

# AUSTER OWNERSHIP



# *AUSTER OWNERSHIP*

*This booklet has been produced  
for those who, in increasing numbers,  
are considering for the first time the  
benefit of owning and using  
a personal plane*

# Busy?

Busy folk today cannot afford to waste time in tedious travel, but many still do, without perhaps realising how unnecessarily. Travelling time is wasted time; and time is money. More and more companies are now finding that by operating their own aircraft they have not only solved their travelling problems but, as a result, have also expanded their sales in areas which they had scarcely considered before.

## Personal Aircraft Help Business

By being able to fly *themselves* wherever and whenever they want, executives can avoid train and airline schedules. Travelling times are slashed and costly incidentals such as hotel bills and meals are reduced to the lowest possible level. The use of an aircraft permits regular personal contact with distant customers. Competition can be met confidently with the ability to speed at short notice to customers and meet them on their own ground.

## Business AND Pleasure

It is hard to think of a way in which the two are better combined than by flying a personal plane. Horizons are opened, bringing the playgrounds of the world within easy reach. The congestion of traffic-choked roads is soon left far behind and frontiers pass almost unnoticed with little fuss or formality. You will be proud to share with your friends the romance and fascination of personal aeroplane travel.

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## £. s. d.

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### *How much does it cost to run an Auster?*

Little or no more than a medium-sized car. Petrol consumption can be as much as 20 m.p.g. Maintenance, including the annual Certificate of Airworthiness overhaul, need cost little more than the price of a set of tyres and brake linings for your car. Incidental expenses such as landing fees (normally non-existent or a few shillings at most) are very modest.

### *How can an Auster save me money?*

Travel costs can be slashed, and time saved. For example a Midlands business man and one of his executives wish to call with samples and working models of their products upon clients at Reading, Luton and Lille (France). The whole of this trip is accomplished in a day at a total cost of about £20 and they are back at their works in the evening, having done good business and, incidentally, having gained considerable prestige with their clients. By any other means of travel this trip would have taken two or three days and the direct cost of it would have been trebled, to say nothing of the value of the time lost. Business normally considered to be too far away for a personal contact can be followed up easily in an Auster.

### *Can an Auster pay its way?*

Austers of different types are earning good money all over the world as

taxi-planes, crop-sprayers, club trainers and hire aircraft, etc. Their big 'payload', simple maintenance, safe flying characteristics and comfort have endeared them to pilots, operators and passengers everywhere.

### *New, or second-hand?*

As with all vehicles, a new one is the best proposition. A new Auster is guaranteed for six months and, quite apart from pride of ownership you will know within close limits how much it is going to cost you. The aircraft is backed by a world-wide service organisation and the fully experienced staff of the Auster Company. If you do decide to buy a second-hand machine be very careful and beware of low-priced 'bargains'.

Nowadays most of the second-hand Austers which one sees advertised from time to time are of obsolete types which have been out of production for some years. The performance and handling characteristics of these aircraft are not in the same class as those of the current models, excellent though they may have been in their day and in their class.

By far your best plan is to consult the makers, who occasionally may have one or more specially picked second-hand machines available. Because of their unique responsibilities in this matter, Auster Aircraft Ltd. will not handle second-hand machines other than those for whose condition they themselves can vouch. The makers can also give a frank and accurate picture of the spare parts position in relation to any particular obsolete model and indeed will normally undertake spares backing for any particular machine which they supply.

A vintage black and white photograph showing a biplane on a road. The road has two wide, light-colored stripes running down its center. A large crowd of people is gathered on the left side of the road, watching the plane. The plane is a biplane with a high-wing configuration and a tail boom. The background features large trees on the left and a grassy field on the right. The sky is bright and clear.

*There happened to be no airstrip near where the pilot of this Aglef wanted to go, so a nearby road was used.*

# Operating

## *How safe is an Auster ?*

Ask the operators of Flying Schools and Clubs, whose Austers fly day after day, month after month, year after year, without mishap. Ask the flying instructors, and they will tell you of the Auster's docile handling qualities, and of its ability to fly slowly and land safely in quite small fields. One of the factors which keeps fatigue to a minimum is the knowledge that when flying an Auster one is entrusting oneself to the most reliable structure and mechanism that modern science, through a long period of steady development, has been able to devise ; and, moreover that, if necessary, the Auster can land slowly in almost any type of country, away from air-fields with little risk of injury to its occupants. In fact, many Auster owners in country districts use small private fields almost exclusively. Any reasonably-sized grass field with a firm surface is suitable for an Auster. Provided that the approaches at both upwind and downwind ends are clear, a 300 yards long field (measured in line with the wind) is adequate for most purposes.

## *Maintenance—Do I need a qualified engineer ?*

NO. Such occasional inspections as may be advisable are quickly done at any of the innumerable aerodromes which have Auster servicing facilities.

Car servicing is a close parallel here. Once a year your Auster will have to be thoroughly inspected for the renewal of its Certificate of Airworthiness. This is best done by the makers, or failing that, by one of the firms recommended by them. The job usually takes about a week and its cost would probably be largely offset in the case of a car by the fitting of a set of new tyres and brake linings. There is an alternative system enabling private owners to spread their Certificate of Airworthiness, inspection, etc. over a three-year schedule.

Day-to-day maintenance amounts to little more than a two-minute check-over by the pilot before flight.

### *Where can I keep my Auster?*

If you or a friend have a suitable field which you can use by arrangement, you can either tether the machine out in the open, using the screw picket attachments provided, or house it in a barn or shed. If no such shed already exists, your local builder should be able to run up a suitable shelter for £200—£300.

Most aerodromes will contract to house your Auster at £50—£75 a year.

### *Can a beginner quickly learn to fly an Auster?*

The average beginner flies solo safely after eight to ten hours instruction. Auster Aircraft Ltd. are always glad to arrange expert instruction as required.

### *Can an owner-pilot operate his Auster unaided ?*

Certainly. It is extremely easy to man-handle on the ground and self-starters are available for all models if required.

Powerful brakes can be applied independently—these act upon the main wheels—making taxiing as easy as steering a car. The aircraft is parked using a car-type pull-on hand brake. Tailwheels can also be steered.

### *Are spare parts available ?*

Yes : for all models in current or recent production, spares are plentiful, cheap, and can be obtained at almost any civil aerodrome, or, failing that, direct from the makers with the minimum of delay.

All Auster owners are welcome at any time to call in at the company's aerodrome and works at Rearsby to seek advice regarding spare parts or any aspect of servicing. A fully-equipped service department is always available should you require your servicing or repairs to be carried out at the parent factory.

### *Can one fly an Auster all the year round ?*

Certainly. It is not affected by rain or cold, and, because of the Auster's docile handling characteristics, and its ability to fly slowly, the visibility has to be very bad to prevent an Auster from being airborne.

Cruising through the blue summer skies above the holiday traffic is more than adequate compensation for dull winter days.

# Travel

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## *Is it easy to fly an Auster abroad?*

There are no difficulties whatsoever. Petrol is available everywhere on credit against a 'carnet', supplied here by the well-known petrol companies. Accounts are paid here in sterling so that travelling expenses do not encroach on your currency allowance. The Royal Aero Club issues customs carnets in respect of your aeroplane which enable it to cross from country to country without bother. These cost £5 a year. Civil aerodromes on the Continent are pleasant places with well-run restaurants and charming officials, who are always helpful and obliging, and who mostly speak English. Many light aircraft rallies are held on the Continent during the summer months. Owners from U.K. attend in large numbers—the Channel is no barrier as it is crossed in twenty minutes.

## *Is flying in Britain restricted in any way?*

Hardly at all at the lower level at which light aircraft normally fly, except for one or two controlled areas centring upon the big airports. Most civil aerodromes have an Air Traffic Control section, whose officials are always helpful in giving information, such as the weather to be expected and any special matters which may be encountered.



*This family chose a beach well away from the crowds and used it as an airstrip.*

### *Are there plenty of Aerodromes?*

Yes. There is hardly a town or district in the United Kingdom which is not served by at least one aerodrome or approved landing ground. The 'Air Pilot' lists over one hundred and fifty civil aerodromes. In addition, some eighty military airfields may be used by light civil aircraft.

*Can a beginner easily find his way in an Auster?*

Yes. Steering by compass and reading a map from the air can be easily learnt. The Auster is particularly good in these respects because of its great stability, which enables it to fly 'hands-off' and because of its exceptionally good downward view, unimpeded by the wings. Excellent all round visibility from the cabin follows well-known Auster practice and is in fact far in excess of civil aeronautical authorities' requirements.



# General

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## *What licences do I need to fly an Auster ?*

A beginner is first of all granted a Students Pilot's Licence, subject only to passing a simple medical examination by his or her own doctor. This allows the novice to fly anywhere in this country 'under supervision', but not to carry passengers.

After forty hours' experience have been gained it is convertible to a full Private Pilot's Licence, by passing some simple tests.

The various well-established Flying Clubs and Schools look after the training of men and women of all ages in a most efficient and enjoyable way, and, as already mentioned, Auster Aircraft Ltd. will gladly arrange for the purchaser of a new aircraft to receive expert instruction in it, or on a similar aircraft.

## *Is Petrol difficult to get ? What kind is used ?*

The petrol used is normal aviation spirit, which is available at almost every airfield.

◀ *An Aiglet is refuelled with less trouble than a car. In this case the pilot presents his 'carnet', his aircraft is refuelled, and he pays later at home in Sterling.*

### *What clothes does one wear when flying an Auster ?*

Nothing special. Just as in a family saloon car. An Auster cabin is one of the most comfortable places to be in rainy, cold weather.

### *Can Aerobatics be done in an Auster ?*

Yes, in certain models. Some versions of the Aiglet series are superlatively good at aerobatics and very comprehensive routines are often demonstrated at flying displays. The Aiglet's aerobatic capabilities are, in fact, comparable with those of a Service trainer and are greatly admired everywhere. Apart from their great virtues as business and touring aeroplanes most modern Auster types and the Aiglet in particular are ideal trainers and are widely used for this purpose all over the world.

More business can be done and longer pleasure hours will be yours should you decide to purchase an Auster. If you have any queries that have not already been answered in this booklet please contact the Sales Department of Auster Aircraft. Their experience with thousands of Auster owners will be at your service.

## A choice of Aircraft . . .

### . . . for your personal transport

**Autocar.** This aircraft gives full four-seat comfort and is very easy to fly. All four occupants have ample leg and head room—the rear cabin being particularly spacious.

The Autocar can carry an exceptional load, for instance three passengers and 100 lb. of luggage can be flown over 425 miles without refuelling.

**Aiglet.** A three-seat touring aircraft where the emphasis is on crisp handling and riding qualities and on room and comfort for the two front occupants. The front of the Aiglet's cabin is four inches wider than that of the Autocar, there is also more leg room. The great steadiness of the Aiglet's 'ride' and its complete lack of yawing or weaving tendencies make it an exceptionally good aircraft for cross-country touring.

**Alpine.** This type combines some of the best features of both the Autocar and Aiglet. It has the wider front cabin and new easy-styled seats carefully shaped to give restful support during the longest flights. It is particularly suitable for operation from small private fields.

All these aircraft may be fitted with Gipsy Major engines of either 130 h.p. or 145 h.p. These give a choice of either remarkable operational economy or high performance under all conditions.

De-luxe appointments including thick floor carpets and additional sound-proofing can be built into any of these three aircraft at little extra cost.

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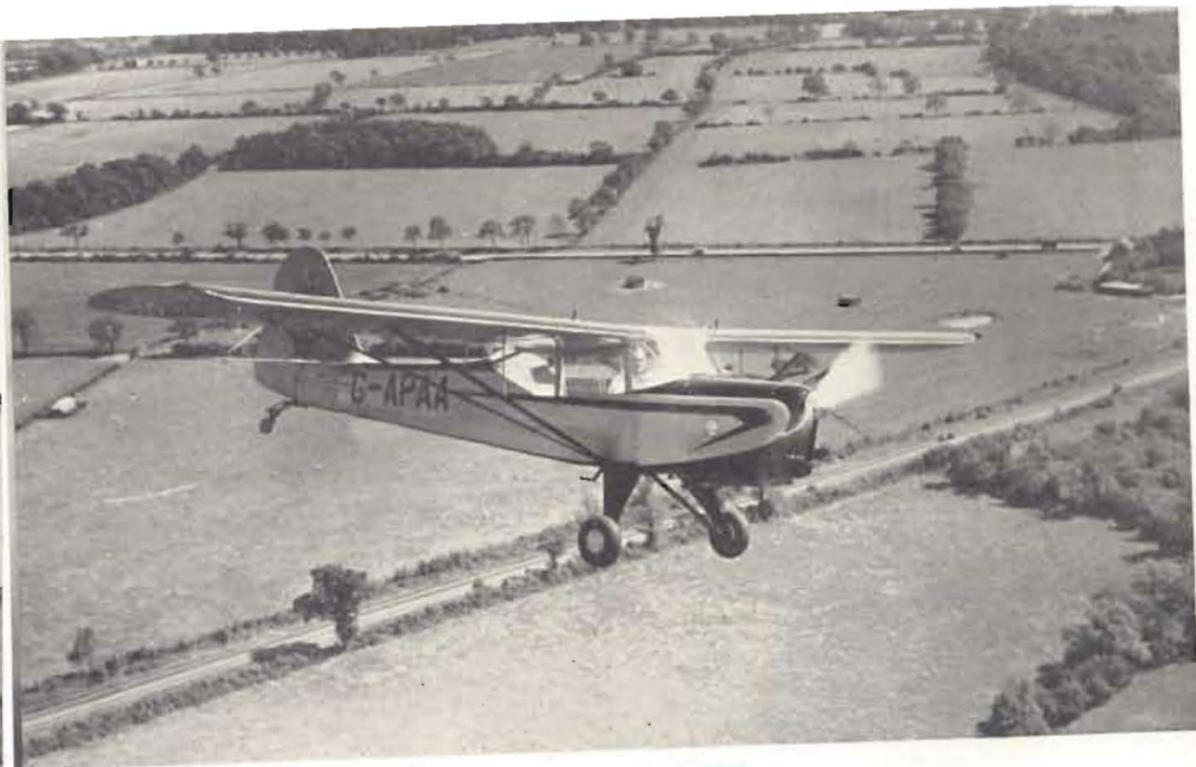
### AUTOCAR

*The roomy cabin is seen to advantage in this view. Excellent all-round visibility leads to safer flying and provides interest for passengers.*



### AIGLET

*A three-seat tourer with a higher cruising speed than both the Autocar or Alpine. The Aiglet is particularly stable and can be landed and taxied in unusually strong winds.*



### ALPINE

*The Alpine offers exceptional comfort for its front seat occupants. Extra width to its cabin and new type ultra comfortable seats puts it at the top of its class.*

Auster Aircraft Ltd. Rearsby Aerodrome, Rearsby, Eng. Tel: Rearsby 321 Grams: Auster Leicester

