

AIRCRAFT

News

APRIL · 1948



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The
Majority of
BRITAIN'S
FINE CARS
e
COMMERCIAL
VEHICLES
fit
**GIRLING
BRAKES**

AND NOW

GIRLING

THE BEST BRAKES IN THE WORLD

HYDRAULIC SELF-ADJUSTING
BRAKES
FOR AIRCRAFT

AIRCRAFT NEWS

published by AUSTER AIRCRAFT LIMITED

Rearsby Aerodrome, Rearsby, Leicester. Tel. Rearsby 276/7

APRIL, 1948

Editorial

FROM REPORTS SO FAR RECEIVED it is understood that the new version of the *Auster News* is an improvement on the original. Certain alterations have been suggested, and an endeavour will be made to incorporate these in future issues. Further criticisms are still welcome together with articles of interest to other readers. This latter item is most welcome, as it is our desire each month to publish interesting matter for all Auster owners.

★ ★ ★

IT IS APPARENT from enquiries received regarding the steerable wheel and aircraft covers that some owners are not receiving details of modifications to our aircraft as regularly as we should like. In order to overcome this omission announcements of such modifications will, in future, be included in *Auster News*.

★ ★ ★

COLOUR PRINTS of Mr. F. Wooton's painting showing a Military Auster Mark III are still available free of charge to Flying Clubs. Secretaries are invited to write for a copy.

★ ★ ★

ALSO AVAILABLE are drawings giving full construction details of a solid model of the Auster Mark IV Military version. These will undoubtedly be of interest to many owners of the Mark IV and V aircraft, who wish to construct models for decoration. They will be sent free of charge, upon request.

Air Test

EACH NEW PRODUCTION AUSTER IS PROVED IN THE FOLLOWING MANNER BEFORE HANDING OVER TO AN OWNER :

Each new production aircraft, after handing-over to the test pilot for "proving" in the air, undergoes a standard programme of tests as approved by the A.R.B. (Air Registration Board).

This test schedule normally takes about twenty minutes to complete, and may involve one, two or three separate flights.

After a cockpit check, involving a check on the correct action of flying controls, the new aircraft is taxied on a concrete apron for the purpose of checking the brake action. Any tendency to "grab", or any indication of unsynchronised action, is noted, and correction made at the end of the first flight.

At the end of the aerodrome the static r.p.m. is checked by holding the aircraft on its brakes during the run-up. If the engine is up to standard the take-off is timed, and also the climb to 1,500 feet.

It may be necessary to climb well above 1,500 feet to reach calm air so that the rigging may be checked accurately. When calm air is reached, first of all the aircraft is cruised at max. cruising r.p.m. to check the tendency to yaw under free-rudder conditions, the aircraft is then put into a stick-free dive to about 160 m.p.h., by using the elevator trimmer, and the lateral trim is checked.

While still in calm air, the stalling speeds are checked, flaps up and down. At this stage, probably during a loss of height to 1,500 feet, the instruments are checked, also fuel gauges, compass, etc., etc.

At 1,500 feet the aircraft is flown at maximum cruising r.p.m. for about 5 minutes, and indicated air-speeds, oil-pressure, elevator trimmer position, etc. are noted. This is followed by a full-throttle run for about 3—5 minutes, and the air speed is again noted, also maximum r.p.m., oil-pressure, etc.

On coming in to land, the elevator trimmer range is again checked, engine off, and the flap action is noted. On touching-down, the action of the undercarriage is observed, and the brakes are used as fiercely as possible as a check on



Photo "Flight"

THE NEW "AUSTER-AVIS." This splendid new model will be fully described in the May issue.

their efficiency and to help with the bedding-down process. The slow-running is also checked before shutting-off the engine.

If adjustments are required which affect the rigging, it would be necessary to fly the aircraft again, but a fair average is $1\frac{1}{2}$ flights per aircraft.

Occasionally, an aircraft, approximately every fiftieth, is given an additional check, such as a dive to 180—200 m.p.h. I.A.S.

According to the weather suitability, a test may finish up with a loop, a stall turn and some steep turns near the ground. A few aircraft, selected at random, are subjected to slow-flying behaviour tests, including figure-of-eight turns, with flaps down at about 35—40 miles per hour.

Altogether this schedule of tests proves that the aircraft is up to standard in performance and general behaviour, and, therefore, each aircraft delivered is as near perfect as possible. Careful handling and efficient and regular maintenance will enable these well-tested aircraft to give thousands of trouble-free flying hours, and therefore, after the Production Test it is up to you, Mr. Pilot !

Fair stood the Met. for France — by "GRIFF"

TO LAY ON a 1200-mile flight in Europe a month ahead, and to carry it out to a schedule in an aircraft not equipped with radio is, to me, almost a miracle ; but that's what happened.

I wanted to go over to an aerodrome in France called "Passy du Mont Blanc," just under the shoulder of Mont Blanc, and not far from the Italian frontier. To do this I allotted myself three days—one day to go, one day to rest and one day to return. My wife was to accompany me, and we were to bring back with us a woman friend and, as I now know, a vast amount of baggage.

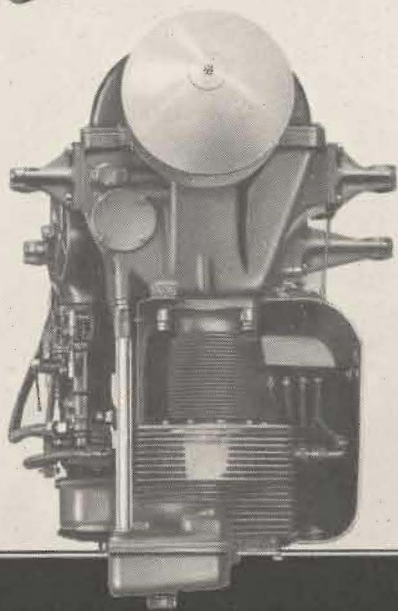
The aircraft I borrowed for the purpose was an Auster Autocrat. My former experience of flying was confined to eleven years in the R.A.F., and this was to be my first civil flight.

With the promise of anti-cyclonic weather for the whole route, we left Panshanger at 0800 D.B.S.T., on a Wednesday morning, and averaged 90 m.p.h. to Lymgne. Here the real pleasure of flying small civilian aircraft was brought home to me, for at Lymgne there are no runways, and I had no radio, and I was able just to please myself about landing. It was grand to get back to that old-fashioned system where you look at the windsock to get the wind and then you try and land up-wind like the birds do.

I taxied up to the customs shed just eight minutes before opening time. By 0900 hours we had emptied the aircraft and had our bags on the tables ready for inspection. I had timed my arrival nicely in order to get an early start for Le Toussus (Paris), for the customs at Lymgne are only operational from 0900 to 1630 hours daily. At 0930 hours our bags were still on the tables waiting for the customs to arrive. It was not until 0942 that the customs officer put in an appearance. He had unfortunately had a car breakdown on the way from Folkestone, and, although we were cleared as rapidly as possible, we did not get away until 1000 hours, half-an-hour late on schedule.

My Shell Carnet was not valid for use in England, but Fields Air Service topped up the tanks without demanding

Cirrus Major



SERIES II
150 h.p.

SERIES III
155 h.p.

BLACKBURN AIRCRAFT LIMITED

BROUGH, E. YORKS.

TELEPHONE: BROUGH 121

coupons. They are apparently allowed to issue petrol to aircraft without coupons, but only if they are going foreign.

We flew from Lymgne to Paris *via* Cap Gris Nez. Our indicated air-speed was a steady 80 m.p.h., and this gave us a ground-speed varying from 76 to 83 m.p.h. As the day was yet young, only 0800 G.M.T., I flew all the way at 2000 feet, which height is just low enough to appreciate the bombing between Cap Gris Nez and Abbeville. I knew that as the day got warmer I should have to fly higher to avoid turbulence, for my wife had only accompanied me on the guarantee that there would be no bumps.

The less said about the landing at Le Toussus the better. Anyway the third one was good. It had taken us just two hours from Lymgne to Le Toussus. I was not familiar with French civil aviation, and so I was quite impressed when a *jeune fille* took me in hand and showed me the various offices, security, customs, met., clearance, etc. After a comparatively long flight no pilot is more than 40% mentally efficient, and I thought that this girl was all part of the airport service. In fact I began to think that French civil aviation had got something. I parted with five francs to the *Douane* for a stamp, and then another man extracted 40.5 francs from me and gave me a receipt labelled "Quittance" finally the *jeune fille* extracted an official-looking receipt book from her pocket, and after a preliminary conversation about landing charges in England, informed me that I owed her 300 francs. In all innocence, thinking that these were landing charges I paid her 300 francs. It wasn't until later that I noticed that the receipt was a perfectly plain one without any heading, and when I found that I was only charged 45 francs for landing at Dijon I realised that I had been taken for a ride. I felt particularly sore about it, for after parting with the francs to her I had only 150 francs left. Now it probably sounds crazy going to France with an aeroplane for three days with only 500 francs, but I had some money at Chamonix which I had left there last time I was over, and a lot depended on my getting to Chamonix that night. I had visions of having to contact Max Intrator at Dijon, but, thank goodness, the landing charges were within my capacity to pay.

On to Dijon with "Griff" will appear in next month's issue.

Way of the "Stars"



WHAT IT WAS Cyril Cusack said to raise the smile on Rex Harrison's face does not appear in the caption accompanying this picture.

This is a "shot" taken of these two stars and the "Auster Autocrat" appearing in the 20th Century production of Galsworthy's "ESCAPE."

Autocrat in New Guinea

A REPORT RECEIVED FROM OUR AUSTRALIAN CONCESSIONAIRES,
MESSRS. KINGSFORD SMITH AVIATION SERVICES :

The AUTOCRAT was assembled in our workshops, and subsequently flown over 2000 miles to Wau, New Guinea, in two and a half days easy flying; the average cruising speed being over 100 miles per hour.

This aircraft is being used for general charter and freight work in the mountain country of New Guinea, and is lifting over 600 lbs. of freight constantly from aerodromes at least 3500 feet above sea level.

New Guinea is an ideal testing area of the capabilities of any aircraft, and probably no more arduous conditions could be found elsewhere in the world. High temperatures and humidity, plus very rugged terrain and awkward airstrips combine to make flying a somewhat hazardous operation, even under the best conditions.

The owner pays glowing tribute to the performance of the AUTOCRAT under these conditions, and we quote a sentence from a recent letter as follows—"The aeroplane is very ideal for charter and freighting, and I would be unable to suggest any light aircraft to compare. I am a satisfied, and in fact delighted client, with complete faith in an aeroplane which could not be too highly advertised"

We can only say that all who have seen and flown the aircraft are amazed at the remarkable performance and more than pleased with the general finish and trim.

It makes you think

A REPORT STATES that five million trees have to be cut each year to supply the plywood used in aircraft construction.



Approach

Auster News brings to you approach photographs and useful data concerning popular airfields.

No. 1. REARSBY, LEICESTERSHIRE

~~COMPASS READING: 330~~ HEIGHT: 100 feet.

LANDING "T" not normally displayed.

HANGARAGE: to accommodate small aircraft.

Servicing and fuel available, Canteen up to 1700 hours.

PARTICULAR LANDMARKS:

White hangar is a clear mark. Wind sock in N.W. corner, Control tower S.W. corner of East hangar.

WARNING:

Power lines parallel with road $\frac{1}{4}$ mile north, height 50 feet.

TELEPHONES: Rearsby 276, Gadsby 271.

DISTANCE by road to centre of Leicester City 9 miles.

TAXI SERVICE arranged on prior notice being given.

CLUB SECRETARIES, BOTH AT HOME AND OVERSEAS, ARE CORDIALLY INVITED TO SEND APPROACH PHOTOGRAPHS AND DETAILS AS ABOVE FOR INCLUSION IN THIS "AUSTER NEWS" DIARY.

Modification

of particular interest
to "Auster" owners

METAL PROPELLORS

THE WOODEN PROPELLER manufactured by the Airscrew Company is the standard fitment to our aircraft, but we have received numerous requests for a metal propeller suitable for the AUSTER AUTOCRAT, and these can now be obtained from us. They are manufactured by the Fairey Aviation Company Limited, and the following improved performance will be obtained :—

12% better take-off.

8% better rate of climb.

3% on the cruising speed and maximum speed.

It will be seen from the above figures that the great advantage is obtained on take-off and climb, and users of the AUTOCRAT from small fields are advised to consider the purchase of a metal propeller, the price of which is £42 ex-works if supplied as a spare, or, alternatively, £22 12s. 6d. if fitted to new aircraft in lieu of the standard wooden propeller.

RETIREMENT OF MR. P. WYKES

MR. WYKES HAS DECIDED to relinquish his full-time duties as a Director of Auster Aircraft Ltd., At the request of his colleagues he will retain the Chairmanship of the Company and his seat on the Board of Directors.

Palmer



“First in
the AIR”

THE PALMER TYRE LTD.
HERGA HOUSE,
VINCENT SQUARE, LONDON SW1

Tabloid Wit

A FOOL and his money are some party.—*National Petroleum News.*

“WHY DON'T YOU settle the case out of court?” said an Irish Judge to the litigants before him.

“Sure that's what we were doin', your Honour, when the police came and interfered with us.”

A PROPAGANDIST is a person with a sense of rumour.—*Courier-Journal.*

“HAVE A GOOD TIME at the party, daughter, and be a good girl.”

“Make up your mind, mother.”—*Hi-Life.*

WEYBRIDGE

FIXED-PITCH PROPELLERS
are a standard fitment
of Auster Aircraft



THE AIRSCREW COMPANY LIMITED
Weybridge, Surrey. Telephone: Weybridge 1600

Transport Safety Record

FROM INFORMATION RECEIVED and dated February 1948, we are able to publish official figures of passenger fatalities and rate of passenger fatalities per 100,000,000 passenger miles.

These figures are based on a report made in the U.S.A., and include private cars and taxicabs, buses, Railways and Air Transport during 1946.

| | |
|------------------------------------|--------|
| Passenger Automobiles and taxicabs | 15,400 |
| Rate | 2.5 |
| Buses | 140 |
| Rate | .19 |
| Railroad passenger trains | 115 |
| Rate | .18 |
| Domestic Scheduled Air Transport | |
| Aircraft | 75 |
| Rate | 1.20 |

These figures are interesting, and deserve prominent mention.

A Safe Bet

MR. ROBERT BROOKES recently wagered his friend, Mr. John Trevor, that it would be cheaper to fly from London to Broom Hall airfield in North Wales in an Auster AUTOCRAT than to go by car. Trevor, in a 30 h.p. car left London and arrived in 9 hours. Brookes in the AUTOCRAT took under two hours. The car took 15 gallons of petrol and $2/3$ d. worth of oil, making a total $34/1\frac{1}{2}$ d. against that of the AUTOCRAT, 14 gallons of petrol and $2/3$ d. worth of oil, a total of only 32/-.

The petrol consumption of Mr. Brookes's aircraft appears, from these figures, to be slightly on the high side, but even so he found it cheaper without even considering "time is money," Surely Mr. Brookes enjoyed the journey and his short stay at Pwllheli more than his car-riding friend!

STOP PRESS

BASIC PETROL: By the time you receive this we shall all know a little more about it. Maybe.



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ENGINE OILS

are **solely** recommended
by the Auster Aircraft Ltd.

CONSULT MAINTENANCE HANDBOOK
FOR GRADE

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