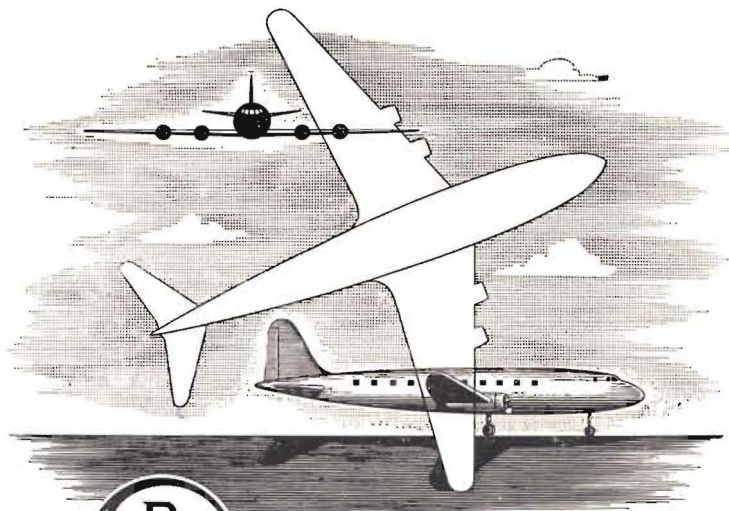


# AIRCRAFT

*News*

JULY · 1951





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# AIRCRAFT NEWS

published by AUSTER AIRCRAFT LIMITED

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

JULY, 1951

## Editorial

IN LAST MONTH'S ISSUE an announcement was made concerning Wing-Commander Zahir Ahmed's departure from Croydon on a 5,000-mile flight by Auster AIGLET to Lahore. In this issue readers will learn that the journey was completed safely, according to schedule, and without any trouble.

A feature of this long-distance flight and previous Auster flights of a similar nature is that the individuals concerned are most unassuming people, who never seem to regard their feats as anything out of the ordinary. Wing-Commander Zahir Ahmed and others who spring to mind, such as Mr. and Mrs. C. H. Perrem, Mr. J. W. Collins, Captain F. J. Terry and Mr. K. C. A. Riley, are all of the same modest manner. They are individuals who, in a crowd, would be among the very last to be picked out as "flying types."

It is people such as these who respect light-aircraft flying for what it is—an asset which can be used equally well for pleasure or business—and they are to be respected for their quiet, unobtrusive method of educating the public in the use of this particular category of aviation.

The Press is most welcome to utilise subject matter from the *Aircraft News* in whatever manner it may desire with or without acknowledgement. The Editor will also be pleased to be advised of any items suitable for inclusion in a future issue, and to receive photographs of Austers and those who fly in them.

# Transport by Air—of Aircraft

READERS WILL ALREADY be well aware that Austers can, and have been, fitted with equipment for making announcements from the air direct to the ground, through the medium of a microphone and amplifying units within the aircraft. Installations have also been completed whereby messages are recorded (prior to take-off) on a wire- or tape-recorder unit, to be "played back" from the air to the ground through amplifiers.

On civil aircraft the loudspeakers are normally mounted one beneath each wing. A similar installation has recently been fitted into a military Auster Mk. 6, but the arrangement of the equipment was varied somewhat, and the speakers, of which there are three, were mounted within the rear cabin and fuselage.

After tests were completed at Rearsby the Mk. 6 was dispatched to Singapore, to join other Austers which are already giving sterling service there in many roles. The aircraft was flown from Rearsby to Wymeswold, where it was partially dismantled, loaded into a *Valetta* and flown to Singapore. The fact that an Auster can be so easily



*The Auster Mk. 6, partially dismantled, beside the Valetta at Wymeswold Aerodrome.*



*The Auster fuselage being manhandled into the fuselage of the Valetta.*



*The Auster almost "swallowed."*

dismantled and freighted in such a manner is a big asset, which could obviously prove extremely useful on occasions. Already Austers have been stowed, completely assembled, on the deck of very small vessels for sea transportation, so it is clear that these aircraft present no difficulties if their speedy movement from one sphere of operations to another is required.



*The crew of the Valetta just prior to take-off for Singapore.*

Left to right, Fl./Lt. A. R. Armstrong (Flight Engineer), Fl./Lt. A. Hughes (Signaller), Fl./Lt. R. W. Young (Navigator) and Fl./Lt. J. W. J. Ingram (Pilot).

\* \* \*

OCCASIONAL FLASHES OF SILENCE make conversation perfectly delightful. *Sydney Smith*

\* \* \*

CHILDREN'S CHILDREN are the crown of old men and the glory of children are their fathers. *Solomon*

\* \* \*

THE SECRET OF COMFORT lies in not suffering trifles to vex us and prudently cultivating small pleasures, since few great ones last long. *Aughey*



# AUSTER SERVICE BULLETIN

Auster Aircraft Limited  
Rearsby, Leicester, England

July, 1951  
Issue No. 20

## All Civil Austers METAL PROPELLER

ON SEVERAL AUSTERS fitted with a metal propeller and flown in to our Works, it has been found that the metal propeller has started to corrode. It is therefore recommended that the propeller always be kept lightly oiled, by rubbing over with an oily cloth.

### Auster J1B Aiglet, J5B Autocar and Series J5 FILLING OIL TANK

OWNERS AND OPERATORS of these types of aircraft should note that the oil tank must not be over-filled, since all excess oil will be breathed out and come up through the floorboards, etc.

### Auster J1B Aiglet, J5B Autocar and Series J5 EXHAUST SILENCER

WHEN THE ENGINE of the above types of aircraft is fitted with an exhaust silencer it is strongly recommended that a deflector plate be fitted beneath the fuselage. This will prevent exhaust gases impinging upon the undercarriage shock-absorber cords and will thereby considerably lengthen their life. A deflector plate already forms an essential part of the Auster long-range fuel system, and it is this same deflector plate which can be fitted to advantage on the aircraft mentioned. The deflector plate, Part No. J.12612, costs 6s. 3d. ex works.

### Auster J5B Autocar FUEL SYSTEM WATER TRAP

THE AUTOCAR MANUAL OF INSTRUCTIONS points out the existence of a water trap at the lowest point of the fuel system, near the port jacking tube, and which is accessible from beneath the underside of the front fuselage. Attention is drawn to this item since it is felt that operators may not be aware of

its existence. It is recommended that on new aircraft any moisture be drained from the water trap by removing the trap (with the fuel cock *off*) after the first ten hours' flying, and that subsequently this be done at least after every fifty hours' flying. It is emphasised that a spanner must be held on the fixed union at the base of the plug to prevent it rotating. When the plug is removed it is advisable also to switch each tank on momentarily to flush the system.

**Auster J1B Aiglet and J5B Autocar**  
**CARBURETTOR HOT/COLD AIR CONTROL**

PILOTS OF THE ABOVE AUSTER TYPES are reminded that they should always use *hot* air to the carburettor when flying below full throttle conditions.

**All Auster Types**  
**UNDERCARRIAGE ATTACHMENT BOLTS**

INSTANCES OF OVER-TIGHTENING of the undercarriage bolts are still being found by our Service Department. This causes cracking of the undercarriage gusset plates, so we would stress again to operators the importance of our notes on this subject which were given in Service Bulletin No. 19.

**Auster Model D and Series J4**  
**OIL PRESSURE**

AS QUOTED on Air Ministry Technical Certificate, reference AD/15, it should be noted that the oil pressure for Cirrus Minor I aero-engines should be from 25 to 35 lbs. per sq. in. The engine manufacturers have accordingly amended their literature from the 30 to 35 lbs. per sq. in., originally stipulated.

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**WINGS**  
**DAY**

SATURDAY, SEPT. 15

**Give for  
those  
who Gave**





## Auster Personalities

### No. 10. MR. A. HARRISON

WAY BACK BEFORE THE 1939-45 WAR, Arthur Harrison, sometimes known as the "Flying Insurance Broker," and whose activities in the aircraft insurance world are somewhat extensive, decided that he would prefer a light aircraft which would be suitable for getting in and out of small aerodromes and fields. With the growing interest and continually increasing number of aircraft insurances, he realised that the necessity of visiting the various policy-holders throughout the United Kingdom was vital to the services given by the firm, and the machine he was flying at that time had a high landing speed.

After intensive enquiries and after trying almost all makes and types, he contacted Auster Aircraft Ltd., by telephone. To his great astonishment, they immediately said, "Right! We will send one over for you to see. Do you want to see it to-day?" However, they eventually flew one over the next day to Castle Bromwich Aerodrome.

The aircraft in question was a Taylorcraft Plus two-seater cabin monoplane, powered by a 55 h.p. Lycoming engine, with full wheel dual control; the registration number of the machine—G-AFUA. He eventually purchased it, and it was delivered on the day that Elmdon Airport opened in 1939, which he believes, was July 7th. This being the first Auster to come to that part of the Midlands, it was the object of great interest. It was used by him in the two months before the outbreak of war, when civilian flying ceased, for visiting all the various small aerodromes and fields where owners insured their aircraft with the firm of J. A. Harrison (Brokers) Ltd. In several cases the policy-holders had their own small flying grounds, and when he used to visit them, they were astonished at the small run which the Taylorcraft needed for landing and take-off.

After the war this particular machine was again given a C. of A. overhaul by Austers, and private flying commenced in January 1946. Accompanied by his friend, Percy Lane, Mr. Harrison visited nearly every airport in England and Wales, including the Isle of Wight, and they have made several trips abroad. However, Mr. Harrison changed the machine, and the one now in use is an Auster Mark V., registration number G-ALFA.

The firm insure approximately one hundred aircraft, both for airlines, clubs and private owners. The Austers are more numerous than any other make and, incidentally, the type that has given the biggest underwriting profit (due to ease of repair, freedom from vices and its having a wide safety margin).

In numerous cases where there have been aircraft accidents and Mr. Harrison's firm has been notified, the Auster has taken a representative to the scene of the incident, sometimes within three or four hours of the occurrence, and always without any trouble whatsoever. Incidentally G-ALFA did the fastest lap in the Grosvenor Cup air race of 1949, held at Elmdon Airport.

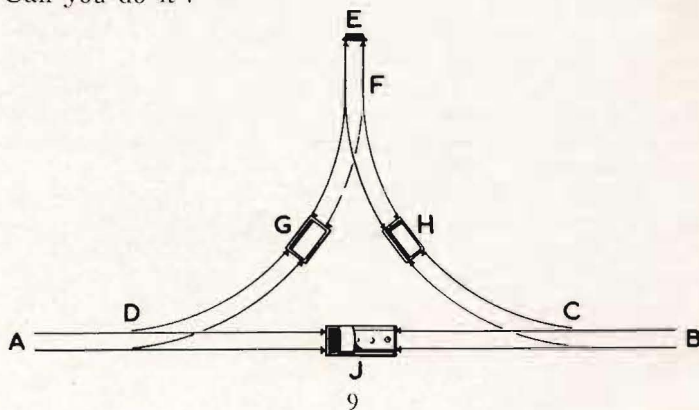
One amusing incident Mr. Harrison can bring to mind was when he landed alongside one of their policyholders who had unfortunately just hit an obstruction on the aerodrome. The policyholder was flabbergasted to think that his insurance brokers should be on the spot to give instructions for repairs before he had even climbed out of the machine !

Referring to the accident record for Auster aircraft during the five years of underwriting from 1st January, 1946 to the 1st January, 1951, Mr. Harrison's personal opinion is that all the claims they have paid have been due to human element and that in no case can he truthfully say the accident occurred through mechanical failure.

## Puzzle Corner

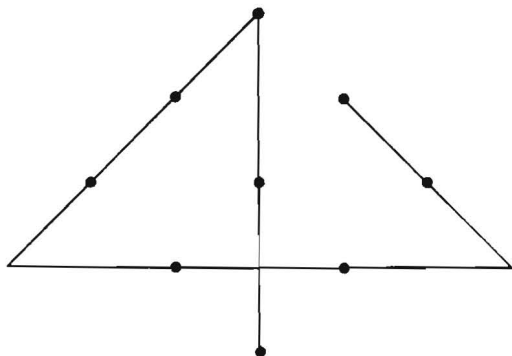
### ANOTHER TEASER

A-B represents the main-line of a British Railways single-track railway, D-E and C-E are sidings, and E-F is a length of the siding track just large enough to receive *one* truck but *not* a locomotive. G and H are trucks located one on each siding and J represents a locomotive on the main-line. Now, for some reason or other, British Railways want to reverse the position of trucks G and H and finally to still have the locomotive on the main-line. British Railways, by carefully shunting the trucks backwards and forwards with the locomotive, eventually completed the job, even though the length of track E-F was not large enough to receive the locomotive. Can you do it ?



## A SOLUTION

DID YOU JOIN the nine dots by using only four straight lines as specified in last month's issue? The solution is really quite straightforward—when you know how—as can be seen in the following sketch.



## A Suggested Civil Defence Air Wing

THE AIR LEAGUE OF THE BRITISH EMPIRE is urging that the early formation of an Air Wing is an essential necessity for the Civil Defence Organisation, and to this end it has sent a memorandum to the relevant Ministers.

Recognising that in the face of a heavy air attack the maintenance of essential communications would become of primary importance, the Air League presses for a fully trained and equipped Air Wing of the Civil Defence organisation which would be available to operate immediately after the first air attack. This Air Wing must have been trained in peacetime in conjunction with the ground forces with which it would co-operate in war.

Pilots could be recruited from ex-R.A.F. pilots who are above the age limits for other wartime flying activities and from members of the Flying Clubs. It is suggested that sufficient aircraft would be stationed in peacetime at the existing Flying Clubs and Reserve Flying Schools to provide the necessary flying practice for pilots. The Clubs could be paid at an agreed rate for the use of these aircraft and for their maintenance.

## 5,000 Miles in an Auster

SINCE THE LAST ISSUE OF *Aircraft News* went to press a communication has arrived from Wing-Commander Zahir Ahmed, Chief Flying Instructor of the Northern India Flying Club, Lahore, stating that his flight from England to Lahore in the Club's new AIGLET was completed satisfactorily according to schedule.



*Wing Commander Zahir Ahmed (right) with Mr. Abdul Raschid Raja (Chief Engineer of the Northern India Flying Club) and one of the Club's Austers—a Mark 5.*

This successful flight is another good example of the Auster's capabilities, and additional proof that distance is no object.

Wing-Commander Zahir Ahmed writes :—

“Throughout the trip the aircraft behaved exceptionally well and there was no trouble. I flew most of the time at about 7,500 feet above sea level, and flying at this height at 2100 r.p.m. I was getting a true air speed of 112 miles an hour. Fuel consumption was six gallons per hour and oil consumption one pint per hour. The times taken for the flight were as follows :—



Croydon to Toussus-le Noble	01.50 hrs.	
Toussus-le Noble to Lyons	02.20 hrs.	Night stop
Lyons to Cannes	02.05 hrs.	
Cannes to Rome	03.20 hrs.	Night stop
Rome to Brindisi	02.45 hrs.	
Brindisi to Athens	03.40 hrs.	Night stop
Athens to Rhodes	02.35 hrs.	
Rhodes to Beirut	04.30 hrs.	Night stop
Beirut to Damascus	00.35 hrs.	
Damascus to Baghdad	04.05 hrs.	Night stop
Baghdad to Abadan	02.30 hrs.	
Abadan to Bahrein	02.50 hrs.	
Bahrein to Sharjah	03.00 hrs.	Night stop
Sharjah to Jiwani	03.45 hrs.	
Jiwani to Karachi	03.00 hrs.	

"After staying a few days in Karachi for the purpose of demonstration of the aircraft, I left for Lahore and flew without landing at Multan in 05.45 hours. The distance *via* Multan is 640 miles.

"The aircraft has received all-round appreciation, particularly for her aerobatics and lightness of controls."

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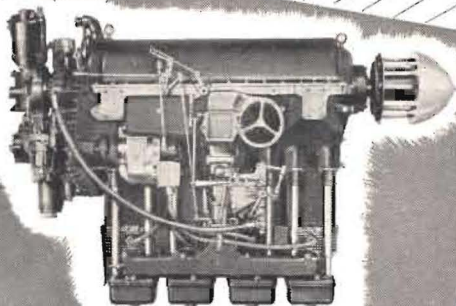
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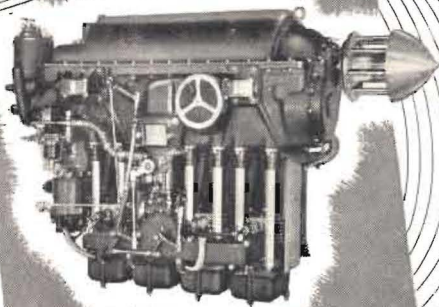




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