

AUSTER NEWS

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AT THE BEGINNING of a New Year it is interesting to reflect on the events of the previous year and recall some of the more interesting occurrences, which in this jet, (or is it atomic age?) are quickly forgotten.

In our own sphere the past year was highlighted with the first flight of the Mk. 9 A.O.P. Since the aircraft first flew it has been introduced to the production line and production is now well advanced.

The construction of civil aircraft has steadily continued in the form of crop sprayers, ambulances, trainers and of course passenger types. These have been despatched to countries the world over from as far north as Finland to Argentina in the South.

In addition to the normal programme our company was invited to organise the intensive flying trials of the Mk. 9 A.O.P. We believe that this was the first time a company has been allowed to carry out the intensive trials of one of its own aircraft. They are normally completed by the R.A.F. and are intended to test the aircraft under service conditions. A considerable amount of organising was necessary to keep the trials running smoothly. To ensure continuous flying five pilots were selected from the company's staff, including the two regular test pilots. A ground organisation of Auster personnel was built up to service, refuel and inspect the aircraft. Royal

Air Force personnel supervised the operations which were a great success and showed the Mk. 9 to be eminently suitable for its future service with the British Army.

Abroad two notable events occurred and are worth mentioning. One was the use again, of military Austers in the Antarctic for surveying and spotting. The other was the first and second places gained in the Australian Redex reliability trials by an Auster Aiglet and Autocar respectively.

Both exploits carried out in the extremes of climate show well the rugged reliability of the Auster under such conditions.

Learning to Fly.

We regret that in this issue we have so many articles of topical interest that it has not been possible to include the regular feature "Learning to Fly". This article reprinted by permission of the Editor of "Over to You", will be continued in the next issue of the Auster News. "Over to You", is the official newsletter of the Airways Aero Club of Croydon,—operators of Auster Aiglet Trainer aircraft.

Front Cover

With full flap down the Auster Mk. 9 used in the intensive flying trials is caught by the camera during an approach. The large area split flaps are prominent in this view. (See article on page 7.)

Crashed Flier spends week in Bush

WE REPRODUCE here a story describing a flying accident in the Australian Bush and the ensuing trek back to civilisation by the pilot who escaped the crash unscratched. We print the account because it contains many useful points regarding survival under conditions likely to be met with in many parts of the world where Austers are being operated. The accident occurred some 30 miles from Bankstown N.S.W., near the top of a 4,200 ft. peak in the Blue Mountain area. The wrecked aircraft was eventually located 10 days after the pilot reached civilisation, it was brought out by truck. The pilot involved in the accident was Mr. C. M. Hazelton, a partner of Hazelton Air Taxis, operating an Auster Autocar and an Aiglet Trainer.

From the Sydney Morning Herald, Saturday, October 23rd :

Charles Maxwell Hazelton, who had been missing in his Auster aircraft since last Saturday, staggered with his feet bruised, cut and bleeding into the Cox's River Post Office at 2 p.m. yesterday.

Up to 20 planes and land searchers had been out in the rugged Blue Mountain country all the week looking for him, but had abandoned hope.

Hazelton had an amazing story to tell of his six-day struggle back to civilisation, during which he existed by eating grass, thistles, three shrivelled blackberries, wild lemons, and a cob of corn.

Hazelton, 27, is a grazier, of Toogong, near Cudal.



“Look no shoes” or nearly no shoes. Mr. Hazelton displays the remains of his flying boots whilst sitting in the police jeep with P.C. Shaw.

A Sydney Morning Herald Photo.

He left Bankstown in a single-engine Auster at 3.17 p.m. last Saturday, and was due to land at Toogong airstrip at 4.47 p.m.

Nothing more was heard from him until he staggered into Cox's River yesterday.

Small "Funnel"

Hazelton said in his interview: "I was flying through some pretty bad weather and was in a valley about level with the cliff tops.

"I could see for some distance ahead and thought I would get through to Orange all right.

"However, the further I got into the weather, the smaller the funnel I was flying in became.

"Suddenly the aircraft went into cloud.

"I turned the aircraft around thinking I would soon fly out of the cloud but it got worse and then suddenly I saw trees in front of me.

"I pulled back the stick hard and gave the motor full throttle.

"I am a bit hazy what happened after that but I think the aircraft stalled and came over on its back. In any case I finished upside down. That is the only conclusion I can come to.

"The plane was loaded with a lot of machinery parts for our farm, and so these would not chafe the aircraft, I had packed an old army blanket around them.

"It was raining steadily, so I grabbed the blanket, threw it around my shoulders to keep me dry and climbed up a high hill near where I had crashed.

"That was my biggest blunder—leaving the plane.

"The fog was thick. Visibility was about 10 yards.

"I got to the top of the hill and all I could see was more fog. So I decided to go back to the plane for the night.

"Then the fog was so thick that I could not find the plane.

"I searched for about two hours until

darkness came down, and by that time I was wet through and so was the blanket.

"I was dressed in a sports coat, collar, tie, singlet, underpants, white shirt, and gaberdine trousers, and my flying boots.

"My watch was smashed in the crash, but I was not injured.

"My watch had the little hand broken off it, but I think it was about 4 p.m. when I crashed.

"That night I huddled up in front of a tree in my wet blanket and clothes.

"At daylight I decided to continue looking for the plane.

"Although I do not smoke and had no matches with me, I could have started a fire with some petrol-soaked waste and the magneto of the aircraft. Besides, my walking shoes and some dry clothing were in the plane, together with a compass and maps which I intended to use to find my way out.

"I searched for the plane from daylight until about 3 p.m. on Sunday. The fog was still thick.

"Then I had to decide whether I would continue searching or strike out to try to find civilisation.

"Water was roaring in a creek below me. I made for it and again huddled in my blanket alongside a tree that night.

"Disappointment"

"I followed the creek all the following day.

"That night I thought I saw a homestead on the side of a mountain.

"It had stopped raining at last and the moon was out, but the country was too rough to travel at night.

"The following morning at daybreak I climbed up the range to look for the homestead.

"It was a big disappointment—there was no homestead. I think it must have been the moon shining on a wet rock which misled me.

"On the Monday I saw glimpses of a

plane very high up but I knew it had no chance of seeing me.

"I kept to the top of the ranges and tried to go east. However, I had to give this up. The country was so steep I could hardly carry anything. I kept sliding down rocks.

"My flying boots began to chafe my feet and the rubber soles started to come off.

"I used my necktie to tie the soles back on the boots.

"From the tops of the ranges I saw the Cox River and headed down for it. Travelling across the tops of the ranges meant there was no water. I was becoming very thirsty.

"I reached the river on Tuesday and decided to follow it into Camden.

"On Tuesday I saw two search-planes from the Kingsford Smith Flying School. I ran into a clearing, took off my shirt, turned it inside out as it was cleaner on that side, and jumped around in my underpants and singlet and waved my shirt.

"They did not see me.

"A D.C.3 aircraft circled the same day and the following day I saw two Chipmunks from the Royal Aero Club.

"Alongside the river I found a lot of young barley grass which I knew was good for eating.

"I lived on this for most of my journey.

"I had a windfall on Wednesday night when I found a cabbage thistle. I made a good dinner of it.

"Saved My Life"

"My training as a farmer probably saved my life. I knew what to eat and what not to eat. There was plenty of stuff not to eat.

"Following the Cox River is harder than it sounds. I have never been in such rough country.

"I lashed some logs together with a piece of wire I found and my blanket. I thought I might float down the river

but the raft hit a submerged rock at the first rapids about 20 yards after I launched it and threw me into the water.

"I must have crossed the river about 20 times. My trouser cuffs were getting filled with gravel and sand and were sopping wet, so I tore them off.

"My flying boots were really in bad shape. I had to stop about every 100 yards and spend a quarter of an hour repairing them.

"The necktie did not last long.

"So I tore my underpants up into strips and used them to tie the soles of my boots.

"When the underpants went I tore strips off the blanket—my only protection.

"The further I went the smaller the blanket got.

"The blanket was a godsend at night when I usually shivered myself to sleep.

"When the clouds cleared and the sun came out I formed a routine for bedding down for the night.

"I got to a spot before dark and collected all the large rocks I could see which had been exposed to the sun during the day.

"It was wonderful the amount of warmth retained in those rocks."

"Warmer" Dew

"I also found that when the blanket was wet from the dew it kept me warmer.

"Usually I splashed through the creek crossings, but occasionally, when the water was deep, I took off my clothes and swam across trying to keep them dry.

"Twice I came out of the creek and almost stepped on black snakes. The snakes and I went in opposite directions in a hurry.

At some bends in the river I had to climb steep hills to get around.

"Many of these hills I would say were 2,000 feet high. I got really tired climbing these and usually had to rest for quite a while afterwards.

Three Berries

"One day I found some blackberry bushes and spent a considerable time searching them for berries.

"All I found was three dried-up berries.

"But they tasted wonderful to me.

"The grass and water from the creek really kept me going.

"On Thursday night, I really had a windfall.

"I came upon an old disused guest house and there was a lemon tree near it laden with lemons.

"Those lemons tasted sweeter than oranges.

"I ate two lemons. Then in an old shed I found a cob of corn.

"That corn really was marvellous. I may have looked like a parrot cracking it in my teeth but it really tasted good.

"I had two more lemons and some corn for breakfast and another drink of water. Then I put some lemons in my pocket with the rest of the corn and continued along the river bank.

"At about one o'clock I came on two timber-cutters.

"They must have wondered what it was walking up to them, me with a week-old beard.

"My electric razor is back in the aircraft.

"I told them who I was. They gave me tea and some corned beef sandwiches, and the directions of the post-office at Cox's River.

"At the post-office Mrs. D. Kill took me inside and cooked me some eggs and meat."

Feet "Worst"

A police jeep driven by Constable C. A. Shaw, of Central Burragorang, picked up Hazelton from Cox's River and took him to Camden police station.

There he telephoned his mother and three brothers at Orange. He spent 20 minutes talking to his family and convincing them that he was all right.

His trousers were in shreds, he carried the remains of his blanket and his flying boots, and he wore a pair of old boots which Mrs. Kill had given him.

He had difficulty in walking.

"My feet are the worst," he said later.

"Flying boots definitely were not made for walking in."

In a Camden restaurant, where Hazelton ate a gigantic T-bone steak, the cafe proprietor came across to congratulate him.

"They wouldn't come out and look for me so I decided to walk home," Hazelton cracked.

Two of Hazelton's brothers are also pilots. The family own one other aircraft besides the crashed one, and have another on order.

"The trouble is that I have flown in so much bad weather that I probably got a bit blasé," Hazelton said last night.

"I think I will probably hire a plane during the week-end and fly out to see if I can locate my crashed plane.

"With the help of my brothers I think I can salvage it. From what I remember, it is not too badly damaged. I think that a small clearing could be made on the top of the hill I climbed, the plane pulled up on to it and then flown out.

"It has a brand new engine in it—one hour up when it crashed—and it is the latest type of Auster.

Hazelton's mother and brothers are coming from Orange to-day to meet him in Sydney. He is staying with friends.

"Unbelievable"

Hazelton farms his property of 740 acres in partnership with two brothers. He has a landing strip on the property.

His elder brother, Mr. Kerry Hazelton, said last night, "It is unbelievable that he is still alive. We were convinced he had gone down somewhere in the west. We are all most grateful to God that he is alive and well.

"He has been running a charter service with his two Auster planes and has been making a good living from it.

"This is his second aircraft crash. He crashed last year on the airfield at Orange when a passenger in a Dragon. The plane was burnt out but he escaped without injury."

Big Search

The air search for Hazelton this week was one of the biggest made in N.S.W. in recent years. At one stage as many as 20 planes were engaged in a sweep over the central-western district.

Mr. J. Brazier, president of Bathurst Aero Club, said last night that planes had flown over an area about 300 miles long and 100 miles wide. Dozens of reports that the missing Auster had been sighted were investigated.

Five aircraft searched areas in the Orange district yesterday. When they landed in the afternoon the pilots received the news that Hazelton was safe.

Land parties out yesterday were recalled as soon as news could be sent to them.

Summary

It is always easy after an accident has occurred of this nature, to sit back and criticise some aspect of the decisions taken at the time to organise the procedure for one's survival. Always someone will say "I would have done so and so," that is one thing, but to decide what to do whilst still suffering from the shock of the impact and realizing that you are completely alone, is another.

As Mr. Hazelton admitted, his biggest mistake was leaving the aircraft in the fog and then being unable to find it again. This greatly jeopardized his chances of being spotted from the air—assuming of course that he would have stayed with the Aiglet. For signalling a pile of doped fabric burns readily, and

with black smoke, most suitable for attracting attention. However, his knowledge as a farmer certainly saved his life and his intelligent use of it is commendable.

Another Record?

Some time ago we mentioned the relatively short time taken by some people to grasp the art of flying, and then go solo. We mentioned also the ages at which people learned to fly, the oldest we heard of was, as we recorded in the Auster News, Vol. 5, No. 3 issue, aged 63 when he took up flying in an Auster.

More recently however, the tables have been turned and youth is having its fling. We refer to an amazing young aviator aged six. His name is Adrian Farley whose father is well known in British private flying circles, having gained winning and second positions in the Ragsone Auster Homing Trophy competitions. Mr. Farley senior is a flying salesman employed by Lec Refridgerators of Bognor Regis, Sussex, who use an Auster Autocar for their business flying across the British Isles and the Continent. Six year old Adrian has accompanied his father on many business trips and has logged over 100 flying hours. On many occasions he has taken over the controls of the 4 seat Autocar in level flight.

We can imagine plenty of leg pulling if ever Adrian enters the R.A.F. and happens to mention that he had over 100 hours in when he was six! Let us hope that he can keep a copy of this issue as a record, or they just won't believe him.

* * *

The true spirit of conversation consists in building on another man's observation, not overturning it. Bulwer-Lytton.

INTENSIVE FLYING WITH THE AUSTER A.O.P. MK. 9

BEFORE ENTERING service with any of the Armed Forces all British military aircraft are subjected to a period of intensive flying during which they are put through a series of flights intended to quickly bring to the surface any defects in the aircraft's basic design and behaviour.

The R.A.F. Station normally allotted this task is the Aeroplane and Armament Experimental Establishment at Boscombe Down, Wiltshire. However, the Auster Company was given the job of organising the flight trials of its latest Army aircraft, the A.O.P. Mark 9. To complete the required 150 hour test period a team of 5 pilots was selected, all of whom are employed at the company's Rearsby factory. One particular Mark 9 was used throughout the tests, the third production aircraft (the aircraft flown at the S.B.A.C. Farnborough display).

The intensive flying began on October 4th, at the company's airfield. A 200 yard (183 mtrs.) diameter circle was marked upon the ground through the centre of which ran a farm track, the intention being that all take-off's and landings should cross the track to give the undercarriage a continuous series of shocks to absorb. The pilots found however, that on touching down near the edge of the circle they would stop well before reaching the road, touch down points were therefore moved nearer to the road. To simulate Army small-field flying technique all take-offs were made after using full power against the brakes to ensure the shortest possible take-off runs; likewise all landings involved the use of full flap and the maximum use of brakes to shorten the ground run.

For nearly every flight a duty pilot briefed and de-briefed the pilot and



The Auster Mk. 9 taxiing into position negotiates one of the ruts in the stubble field.

observer, and an "active service" touch was added in that during the reconnaissance flights specific "targets" such as windmills, farmsteads etc., had to be located and plotted—a test intended to prove the suitability of the Mark 9 as an Air O.P. aircraft—its primary function. Without a doubt the most arduous of all tests, was the 12 hours during which the Mark 9 was flown continuously into and out of an unprepared stubble field. This was criss-crossed with ridges and ruts of equal size to half the diameter of the main wheels. At one time during the stubble flights, conditions became so bad owing to heavy rain that an attendant fire tender became bogged down together with numerous cars. The low-pressure tyres of the Mark 9 however, carried it safely over the soggy surface.

The undercarriage also foiled visiting photographers who, upon first seeing the heavily ridged field waited for spectacular shots of the aircraft bouncing back into the air, but the liquid sprung legs provided a smooth ride for the Mark 9. During the trials, over 1,050 take-offs and landings were made.

Throughout the whole period the aircraft was operated under conditions similar to those met with in Army field service. For instance, using a 73-100

octane fuel (Motor Transport equivalent) refuelling was carried out in the open from "Jerry Cans" using an Army type hand-operated light refuelling pump. Maintenance was carried out under R.A.F. supervision and when the flying finished each day the Mark 9 was picketed out on the airfield to test its resistance to the very rainy weather prevailing at the time of the trials. The 150 hour flying programme was divided into 10 parts, all of which covered nearly every type of operating condition likely to be met with when the aeroplane enters military service.

	TIME Hours
Take-offs and landings (10% in cross winds)	76
Reconnaissance flights (including low levels).....	11
Rough handling (evasive action)	6
Heavy landings (up to 2½ g.).....	2
Rough stubble field landings.....	12
Endurance flights (several to exhaustion)	31
Rain flights	5
Coarse throttle operation	2
Flight tests, radio tests, etc.....	3
Night flying	2
Total :	150

A Cumberland Air Survey Saves Time

Plans to take electricity to the rural parts of Cumberland have been considerably speeded up recently through the use of an Auster. An Air survey company from Horley, Surrey, has been operating its aircraft from Kingstown Airport, Carlisle and has been photographing an area of 100 sq. miles. From the castle town of Penrith to Carlisle, the Auster has been used to take over 1,000 photographs which when joined together will form a continuous picture of this area.

The North West Electricity Board will use this life-like map to plan the position and direction of their power lines.

This is by far the quickest method of making such a survey, the job which is finished in two or three days from the air would take as many months to complete on the ground.

* * *

TRY NOT TO PASS your troubles on to others, for their sympathy will only make you feel more sorry for yourself.



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3,000 Mile Goodwill Flight to East Pakistan

THE PURPOSE of the Karachi Aero Club's Goodwill flight to East Pakistan was two-fold; firstly to foster friendly relations between aviation circles of both wings, and secondly, to visit the various Indian flying clubs which lay en route.

The goodwill flight was undertaken with particular pride, being the first official visit by the Karachi Aero Club to East Pakistan.

Mid-October 1953 found the entire Club very busy getting travel documents in order (no small undertaking in itself) and giving the Austers a thorough inspection.

Flying instructors planned the route, the refuelling points and night stops. Arrangements had to be fool-proof. Each aeroplane, on completion of inspection, was given a final fuel and oil consumption check at pre-determined loads and power settings. Flights over a distance of 3,000 miles must be thoroughly organised if they are to be carried out successfully in light aircraft.

Everyone put his shoulder to the wheel, as zero hour approached. It was not an uncommon sight to see instructors poring over their maps late into the night. The loading of the aircraft and selection of the crews to fly each machine had naturally to be planned in advance.

Visit of Mr. Nurul Amin, Chief Minister of East Pakistan

On the evening prior to the departure of the goodwill flight, the 8th November, the Club was honoured by a visit from Mr. Nurul Amin, Chief Minister of East Pakistan, who is President of the East Pakistan Flying Club. The Chief Minister met pilots and flying instructors. He also inspected the aircraft, which were proudly flying the new Karachi Aero Club flag. This special occasion was also marked by a display of formation flying and aerobatics

by the instructors. Later the Chief Minister visited the Club House, over tea with the members, he also spoke admiringly of the enthusiasm and effort of the Karachi Aero Club and wished the Mission "Bon Voyage."

Outbound Route

9th November : Karachi—Chor—Jodhpur (Night Stop).

10th November : Jodhpur—Jaipur—Agra—Cawnpore (Night Stop).

11th November : Cawnpore—Allahabad—Gaya—Patna (Night Stop).

12th November : Patna—Assansol—Calcutta—Dacca.

Members participating : Mr. J. K. Karanjia, Director of Air Transport; Mr. Mohamed Khalil, Airport Manager, Karachi; Mr. Ishrat Mumtaz; Mr. Jaweed Ahmed; Mr. Trevor Robertson; Mr. Bashirul Hussain; Mr. Shervit Rewanian; Mr. Locwood Johnson.

Staff participating: Mr. Abdullah Baig, Mr. Urmston Wright, Instructors; Mr. Barkat Ali, Asst. Engineer; Mr. Cyril Cadeiro, Mechanic-Charge-hand.

On the 9th November the party met at the Aeronautical Information Centre, Karachi Airport, for the final briefing and "Met" Report. "Met" predicted weather generally favourable but warned the crews that freak Cumulus-Nimbus storms were developing in the Indo-Gangetic plain. Clearance completed, the goodwill flight were guests at a sumptuous breakfast by Mr. Bashirul Hassain who also was taking part in the flight. Dawn was breaking and Austers AP-AFV and AP-AFZ and Autocar AP-ACI, were parked in front of the Control Tower, the aircraft had been loaded the night before.

Engines were started to schedule 06.15 hours and the 3,000 mile flight commenced. The silver Austers be-

came airborne one after another, with the Airspeed Consul "Star Dust" AP-AGK following carrying the rest of the Goodwill Flight.

Within an hour the Indus was reached. After another hour Chor Airfield, with its black top runway appeared with the Jodhpur-Hyderabad railway line. The Austers circled the airfield and landed one after another, the Consul had arrived half-an-hour before. Whilst refuelling was in progress, the members of the goodwill flight ate chicken sandwiches with hot coffee. Petrol and oil consumption was checked and found normal. An hour later the flight was airborne for that most difficult leg across the desert, the only pin-point was the dry bed of a lake which lay half-way between Chor and Jodhpur. Accurate course steering and drift estimation was the key to this leg.

After two hours twenty-five minutes, Jodhpur came into view with the Maharaja's Palace on top of the hill, soon Jodhpur airfield was beneath. Jodhpur is one of the oldest Flying Training Schools and brought back pleasant memories. Here Mr. J. K. Karanjia served as Senior Air Traffic Officer, leaving in 1943 to take up a commission in the Indian Air Force. Mr. Mohamed Khali could remember his Tiger-moths and pupils when he was a flying instructor at the school. Abdullah and Urmy Wright carried out their Elementary Flying Training from this aerodrome.

After customs clearance, flight members retired to the Circuit house for a rest. Flight plans were prepared and crews turned in for an early night.

On the morning of the 10th the party became airborne at first light, heading for Jaipur, which was reached in two and a quarter hours. The Jaipur Flying Club extended a warm welcome. During the short stop of an hour, the party was shown around the Flying Club, and what a variety of training aircraft!

From Jaipur the flight set course for Agra. The City of the Taj Mahal was reached in an hour and a half. The Agra halt was a short one but members managed to fit in a quick trip to the tomb of Mumtaz Mahal.

After lunch, the aircraft took off, again heading for Cawnpore, reached after two hours flying. There the Hind Provincial Flying Club had stopped work early to welcome the aviators. Cawnpore was the second night stop on the route.

On the 11th, after breakfast with the Hind flying Club, the aircraft took off for historic Allahabad. Khalil and Urmy Wright, whose boyhood was spent in this beautiful town, circled happily over their old college building before coming into land. Coffee and sandwiches were laid on by the Civil Aviation Academy, followed by a tour of that Establishment. Members of the Goodwill Flight were almost persuaded to stay the night and only managed to leave by promising to drop in on their return trip.

At about 11.30 the flight headed for Gaya, 208 miles away, and at Gaya there was news that the weather was deteriorating ahead. Assansel and Calcutta were reporting torrential rain, corroborating weather prophecies at Karachi Airport. The party decided to fly sixty miles north to Patna, killing two birds with one stone by an accommodation problem and giving members a chance to visit the Bihar Flying Club. The Goodwill Flight took off before the air traffic control could change their minds about clearance. Not twenty minutes later the beautiful Bihar Aerodrome slipped under the wings of the formation. A grand reception was given by the Indian Civil Aviation and Club Personnel, including transportation to town and a most welcome meal. The Lahore Flying Mission had also just reached Patna. Early next morning, on the 12th, the Karachi Club crews were on

the airfield hoping for better weather conditions. These had not however improved, but the flight left Patna for Assansol just the same with special permission. After an hour low status clouds appeared and soon the ground could not be seen. One by one the Aiglets disappeared through occasional holes in the clouds and landed on the small airfield at the edge of the coal-mining district 25 miles west of Assansmol.

Here the good-will flight waited for the weather to clear, but torrential rain continued to move up from the Calcutta direction. After convincing air traffic control that at worst the flight could come right down and follow the railway if permission was given to take off it was allowed to proceed. Fifteen miles ahead Cumulus-Nimbus engaged the flight in a fierce battle. They were forced down to ground level, where torrential rain cut visibility to a few yards. Severe up currents threw the Austers around and for twenty minutes torrential rain peristed. The Austers lost sight of each other, and a faint suspicion that one of the aircraft might have turned back crossed each mind. But twenty-five miles from Dum Dum the rain stopped. A clear blue sky, with perfect visibility showed the three Austers still plodding along in company. Dum Dum airfield at last appeared. One by one the Austers came in to land. The crews were soon joined by members of the Lahore Flying Club and they lunched together in the Airport restaurant. Conversation was particularly bright. Each pilot's story capped that of his predecessors. O ye 'hot rods' of the Karachi Aero Club!

The Goodwill Mission was now one hour and fifty minutes flying time (and 145 miles) from its destination—Dacca. Soon Dum Dum airport witnessed joint formations of the Lahore and Karachi Aero Club airborne and heading for Dacca. The rain had left

a clear blue sky and the Austers were able to fly in loose formation, bobbing up and down along this final leg.

Jessor airfield, on the East Pakistan border, passed underneath. Twenty-five minutes later the formation "tightened up" and started a steady descent over Dacca Airport, the usual "break off" over the airfield followed and the aircraft landed. The Regional Controller of Civil Aviation, Mr. Rizvi, and his officers were waiting on the Apron together with Mr. Rashid Ahmed, the Chief Flying Instructor of the East Pakistan Flying Club, who was at the head of a neatly formed line of flying members of the East Pakistan Flying Club. Each member of the good-will flight felt himself a reviewing officer and after the hand shakes Rashid Ahmed invited the party to the Airport restaurant for refreshments. The secretary of the Dacca Club then handed out typed programmes and the visitors were taken to their accommodation in town. The 13th, 14th, 15th and 16th November were busy but enjoyable days including a garden party at Government House, a flying picnic, sea bathing at Cox's Bazaar, and a lunch given by the Rotarian Club at Chittagong. A volleyball tournament was arranged between the East and West Pakistan Flying Clubs, followed by a picture show at the Gulistan Picture House, the largest air-conditioned cinema in Asia. On the final day a combination of all the flying clubs gave a Grand Air Display; following which a social evening and dinner was given at the East Pakistan Flying Club to wind up the visit.

Inbound Route

Dacca—Calcutta (Night Stop), Calcutta—Gaya—Allahabad (Night Stop),—Allahabad—Cawnpore—Delhi (Night Stop), Delhi—Lahore (Night Stop), Lahore — Multan — Jacobabad — Karachi. This was completed without

(Continued on page 20)



HERE & THERE

A RARE COMBINATION

A PHOTOGRAPH has reached us from New Zealand of quite an unusual combination of an Auster and floats. Owned by the Royal New Zealand Air Force the aircraft is a J.1B Aiglet (wing span 36 ft.) and was taking part in a mock battle at Hobsonville,

R.N.Z.A.F. Station. The Aiglet is operated by the Hobsonville Maritime Squadron.

During the "battle" a Harvard joined in but was "shot down" by Bofors fire, and "crashed" behind a clump of trees suitably chased by a crash tender and ambulance.



*The R.N.Z.A.F.'s Aiglet zooms past a Bofors gun during the Hobsonville "battle".
—A "New Zealand Herald" photo.*

AN AUTOCAR ON FLOATS

PURCHASED BY A/S Norronafly of Oslo, an Auster Cirrus Autocar has been fitted with floats by that company and is proving to be a most successful aircraft. Since it was flown from Rearsby to Oslo by Mr. Korswold, a director of A/S Norronafly, the Autocar has completed 115 hours on wheels and a further 200 hours on floats. It is being used for general charter work and aerial photography and is certified in Norway for an all-up-weight of 2,449 lbs.

A/S Norronafly have been making tests with the Autocar, the results of which are very pleasing. They also say that its performance in rough weather off the sea is much better than other float planes of comparable size that they have flown.



Performance test figures on EDO 2425 floats (slightly oversize) : Cruising speed, 100 m.p.h.; Range with pilot and 3 adults, 2 hours; At 1,200 ft. it cruises at 90 m.p.h. I.A.S.; Stalling speeds with power off, First groove on flaps 48 m.p.h.; 2nd groove on flaps, 45 m.p.h.; 3rd groove on flaps, 41 m.p.h.

ELSTREE FLYING CLUB WINS TROPHY

IN THE LATEST newsletter to come from this club is the news that they have been awarded the Lennox-Boyd Trophy for 1954. The trophy was presented by the Rt. Hon. A. T. Lennox-Boyd, M.P., to David Ogilvy, the Club's C.F.I. and manager. The trophy is presented annually to the most efficient flying club or school operating in the United Kingdom. The winning club is decided by the Ministry from statistics provided by the Association of British Aero Clubs. Second place in the contest went to Elstree's sister organisation at Wolverhampton Aerodrome, Wolverhampton Aviation Ltd. Both clubs operate Austers amongst their types.

RECEIVED IN THE POST

Dear Sirs, Have you any new second-hand Austers . . .

Mr. O. Korswold, a pilot and director of A/S Norronafly poses before the Autocar.

TO NAIROBI BY AIGLET—IN 54 HOPS

TWO OF THE most adventurous women we have met for some time left Rearsby on November 1st bound for Nairobi "purely for the adventure of the trip." The ladies concerned were Miss Betty Rowell, a South African, and Miss Dorothy Alton, of Nottingham.

Miss Rowell bought the Aiglet with the idea of using it as a means of transport to Nairobi where it will be sold. A glider pilot of some repute, Miss Rowell holds the South African women's record goal flight for 140 miles. She also discovered a favourable air current over Cape Town, which has since been christened "Betty's Wave." Although Miss Rowell had only 100 hours powered flying in her log book she had no qualms about the 10,700 miles journey.

Miss Dorothy Alton gained her licence just prior to their departure, so the flight drill was to be, take-offs and landings by Miss Rowell, straight

and level flying by Miss Alton. Luggage carried in the aircraft included a book on jungle survival, one camp bed a mosquito net, 68 maps and a 4 gallon tin of fresh water.

THE PROPHET

The time will come when thou shalt
lift thine eyes,

To watch a long-drawn battle in the
skies,

While aged peasants, too amazed for
words,

Stare at the flying fleets of wondrous
birds.

England, so long the mistress of the sea,
Where winds and waves confess her
sovereignty,

Her ancient triumphs yet on high shall
bear,

And reign the sovereign of the con-
quered air.

*Written by Thomas Gray in
England, 1737.*



Miss Betty Rowell left, and Miss Dorothy Alton pictured at Rearsby before departing for Nairobi.

Australian Reliability Trial

Austers Finish 1st and 2nd

AS WE FIRST mentioned in the Auster News Vol. 5, No. 4 issue, the Australia Redex Air reliability trial was won by Mr. W. A. Murrell a grazier of New South Wales. Flying his Auster Aiglet Trainer, Mr. Murrell was the only competitor to finish without loss of points. Second to finish losing 17 points was Mr. N. Buckley, an airline pilot, who flew an Auster Autocar. Mr. Buckley took time off from Guinea Airways Ltd., of South Australia, to compete in the trial.

Eighteen out of 25 entrants successfully finished the 5,200 mile course which took 14 days to complete and covered the whole of the Eastern half of Australia.

The trial started from Sydney, New South Wales. The planes flew north, roughly following the eastern coast of Australia as far as Townsville, prosperous sugar port in tropical Queensland. From there they headed north-west across the State to Tennant Creek in the Northern Territory and then north to Darwin on Australia's northern coastline. From Darwin the planes turned south and flew 1,680 miles across Australia to Adelaide, on the southern coastline of the continent. From there they went south-east to Melbourne, capital of the southern State of Victoria and then north-east, over the snow-clad Australian Alps into New South Wales



Beaming winner of the 1954 Australian Redex Air reliability trial is Mr. W. A. Murrell, seated in his Auster Aiglet Trainer.—Sydney Daily Telegraph Photo.

and on to Sydney and the finishing line at Bankstown Airport on the outskirts of the city.

Elaborate search and rescue plans were prepared before the race. The Australian Department of Civil Aviation, which controls all flying, private and commercial, in Australia, and the Royal Australian Air Force co-operated. A rescue plane stood by ready to take off at a moment's notice. Another aircraft carrying a doctor and emergency equipment followed the trial planes.

One of the competitors, Mr. Joe Vine, of Queensland, helped to rebuild Sir Charles Kingsford Smith's famous aircraft, the Southern Cross, in 1929 after Smith's first attempt to fly from Australia to England had failed. The Southern Cross is stored in a hangar at Australia's main international airport at Sydney.

Entrants in the trial came from all walks of life. They included sheep and cattle station owners who flew their own planes. They use them on their vast properties in Australia's outback for personal transport and for locating herds and inspecting remote areas on their stations. Others were city business men who fly for a hobby; airline pilots; trainee pilots building up air hours and gaining experience

and other pilots who thought it a good opportunity to see the country.

The only woman in the trial was Miss Dorothy Herbert, of Brisbane, Queensland. She is a medical student and navigated a Proctor aircraft for Mr. A. M. Low, of Julia Creek, in western Queensland.

The trial was a test of pilot and navigation skill and aircraft reliability. It was divided into three sections, one for planes with a speed lower than 100 miles an hour; another for planes with speeds between 120 and 150 miles an hour and the third for high speed aircraft. Only one plane entered in the high-speed section, it was an ex-Royal Australia Air Force Mustang fighter. Pilot of the plane was Arnold Glass of Sydney. Glass withdrew from the trial at Brisbane claiming that his handicap made it impossible for him to win.

Main prizes for the trial were £1,000 and a trophy for first place, £400 for second and £200 for third.

The trial was sponsored by the same motor oil firm, Redex products (Australia) Pty. Ltd., which initiated the first Redex car trial of 6,500 miles in Australia in 1953.

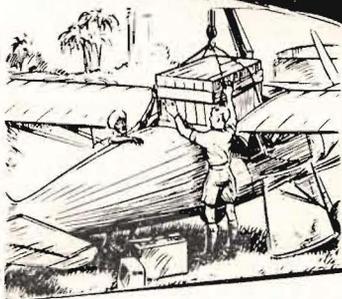
* * *

IT IS MUCH EASIER to be critical than to be correct.



"And where have you been all afternoon Pringle?"

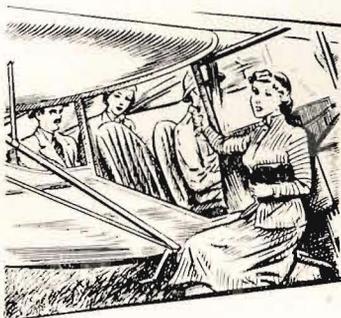
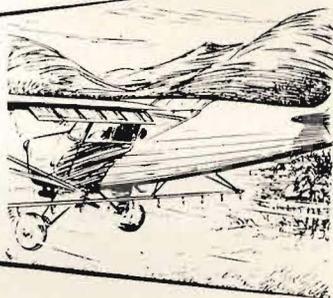
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AGRICULTURAL uses include . . .
. . . Spraying, Dusting, Seeding and Fertilising. As a sprayer a big new tank gives a greater spraying potential.



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Auster Aircraft Ltd. Rearsby, Leicester.

AUSTER SERVICE BULLETIN

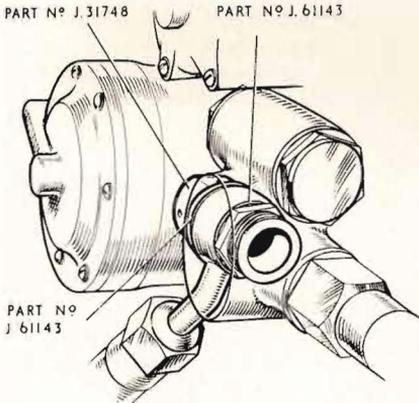
Rearsby, Leicester, England
Auster Aircraft Limited

Issue No. 36

STARTER INSTALLATION

Auster Mark 4 & 5. Modification 2737

ALL OWNERS of the above type Austers which are fitted with Pesco type Vacuum pumps and Electric Starters are requested to fit a new Nut, part number J.31748, together with new Washers, part number J.61143, in place of the existing Nut AGS.224/B and Washers. The position of this Nut in the Engine is shown in the adjoining sketch.



AUSTERS MK 4 & 5

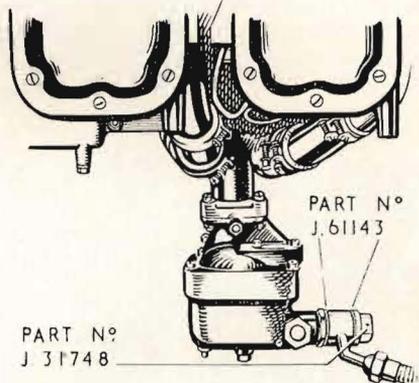
The exchange of this Nut and Washers has been brought about to avoid the possibility of the present AGS nut which is fitted, bottoming on the end of the thread of the adaptor, and this exchange should be made at once or not later than the next minor inspection.

Supplies of the Nut, J.31748, and Washer, J.61143, are available from stock and will be supplied immediately upon receipt of order to the Service Department.

Auster Arrow J2

All owners of the above types of Auster are also requested to fit Nut, Part number J.31748, and new Washers in place of the existing Nut AGS.224/B and existing Washers.

The position of these items is shown on the sketch below. As stated above supplies of the new Nut are readily available and will be supplied against orders sent to the Service Department.



AUSTER J. 2

Modification applicable to Austers J.5B, J.5G, J.5F, J.5K, J.5H, J.8L Mod. No. 2771

A desirable modification has been introduced to eliminate the possibility of fuel leakage occurring should the Ki-Gass feed line become fractured. Provision has been made for the valve previously fitted to the inlet side of the Ki-Gass pump, to be moved to the main fuel connection on the Port side of the firewall.

Accessories for Owners

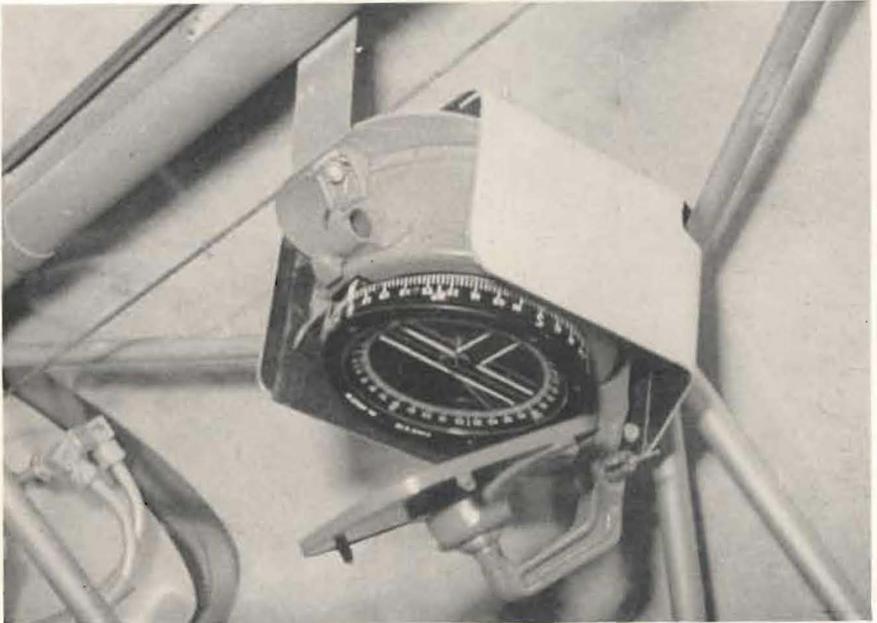
COMPASS SUN COVER

NOW FITTED as a standard item to all civil production aircraft the compass sun cover is recommended to all Auster owners operating their aircraft in hot countries. Cases have been reported where excessive temperatures have caused a rubber seal in the compass to lift slightly and allow alcohol to spill into the compass body. After cooling a bubble forms in the alcohol causing inaccurate compass readings. The cover is made of a reinforced plastic which is extremely light in weight. Supplied in 3 pieces it is very easily fitted and does not obscure vision either forwards or upwards.

It is finished in white cellulose to

reflect heat from the sun. Costing £1 5s. 0d. complete, unpacked, ex-works, it is readily available upon request to the Service Department, Auster Aircraft Ltd., Rearsby, Leicester. All enquiries should quote the Mod. number which is 2485.

3,000 Mile Goodwill Flight—*Continued* incident, the same wonderful welcome and helpfulness being extended by our Indian friends as on the outward flight. In passing, it should be mentioned that the flight aroused interest in India and much favourable comment in the newspapers of that country "Shell" service was, as usual, par-excellence. Thus ended "The Goodwill Flight."



The compass sun cover in position.

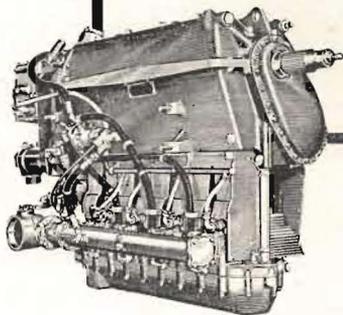


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