

AUSTER NEWS

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Vol. 5 : No. 6

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electrical equipment for aircraft



PERHAPS the biggest advantage held by aircraft over ground transport is their benefit as time savers. The ever quickening pace of industrial development throughout the world continually calls for faster communications and increased travel facilities. It is now an established fact that more people cross the Atlantic by air than by sea, and the obvious reason is that more time can be spent at the preoccupation, be it pleasure of business. Such is the rate of progress, that the speeds of transport aircraft are now four times greater than they were thirty years ago when the air lines were distinctly embryonic.

High speeds however, are not essential for the operation of all types of aircraft—as in the case of light planes. Here is a branch of aviation that in the post war years has slowly changed its course from providing a pleasureable hobby for enthusiasts, to becoming an essential part in the industries of the World. The light aeroplane's reliability and low operating costs have done much to further this trend, which may well be the start of a revolution in the ownership of light aircraft by progressive business houses.

To the layman the work potential of an Auster may appear at first sight to be of a minor quantity, but a little further investigation proves just the opposite. The transport of executives and salesmen ranks highest in importance with

company owned aircraft. The consequent saving of time must amount annually to a considerable figure not to be dismissed lightly, as executive labour is the most valuable in any business.

A large organisation in the north of England recently overcame a parallel problem when they found that local road traffic conditions were having a serious effect upon the business routine of their executive staff. The problem has been met and mainly solved by the purchase of an Auster, which will be operated from an airfield close to the company's factory, and carry their staff between sister companies unhampered by traffic problems.

Another company, as we mention in this issue, solved a time problem of a different nature also by the use of an Auster. The company, making sub-assemblies for television sets found that by employing a light plane to transport its daily output, prevented the disruption of the main assembly lines (some 30 miles away) by saving only 45 minutes on the journey. This is perhaps an odd case but it is nevertheless an indication of the unique advantages of the light plane.

Cover Photo

Seen making a straight and level run across an Isle-of-Wight beach is the hydro-ski equipped Autocar referred to on page 2.

A New Role for Austers

FOLLOWING extensive model tests in their free launching tank, Saunders-Roe, Ltd., have been successfully using an Auster Autocar fitted with hydro-skis for research purposes. An aircraft so equipped is sometimes called pantobased because of its ability to operate from any type of surface. The skis are attached to the normal undercarriage with the main wheels protruding through the skis, permitting the aircraft to take off from sand, shingle, concrete slipways, etc., the rest of the run to take off being on the surface of the water. When on water, buoyancy, or lift, is obtained from the pressure on the skis when planing, this is achieved at an acceptable taxiing speed. As can be appreciated to allow the forward speed to drop below this acceptable limit, would cause the aircraft to sink.

The use of the Autocar for this purpose is associated with the development of hydro-ski equipped high speed fighters.

During early low-speed trials on water, wing tip buoyancy tanks (see cover picture) were fitted to the aircraft as a means to prevent, or at least delay, the sinking of the aircraft should anything untoward happen. However, the behaviour of the Autocar soon proved that the tanks could be dispensed with. It is interesting to record that this method of take-off has been used occasionally for a considerable number of years by light aircraft using normal snow skis. Bush pilots in Canada for instance, have made use of small stretches of ice adhering to land, and by starting their take-off run on the ice and continuing on water have gained appreciably the necessary space for take-off.



A neat two pointer and the Autocar prepares to taxi, or is it ski?



Take-off from land is also possible as the main wheels protrude through the skis.

Learning to Fly* by "STUDENT PILOT"

AN ESSENTIAL stepping-stone in the path towards the acquisition of a student pilot's licence is a medical examination. It is laid down that all flyers—students or otherwise—shall present themselves before a qualified medical practitioner, so that an assessment can be made as to whether their physical and mental states are sufficiently normal for them to be allowed to have control of an aircraft in the air.

Until this examination has taken place and the results have been approved by the medical branch of M.T.C.A., no licence can be issued. It is, therefore, most important for all pupils to arrange for their medicals at an early stage in their training. In this way they can make sure that—

no matter how good or bad they may be handling the controls of an aircraft—they are considered fit and proper persons according to certain medical standards. I have had my own medical examination and have received notification from the Ministry that I am considered normal enough to be issued with a student pilot's licence. All I have to do now is to satisfy my instructor that I can fly without his aid.

Any qualified doctor is authorised to carry out the examination but every examinee must take along with him a copy of M.C.A. form 541. This is a special form with a questionnaire which has to be filled in by the applicant. In it he has to say whether he has ever suffered from growing pains, nausea on swings, roundabouts or scenic railways, any mental trouble (who

* With acknowledgments to the Editor of "Over to You."

hasn't?) and a host of other things from asthma to bladder trouble. I was able to make my appointment with a doctor who has a special professional interest in aviation, in so much as he deals with the fitness of airline pilots. He is also a licenced pilot himself so that I was in expert hands. I was also able to learn something about the interesting and specialised field of Aviation Medicine.

I was rather doubtful as to exactly how I should answer two of the questions on my form. I suffer a little from indigestion and very recently have had my eyes tested and been recommended to use glasses for reading. The indigestion seemed rather trivial and yet on second thoughts I felt that the powers that be must have a perfectly good reason for wanting to know whether I suffered from it. And so I answered this question in the affirmative, I felt that the wearing of glasses for reading was a more serious matter. And yet if I had undergone my examination only a week earlier, I could without a qualm have put down that I did not wear glasses at all—even though I obviously needed them. As it was, I admitted to the wearing of optic aid. Actually any fears which I had in this connection were soon put to rest as the sight test was the second one which I received. The first test proved that my kidneys were free from whatever they should be free from. When it came to the sight test, I was not only able to read the smallest test letters on the chart, but also the chart reference number and the printers' name. There was, however, more to the eye test as I will describe later.

In the consulting room I was asked to strip to the state where only my mother would have recognised me and in this state the doctor put on his headphones (technically known as the stethoscope) and listened out to my various internal functions. To those of my acquaintance who have always felt

that I am completely heartless, I can now say "Boo"! The doctor can definitely prove that I have got one after all. Having satisfied himself that I was not afflicted with varicose veins and that hernias did not exist, the doctor asked me to recline on a couch while he tested my stomach and ribs to see whether they were normal. Then came the second part of the eye test. The medica drew a pencil slowly up to and away from the front of my nose—first with each eye covered in turn and then with both eyes free. I was being tested to see whether my eyes moved normally in all directions and also to ascertain my field of vision and also to confirm that my eyes converged correctly, a most important attribute where landing is concerned. The colour test followed in which I had to pick out camouflaged numbers on various cards. I am sure that only a good sighted chameleon would have got right the two on which I was wrong.

The next test made me think of a well-known Shakespearian quotation: "Friends, Romans (and private flyers) lend me your ears!" This was where the instrument with the light inside came into operation and when the doctor made a minute inspection of the state of my ear-drums. But just in case there was any doubt about my hearing pieces I was also treated to a note on the tuning fork. It seems that my sound boxes are well preserved. They ought to be, mind you, because I have treated them well. I have never listened in to jazz, Frankie Lane or bagpipes. Although I must admit that on occasions I have been uncomfortably near to screaming jets.

That's just about all that I can tell you about my own medical. I would sum up the situation by saying that the examination is both thorough and practical in view of the considerations involved. Providing that one is normally healthy and free from any serious physical defects, one need have

no fear about passing it. There may however, be some would-be aviators who are not so fortunate as to be one hundred per cent. physically normal and feel that some defect or impediment might prevent them from being passed as fit to fly. And so while I was dressing I put this point of view to the doctor. I started off by asking him what were in fact the most important physical factors. His reply was interesting. He did not say as I had thought that he might, "that obviously one must have arms, legs, hands, etc., that are able to function without hindrance," In stead, he told me that the prime consideration was to make sure that each individual was in a fit enough state to exercise the privilege of his or her licence. In other words one's limbs must be capable of carrying out the movements which are needed to control an aircraft in flight. One must also, of course, be in full possession of one's mental faculties and have proper co-ordination of mind and muscle.

I mentioned the handicap which that heroic flyer Douglas Bader had overcome in being able to fly even fast fighter aircraft without his own two legs. It was pointed out to me—quite rightly I thought—that this was a case in a million. Few individuals indeed could overcome such a handicap and his case was certainly the exception rather than the rule.

But the doctor saw what track I was on and turned from the exceptional to the ordinary. "Take your own case," he said. "You were rather concerned that because you now had to wear glasses you might not be considered optically fit to fly. My concern is not that you find it more comfortable to read a newspaper with glasses than without but that your vision without aid is good enough to enable you to map-read, to see the instrument dials clearly and to be able to tell whether you are coming up on the Eiffel Tower or St. Paul's Cathedral. Or to put

it another way, suppose your sight was such that you had to wear glasses to do these things. You might one day find yourself in the air having left your 'specs' on the bar counter. Or what if you had taken them up with you and they had fallen off and got smashed? I have to be sure that you could carry on without undue hindrance and not be groping about trying to distinguish Surrey for Sussex on the map reference."

Hearing is also of prime importance. Apart from the fact that it is always comforting to hear whether the engine is working, one must be able to hear conversation above engine noise and other rattles. I am not referring to the Auster, which to my mind is the quietest and most rattle-free light aircraft I have ever flown in. Some types in which I have been a passenger, however, would drown the loudest shout, and in these days of radio aids it is obviously essential that the hearing should be sufficiently sensitive to be able to interpret the variety of voices and noises that come into the headphones. As the doctor put it: "I am not concerned whether you can hear you wife say 'this dress is getting a bit shabby,' I am concerned as to the state of your hearing with regard to flying."

This reminds me of a story of the pupil and the instructor about to practice some take-off's. It was a lovely sunny morning in April and as the aircraft, in the hands of the pupil, was moving for take-off the instructor sang out, "Spring in the air, Eh!" The next thing the pupil knew, he was being torn-off a most momentous strip for trying to do a catapult take-off with ground speed of only some 20 m.p.h.! Poor chap, he did not have sufficiently sensitive hearing to catch the inflection between "Spring in the air, Eh!" as an order or a question. In every other respect he was very sensitive.

Getting back to the term "Fit and

proper state to exercise the privilege of your licence," there are for instance some folk with limbs missing who would be able to pass the test without undue trouble. One could be minus a finger or toe, answer "Yes" to growing pains or constipation, find it more convenient and comfortable to breath through the mouth instead of the nose, experience a bit of lumbago or a twinge of rugger knee. These conditions could prevent a clean bill of health in so far as a licence is concerned but the only way to find out is by going to a doctor because he alone will be able to assess whether such physical defects are in fact of such a nature as to prevent proper control during flying. Obviously a great deal depends on the position and severity of the defect. Some people have never seen a dead donkey, which is my way of drawing your attention to fact that very few people, if any, have ever seen a "one-eyed pilot" (at least not physically). This obviously would be an insurmountable handicap affecting the judge-

ment of distance, which is of vital importance. On the other hand a missing digit might not have the least adverse effect, in fact during the course of my instruction I have been told by my instructor that one of my fingers was missing—I'm glad to report it is back where it should be now.

My advice to those who are about to take up flying, is to get the medical over as soon as possible, after deciding to go on to the student pilot licence stage. To those who feel they may have impediment that might exclude them from flying solo I would suggest you let a doctor decide. Because the normal G.P., who is probably your own doctor, is unlikely to have any special experience of the particular considerations affecting medical fitness to pilot an aircraft, I would strongly recommend an appointment being made with a medico who can carry out the examination with specialist knowledge. I dare say the club secretary can put members in touch with the right doctor.

ELSTREE STORY

IN 1954, 2,609 hours were flown by members of the Elstree Flying Club—233 more than in 1953. These figures are given in the latest Newsletter from the club written by their C.F.I. and Manager, David Ogilvy. In an amusing style, Mr. Ogilvy goes on to say that the Lennox-Boyd Efficiency Trophy won by Elstree now takes pride of place amongst the other trophies in the club's lounge for all to see.

Offering seven aircraft to members including three Auster Autocrats, Elstree have set a target of 2,600 hours flying for this year and given good weather they hope to pass this target by a considerable margin. It is also hoped that they will be able to send an aircraft to every flying club meeting in the U.K. throughout the year.

The Newsletter also contains an

appeal to club members to return seat cushions to the Briefing room after use!—quite a luxury version. Finally, David Ogilvy reported that on a particular day recently when snow covered their aerodrome and more was falling creating very poor flying conditions, an aircraft from another club, near Elstree, appeared on their circuit and flew past his office window wagging it's wings in a very cheeky manner showing that *they* were not chair-borne owing to the weather. Elstree do not mention whether they shot it down or not.

* * *

GREAT ABILITY without discretion comes almost invariably to a tragic end.—*Gamberta.*



THE WORLD'S BIGGEST SPRAYER

THEY SAY that everything big comes from America, apart from having the world's longest river and tallest building, it is also true that the largest spraying aircraft in the world is American owned.

Late last summer in Michigan, it was discovered that hordes of Gypsy Moths were threatening the destruction of many trees around Michigan's capital. The scale of the attack was such, that control by ground borne spraying would prove ineffective, harrassed pest control officials therefore contacted Central Aircraft of Yakima—reputed to be the world's largest aerial contractor. After a quick survey by their operations manager, Central Aircraft decided that something more than ordinary sized sprayers was required. With typical American enterprise plans were immediately made to use a B17 Flying Fortress—veteran bomber of the last war. Tanks to hold 3,000 (U.S.) gallons of insecticide were installed and spray booms fitted below the wings. The maximum load carried at any one time was 2,800 (U.S.) gallons of insecticide, which was applied at a rate of 1 pound of D.D.T. in 1 gallon of oil per acre.

The spray booms gave an effective spray swathe of 450 ft. when the aircraft was flying at a height of 200 ft. Uninformed local residents were staggered during the initial phases of the operation when they saw the B17 flying

between buildings—which was often found necessary. The actual spraying operations were completed in five days, during this time over 59,000 acres were treated—undoubtedly a record.

The operations proved very successful and an interesting by-product was the control of mosquitoes and house flies, normally serious pests in the area.

AUSTER ON THE BRAIN?

A LONG TIME ago we reported in the Auster News the discovery of an unknown lake in New Zealand which was eventually called Lake Auster. We now present—with mixed feelings—a newly discovered town on the Norfolk coast. A reader sent us an envelope posted in London bearing the following address:

Denis Thew, Esq.,
68, High Street,
Auster-on-Sea,
Great Yarmouth.

... obviously written by one Auster pilot to another Auster pilot about Austers? Mr. Thew, incidentally, was the "Jockey" who landed his Auster on Deauville racecourse a few minutes before the start of the big race. (Vol. 5, No. 4 issue, Auster News).

AIR TRANSPORT PREVENTS T.V. DELAYS

THE PUBLIC demand in Britain for television sets has now reached a record level and is straining that industry's production capacity to it's limits, the



Mr. A. T. Izzard, managing director of Broxlea Products Ltd. (right), supervises the loading of television set sub-assemblies into the Auster Autocrat. Handing the prized produce into the cabin is Leslie Izzard who served with the R.A.F. in the war and was awarded the D.F.M.

photograph here sheds an interesting light on the organisational problems with which manufacturers are confronted.

Broxlea Products of Herts., have been employing an Auster J1 Autocrat to transport sub-assemblies from their factory to a leading manufacturer, located not more than 30 miles away from Broxlea works. This was to avoid a complete interruption in the flow of T.V. receivers on the main assembly lines.

In this instance the saving of 45 minutes by using air instead of road transport compensated many times over the cost of hiring the Auster.

A SAUCER—OR A FLUKE?

A PICTURE that has been reproduced in a number of national magazines is printed below. It is suggested that it is a flying saucer, the connection with Austers being that it was taken from an Auster by Mr. L. Ash Lyons, a professional aerial photographer. Mr.

Lyons says that the picture and negative have been inspected by experts, and the negative is unretouched.

Photographic details:

Exposure—1/300th of a second.

Camera—Williamson F.24.

Film—Ilford H.P. Aero Film.

Aperture—f5.6.

Without comment we ask readers for their theories.

(See photograph on page 14).

AIR O.P. TROPHY WON BY 664 SQUADRON

COMPETED for annually by Air Observation Post Squadrons throughout the country, the inter-squadron efficiency trophy has been won this year by No. 664 Air O.P. Squadron, based at Hucknall, Notts. The trophy was presented by Air Commodore, the Duke of Portland, at Hucknall aerodrome on January 23rd to Major John Eaton, 664 Squadron's C.O. Having been in command for three

(Continued on page 15)

A c c e s s o r i e s

for

A U S T E R

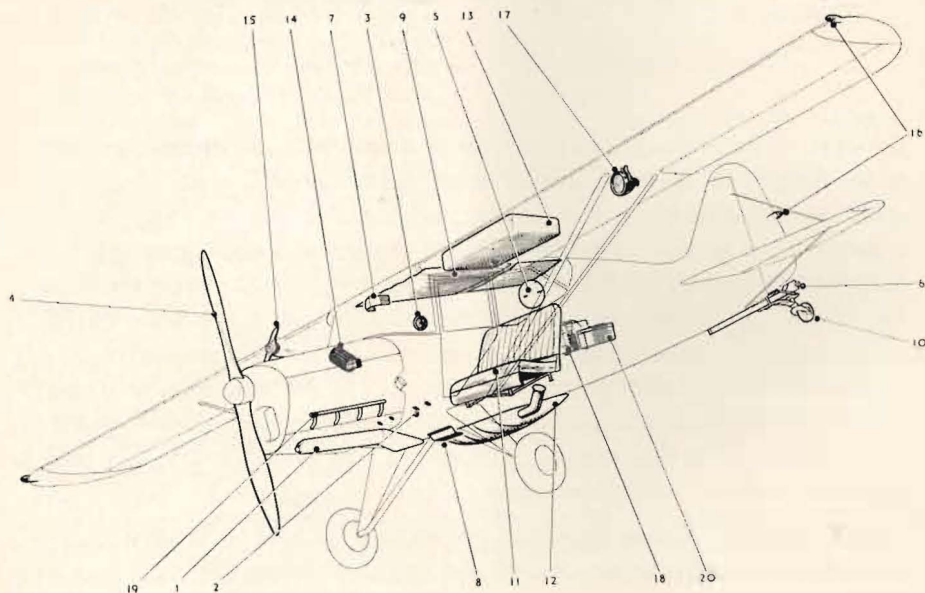
A i r c r a f t

PARALLEL TO the production of new types of aircraft constant attention is given to the design and supply of accessories for Auster aircraft. Many accessories are available and are intended to either increase the usefulness and profit making capacity of the aircraft, or to provide extra comfort and simplify flying. We have therefore detailed these in the following pages to provide an easy reference for owners. As can be appreciated all the accessories are not suitable for installation in every type of Auster, so, included in the list are columns specifying the types of aircraft to which particular accessories can be easily fitted. Adjacent illustrations are provided to indicate the approximate position of the accessories when installed. The crop spraying, crop dusting, and ambulance kits have been separately dealt with to avoid confusion.

Further details of these accessories may be obtained from the Service Department, Auster Aircraft Limited, Rearsby Aerodrome, Leicester, England.

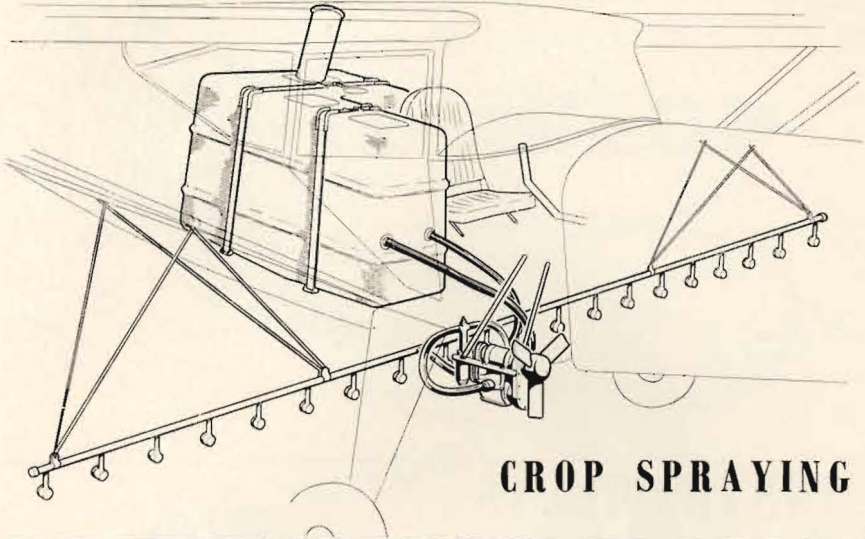
MISCELLANEOUS & ELECTRICAL Equipment

EQUIPMENT	TYPE OF AIRCRAFT
1. Silencer	ALL TYPES except J2
2. Dual Brakes	J5B, J5G, J5F, J5K, J5L, J5P
3. Ventilators	ALL TYPES
4. Propeller-metal	ALL TYPES except Mk's. 4, 5 & J2
5. Camera Side Window	ALL TYPES except J2 & J4
6. Glider/Banner towing hook	J1 & Mk. 5
7. P12 Type Compass Sun Cover	ALL TYPES
8. Shock Cord Cover	ALL TYPES except Mk's. 4 & 5 & Mk. 5D
9. Sunblinds	ALL TYPES
10. Steerable Tail Wheel	ALL TYPES
11. Bench Type Rear Seat	ALL TYPES except J2 & J4
12. Long Range Fuel Tank (belly)	ALL TYPES except J2 & J4
13. Wing Tank Port	J5F, J5K, J5L
14. Electric Starter 12 v.	ALL TYPES except J1B & Mk. 5D
15. Generator 12V., 150W, wind-driven	ALL TYPES
16. Navigation lights including dimmer switch for cabin lights	ALL TYPES
17. Harley Landing Lamp	ALL TYPES
18. Plessey 6-channel V.H.F. radio.....	ALL TYPES
19. Screened Ignition	ALL TYPES except J2, J4
20. 12V battery for above equipment	ALL TYPES



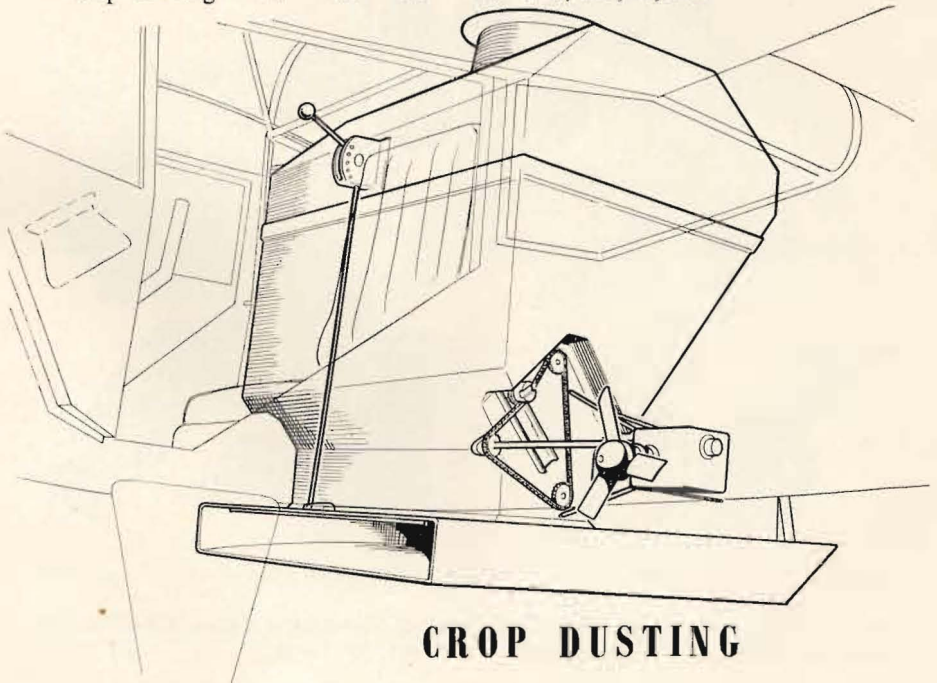
AGRICULTURAL *Equipment*

48 Imperial gallon tank. J5G & J1B, J5P
70 Imperial gallon tank. J5G only (*illustrated*)



CROP SPRAYING

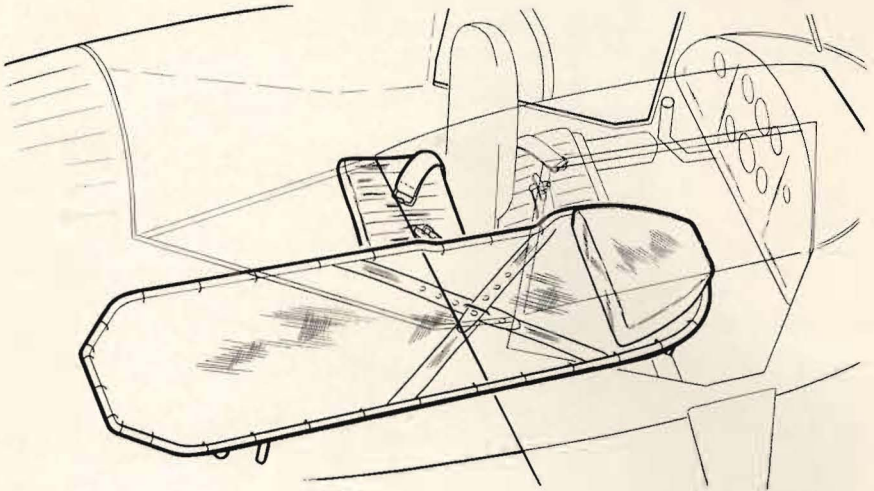
Crop Dusting J5G, J5P, J5, J1B



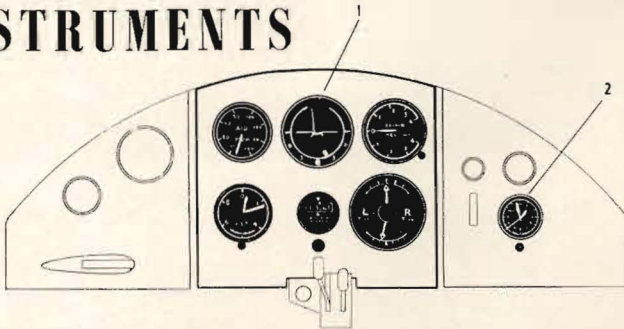
CROP DUSTING

AMBULANCE *Equipment*

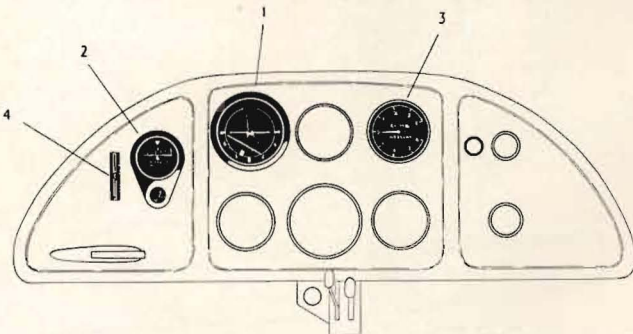
AMBULANCE STRETCHER J5B, J5G, Mk. 5, Mk. 5D, J1B, J5P, Mk. 4



INSTRUMENTS



1. Blind Flying Panel J5F, J5L, J5K, J5P. 2. Clock ALL TYPES



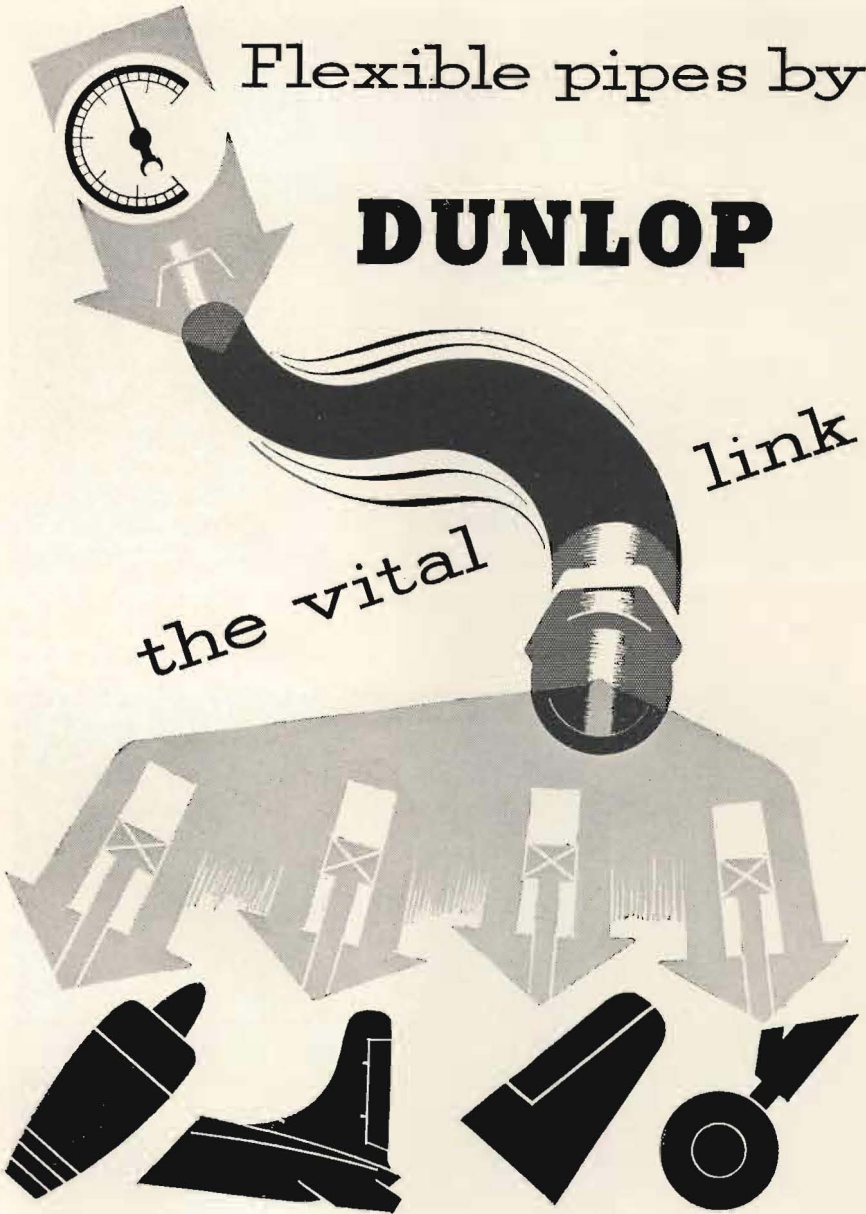
1. Artificial Horizon J5B, J5G, J5P 3. Rate of Climb Indicator J5B, J5G, J5P
 2. Directional indicator J5B, J5G, J5P 4. Fore-and-aft Level ALL TYPES

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The picture referred to in "A saucer or a fluke?"



Air Commodore the Duke of Portland presents the Inter-squadron efficiency trophy to Major John Eaton, C.O. of No. 664 Squadron. Hucknall Dispatch Photo.

HERE AND THERE—Continued

years, Major Eaton is relinquishing his post which will be taken over by Capt. R. Robertson, who at present is second in command of a regular Air O.P. squadron in Germany.

664 Squadron personnel regarded it as an appropriate honour for Major Eaton to receive the trophy after he had lead them to their present high degree of efficiency.

Previous winners of the trophy were No. 663 Squadron who held it for three successive years.

AN AIGLET FOR YORKSHIRE

IN JANUARY two members of the Yorkshire Aero Club came to Rearsby to collect an Aiglet. Accompanying them was Cadet G. S. Whitley of the Combined Cadet Force of Haileybury College, Hertfordshire. Cadet Whitley won a flying scholarship of 30 hours which he spent with the Yorkshire Aero Club at their Sherbern-in-Elmet aerodrome. Cadet Whitley's father is Air Vice Marshall J. R.

Whitley, C.B., C.B.E., D.S.O., the Air-Officer-Commanding No. 1 Group, Bomber Command, R.A.F.

Among the activities of the Yorkshire Aero Club is Army Co-operation Flying. For heavy Ack-Ack practice aircraft from the club fly at heights between 8 and 10,000 ft., for lighter Ack-Ack training, some legitimate roof-top beat ups are involved. No ammunition is fired of course, but the aircraft are plotted and the gunners go through the "motions."

* * *

EXPERIENCE SHOWS that success is due less to ability than to zeal.—

G. Buxton.

ERRATUM

ACCESSORIES FOR OWNERS. In our last issue on page 20 it was incorrectly stated that the cost of the Compass Sun Cover was £1 5s. 0d. This was due to a printing error and should read £1 15s. 0d.



The Yorkshire Aero Club's Chief Flying Instructor, Mr. J. F. Morgan (left) and Cadet G. S. Whitley, pose before the latest addition to the Yorkshire Aero Club fleet— an Aiglet. To the right of the picture is another Auster from the same club.



Late last year ten Auster Autocars were exported to Argentina, a number of these were supplied with spraying kits. After being assembled in Argentina a demonstration, organised by Shell Mex and B.P. Ltd., was given to the Minister of Agriculture and authorities of the Directorate of Civil Aviation. One of the Autocars is seen spraying Barley from a height of ten feet. The spray swirl giving good crop penetration is noticeable in this view.

A.O.P. 9's for the Army



Deliveries of the A.O.P. Mk. 9 to the services have now begun, this picture taken on the 11th February shows the first three aircraft being warmed up prior to take-off.

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Commercial Pilot's Licence

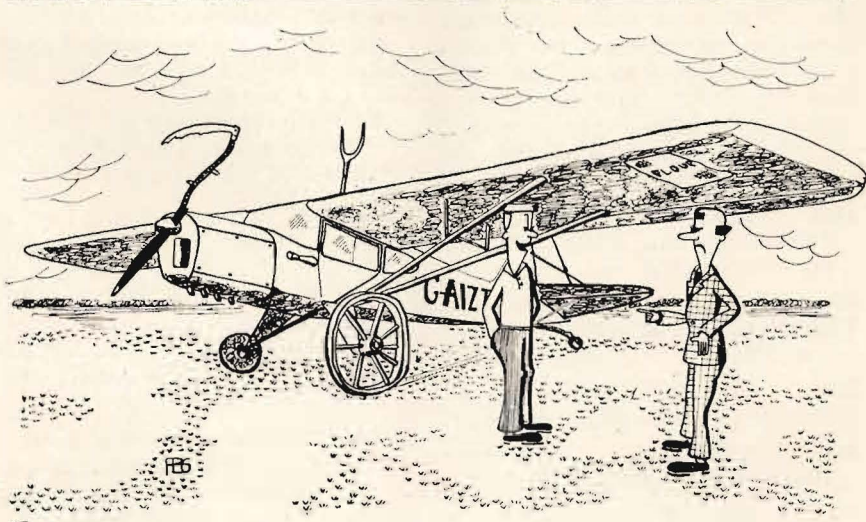
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HAMBLE, SOUTHAMPTON, ENGLAND.

Phone 2181/5.



“... and the farmer being an obliging sort ...”

AUSTER SERVICE BULLETIN

Rearsby, Leicester, England
Auster Aircraft Limited

Issue No. 37
February

THROTTLE CONTROL

Auster J1, J1B, J2, J4, J5, J5B and Mark 5D

DUE to evidence of failure of the type of throttle control fitted to the above mentioned types of aircraft, and the fact that the existing design does not provide inspection facilities for the detection of possible fraying of the main inner cable, the control has been re-designed.

Provision has now been made for the complete withdrawal of the inner member for inspection purposes. An improved type inner member has also been introduced under cover of the same modification to reduce the possibility of wear at the bends in the conduit.

It is strongly recommended that this modification is incorporated before the expiration of 600 flying hours with the existing throttle control. Thereafter the modified control should be inspected every 600 hours.

Modification kits will be available approximately six to eight weeks from date of receipt of order. All orders should be addressed to the Service Department quoting the relevant modification number from the under-mentioned list applicable to the type of aircraft for which the mod-kit is required.

Mod. Auster/2867. Re-designed Throttle Control affecting Auster Mk. 5D and J1B.

Mod. Auster/2870. Re-designed Throttle Control affecting Auster J5 and J5B.

Mod. Auster/2876. Re-designed Throttle Control affecting Auster J4.

Mod. Auster/2879. Re-designed Throttle Control affecting Auster J2.

Mod. Auster/2882. Re-designed Throttle Control affecting Auster J1.

Due to evidence of failure of AGS Ball and Socket Assemblies on aircraft other than Auster types, it has been decided by R.A.E. to restrict the use of this assembly to **non-primary** Control Circuits.

We have therefore, introduced the following modifications to replace the assembly where it is used in **primary** Control Circuits of Auster types. These modifications are considered most desirable and orders for modification kits which are obtainable upon application to the Service Department, Auster Aircraft Limited, should quote the relevant Mod. number from those listed below for the type of aircraft held.

Auster/2893. Introduction of Rod End Ball Race at Aileron Control Push Rod in lieu of AGS.385 Ball and Socket Assembly.
Aircraft types affected: J5F, J5K, J5L and J8L.

Auster/2895. Introduction of Rod End Ball Race at Aileron Control Push Rod in lieu of AGS.385 Ball and Socket Assembly.
Aircraft types affected: J1, J1B, J2, J4, J5, J5B, J5G, J5H, J5P, Mk. 5d, and Civil Mk.'s 4 and 5.

Auster/2811. Introduces Spring Loaded Ball and Socket Assembly in lieu of the existing AGS.385 Assembly at the Engine Throttle Control Connection.
Aircraft types affected: J1, J1B, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J8L, Mk. 5D.

Flexibly Mounted VHF Whip Aerial
This essential modification applies to all Auster types fitted with radio. Modification kits will shortly be available and we suggest that all owners and

operators requiring these should apply to the Service Department immediately, ordering their modification kits under the relevant modification number, details of which are given below.

It should be noted that the fitting of this modification automatically covers the embodiment of Mod. Auster /2697 (Repositioning of Whip Aerial to front cabin roof screen) which has been published previously as being an essential modification.

Mod. Auster/2898. Introduces Flexibly Mounted Whip Aerial for Murphy or Plessey Radio Installations.

Aircraft types affected: J1, J1B, J1N, J5, J5F, J5K, J5L, J8L and civil Mks. 4 and 5.

Mod. Auster/2899. Introduces Flexibly Mounted Whip Aerial for Ekco Radio Installation.

Aircraft types affected: ALL TYPES.

Mod. Auster/2902. Introduces Flexibly Mounted Whip Aerial for Murphy or Plessey Radio Installations.

Aircraft types affected: J5B, J5G, J5H, J5P.

Division between sets of Rudder Pedals

Two cases have been reported where

the occupant of the Front Starboard seat has inadvertently operated the right-hand Rudder Pedal of the Port Set.

To eliminate the possibility of this occurrence, provision has been made for the fitting of a division between the port and starboard sets of Rudder Pedals. This is considered to be a desirable modification and Mod. kits will shortly be available upon application to our Service Department. Please quote the relevant Mod. number from the following table when ordering.

Mod. Auster/2848. To introduce division between sets of Rudder Pedals.

Aircraft types affected: Auster J5, J5B, J5F, J5H, J5K, J5L, J5P, J8L.

Mod. Auster/2851. To introduce division between sets of Rudder Pedals.

Aircraft types affected: Civil Mks. 4 and 5, J1, J1B, J1N, J2, J4, Mk. 5D.

External Battery and Radio Access Door

Modification kits are now available to provide for the retrospective fitting of a Battery and Radio External Access Door to Auster J5B/G/H Aircraft. When ordering this modification kit please quote Modification Auster/2833.

TAYLORCRAFT PLUS D & AUSTER 3, 4 & 5 VARIANTS, & J SERIES AIRCRAFT

THE following essential modifications or their approved equivalents must be embodied, and the following inspection must be carried out, prior to the issue or renewal of certificates of airworthiness unless otherwise indicated in the "Remarks" column. Marginal lines indicate additions or alterations to this list.

Mod.

<i>No.</i>	<i>Particulars of Modification</i>	<i>Remarks</i>
135	To introduce strengthened flap shaft levers (part nos. GA. 2155 and GA. 2156, Mark 2) and flap torque tube levers (part nos. GA. 80184 and GA. 80185, Mk. 2).	Applicable to Marks 4, 5, 5C and 5D Aircraft.
142	To change the specification of rear undercarriage and lift strut fittings from 3.S3 to D.T.D. 124A.	Applicable to Mark 3.
144	Introduction of $\frac{3}{8}$ inch diameter rudder mass balance arm.	Applicable to Mks. 3, 4, 5, 5C & Taylorcraft Plus Model 'D' only.

*Mod.
No.*

Particulars of Modification

- | | | |
|------|---|--|
| | | Mod. 159 (Introduction of rudder mass balance weight to Pt. No. J4252) is an alternative to this modification. |
| 154 | Introduction of wing fabric covering to D.T.D. 575, using specially woven tape of greater strength with 3 inch pitch stringing. | Applicable to Marks 3, 4, 5, 5C, 5D & Taylorcraft Plus Model 'D' mainplanes only. |
| | | Mod. 138 (Strengthened fabric attachments) and Mod. 167 (Fabric to D.T.D. 540) are alternatives, but if mainplanes are to be re-covered it is recommended that Mod. 154 be embodied. |
| 164 | Introduction of redesigned engine mounting to Drawings Nos. DFF. 18 Mark 3 and DFF. 19, Mark 3. | Applicable to Marks 4 and 5. Mod. 118 (Mountings to Drg. Nos. DFF. 18 and 19, Mark 2) is an alternative to this modification. |
| 1670 | To introduce improved engine mounting to Drg. No. E.J.F. 106, Issue 'K' by addition of wrapper plate at rear bearer foot attachment. | Applicable to Mk. 5, J.1. |
| 1381 | To introduce stronger tailplane bracing ing wires of $\frac{1}{4}$ inch diameter. | Applicable to Mark 5, J.1. Not applicable when Mod. 1934 is embodied. |
| 1838 | Introduction of Battery Master Switch. | Applicable to all Aircraft with electric starter motors. |
| 2555 | To introduce safety tube in tailplane attachment tube. | Applicable to all aircraft. To be embodied by 31st December, 1954. In the interim, attachment stubs must be inspected in accordance with Notice to Licensed Aircraft Engineers and to Owners of Civil Aircraft No. 42, Issue 2. |
| 2601 | To introduce throttle lever in mild steel. | Applicable to series J5F and J5G. |
| 2697 | Repositioning of V.H.F. Aerial.
It should be noted that this modification is automatically incorporated when the flexibly mounted whip aerial is fitted under cover of modification Auster/2898 or /2899 or /2902. The latter mentioned modification will appear in the next issue of the official Air Registration Board Essential Modification List. | Applicable to all aircraft fitted with radio. To be embodied as soon as convenient but in any case not later than next renewal of the Certificates of Airworthiness of aircraft concerned. College of Aero. Mod.DF/132/AUS is an acceptable alternative. |

INSPECTIONS

At periods not exceeding each 250 hours flying, inspect brazed tailplane leading edge tube for cracks, particularly in vicinity of the saddle washers, in accordance with Notice to Licensed Aircraft Engineers and to Owners of Civil Aircraft No. 42, Issue 2.

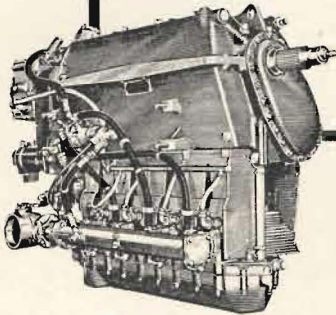


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