back to this Company at the earliest possible moment, giving the following information :—

1. Aircraft Type.
2. Registration No.

3. Constructor's Serial No.
4. C. of A. No.
5. Result of examination (even if no trouble is found, a report should be submitted).
6. Number of hours flown since aircraft was new.
7. Have any repairs been made to these tail plane attachment stubs at any previous time? If so, please give the number of hours flown at the time the repair was made and the drawing no. of the repair scheme covering the work carried out.

Your reply should be addressed for the attention of the Chief Designer, Auster Aircraft, Ltd., Rearsby Aerodrome, Leicestershire, England.

The majority of owners have already been notified direct about this subject, but we reproduce the notice in case it has not reached any particular owner.

TECHNICAL PUBLICATIONS.

IN ORDER TO COMPLY WITH numerous requests we reissue below a revised list of publications relevant to the various types of Auster aircraft. The original list was issued with our Service Bulletin No. 27.

J.1 AUTOCRAT—Manual of Instructions, including Pilot's Notes, price £1 15s. 0d.

J.1B AIGLET—Manual of Instructions, including Pilot's Notes, price £1 15s. 0d.

- J.2 ARROW—Manual of Instructions, including Pilot's Notes, price 15/-.
- J.3 ATOM—Manual of Instructions, including Pilot's Notes, price 15/-.
- J.4—Manual of Instructions, including Pilot's Notes, price 15/-.
- J.5—Manual of Instructions, including Pilot's Notes, price £1 15s. 0d.
- J.5B AUTOCAR—Manual of Instructions, including Pilot's Notes, price £1 15s. 0d.
- J.5F AIGLET TRAINER—Manual of Instructions, including Pilot's Notes, price £1 15s. 0d.
- J.5G and H AUTOCAR—Manual of Instructions, including Pilot's Notes, price £1 15s. 0d.
- "OMNIBUS"—Spares Schedule, price £5 5s. 0d.

Note—

The "OMNIBUS" Spares Schedule lists the spares for all Auster civil type aircraft. The fee of £5 5s. 0d. includes the issue of amendments made from time to time.

Pilot's Notes in respect of the Austers J.1 Autocrat, J.5, J.5F Aiglet Trainer, and the J.5G and H Autocars are now available as separate publications, price 8/- per copy, including postage within the U.K. The cost to overseas applicants will vary in accordance with postage fees.

The foregoing publications are all available for issue, and orders will be despatched immediately upon receipt of the appropriate remittance.

Unless otherwise stated the prices quoted do not include postage charges.

Copies of the above publications may be obtained from:—The Publications Department, Auster Aircraft, Ltd., Rearsby, Leicester, England.

RECENT VISITORS

(Continued from page 12)

and load carrying capacity offered. A director of a flour milling company, and an agricultural engineer, Mr. Rogers operates from a small airstrip alongside the River Ouse close to his home.

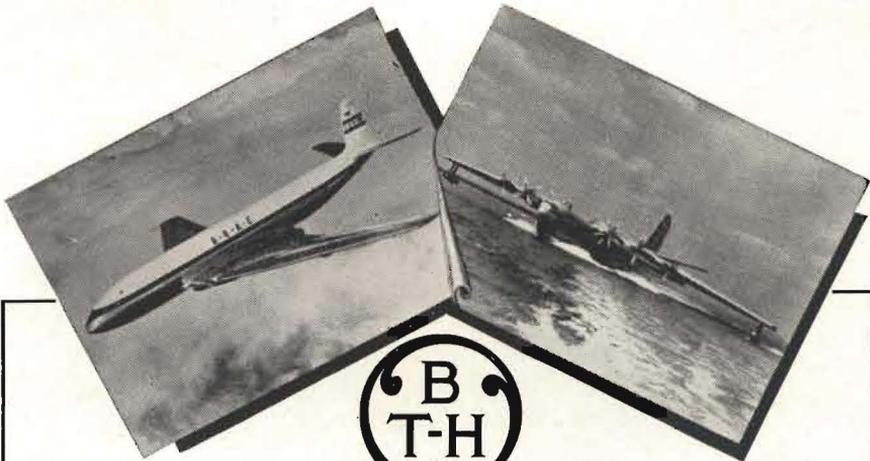


M. Masurel.

M. G. MASUREL OF TUNIS came to collect an Auster Sprayer ordered by the Societe Tunisienne de Reparations Aeronautique et de Construction, for use in Tunis and North Africa. M. Masurel is their chief pilot and Manager.

M. GEORGES GENET of Tulear, Madagascar (our agent in that area) came to collect a re-built Auster Mk. 5, which is destined for use with the Aero Club de Fenerive, in Madagascar. Over 40 Austers are already flying on the Island.

M. VANHEE FRERES accompanied by M. Raymond Heuvelmans, our Belgian agent, collected an Auster JGG Cirrus Autocar. M. Freres is at present undergoing further flying instruction and intends to fly the aircraft they collected out to the Belgian Congo.



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