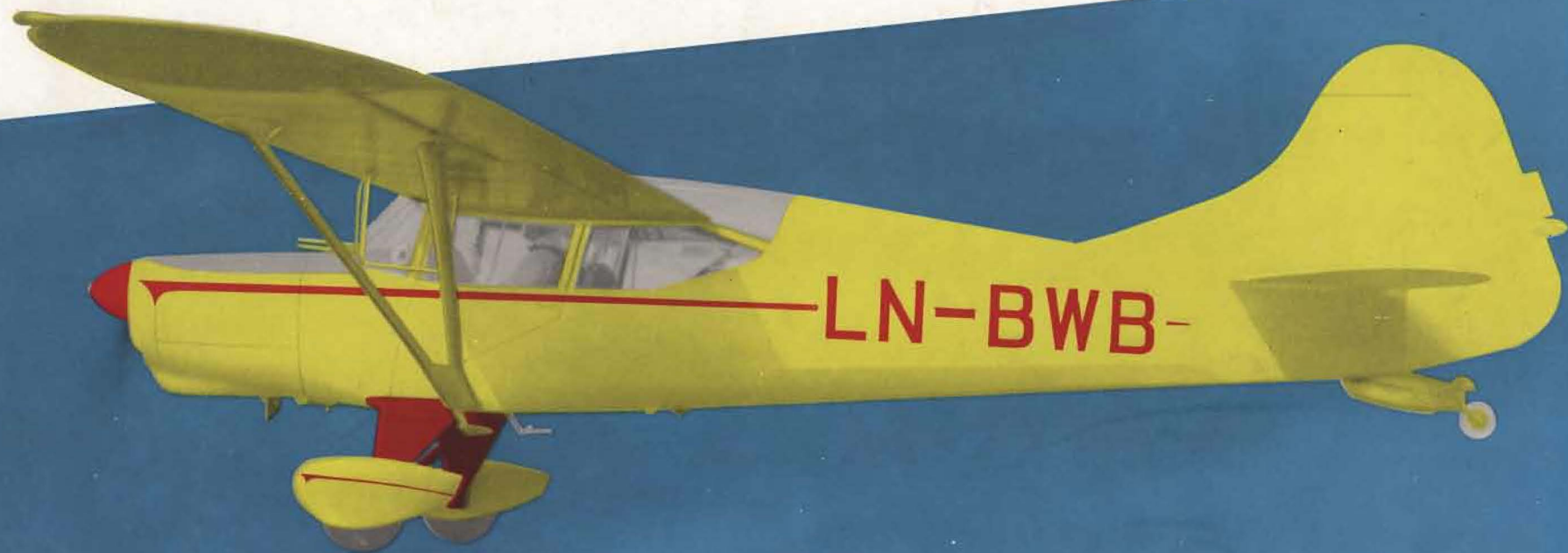


THE *new* **D.6** **FULL FOUR-SEATER**



by **AUSTER**

DOUBLE value in the **New DOUBLE** duty **D.6**

Following an extensive development programme, we now present our new D.6 aircraft. A choice of the modern Lycoming engines of 160 and 180 h.p. is available, thus providing a suitable installation for practically any operating conditions.

Structurally, the well-tried and proved principles of its predecessors have, in general, been retained, but many new features have been incorporated in this series. These include an all-metal internal wing structure, which, in conjunction with the latest low-flam, long weathering, plastic-based Butyrate paint finishes, make the aircraft ideal for world-wide operation. This latter applies especially to hot and humid territories, where wooden structures are always suspect. Every consideration has been given to the personal comfort of the occupants of this full four-seater aircraft. The new rounded fuselage form is easy on the eye, giving exterior evidence of unusual spaciousness. One look at the interior confirms this impression with comfort and roominess. Travel comfort is ensured by the deep, exceptionally restful seating, developed with careful regard to body form. There is ample lateral room for all occupants.

Lift-strut attachments, etc., are faired for added speed and economy, and wheel spats are a standard fitment. Control harmony and flying characteristics have been developed to a high peak of perfection,

putting these aircraft well ahead of any of their competitors in this respect.

The basic specification of all D.6 aircraft includes electric starters, generators, sound-proofing, carpets and dual controls. A full range of optional extra equipment is available for these models. This includes blind-flying instruments, V.H.F. radio and extra long range fuel systems.

Needless to say, the D.6, following Auster tradition, is very versatile. With its spacious interior and lusty performance off the ground it is an exceptionally practical aircraft. It can serve as a light freighter, ambulance, or as a taxi, to mention but a few of many different roles. Its favourable power loading and ample wing area make it particularly suitable for operation in tropical and high altitude countries. These desirable features make the D.6 also eminently suitable as an outstanding float- or ski-plane.

Either a variable-pitch constant speed propeller or a fixed-pitch metal propeller of very high thrust characteristics can be fitted. The performance figures given here assume a constant speed propeller, but operators requiring the best possible weight lifting, take-off and climb performance will specify the high thrust fixed-pitch propeller at some sacrifice in cruising and maximum speeds.

New uncrowded comfort

A practical profitable investment

Auster offer:—

Unsurpassed versatility

Simple maintenance



FOR PLEASURE

For pleasure flying, you have a smart, fast-cruising aircraft seating four adults in real comfort. Your search for sun or fun is made easy in the "easy to fly" D.6.

With its new styling and powerful Lycoming motor the D.6 is big value. In performance and comfort it is comparable with any of the more costly aircraft in its class.



FOR BUSINESS

Arrivals and departures are timed for *YOUR* convenience. Press the button and go. Costly travelling delays are eliminated by operating a D.6. With its simple long-life steel structure and low maintenance costs, this sparkling four-seat aircraft is a must for the progressive company.

Tough all-metal airframe

Economical performance

RELIABILITY

Specification

CONSTRUCTION

- Fuselage:** Welded steel tubing, fabric covered.
Wings: High-wing, braced to fuselage by steel streamlined struts. All-metal internal structure, fabric covered.
Flaps: Split trailing edge type. Light alloy skin.
Tail Unit: Welded steel frame, fabric covered. Horn-balanced rudder and elevators.
Main under-carriage: Welded steel tubular frame with rubber shock absorber cords.
Tail under-carriage: Laminated leaf-spring shock absorber with hydraulic damper, carrying fully-castoring steerable wheel.
Power unit: Lycoming 160 h.p. 0-320 Series, or 180 h.p. 0-360 Series, driving fixed pitch or constant speed metal propellor.
Fuel System: Two 16 Imp. gallon (73 Litres) tanks, one in each wing root. A 13½ Imp. gallon extra long range ventral tank may be fitted to special order.
Oil system: Oil sump capacity—13.3 pints (8 U.S. quarts).

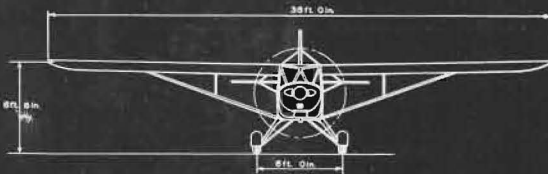
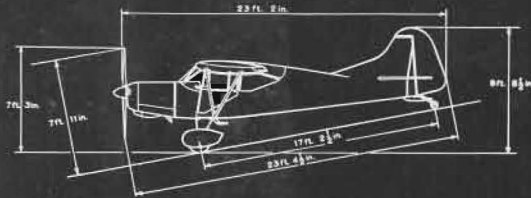
WEIGHT AND LOADING DATA

D.6/160

| | |
|-------------------------------|-------------------|
| Empty weight | 1,410 lb. |
| Maximum A.U.W. | 2,450 lb. |
| Disposable load | 990 lb. |
| Payload | |
| (with fuel for approx. 1 hr.) | 740 lb. |
| Wing loading at 2,450 lb. | 13.28 lb./sq. ft. |
| Power loading at 2,450 lb. | 15.31 lb./h.p. |

D.6/180

| | |
|-------------------------------|-------------------|
| Empty weight | 1,450 lb. |
| Maximum A.U.W. | 2,500 lb. |
| Disposable load | 1,000 lb. |
| Payload | |
| (with fuel for approx. 1 hr.) | 750 lb. |
| Wing loading at 2,500 lb. | 13.55 lb./sq. ft. |
| Power loading at 2,500 lb. | 15.90 lb./h.p. |



PERFORMANCE

| | * Typical light load (1,700 lb.) | † Typical heavy load (2,350 lb.) |
|-------------------------------------|----------------------------------|----------------------------------|
| Unstick run (zero wind) | 120 yd. | 220 yd. |
| Total distance to 50 ft. | 310 yd. | 550 yd. |
| Initial rate of climb | 1,150 ft./min. | 650 ft./min. |
| Maximum speed sea level | 133 m.p.h. T.A.S. | 129 m.p.h. T.A.S. |
| Maximum cruising speed at 5,000 ft. | 128 m.p.h. T.A.S. | 124 m.p.h. T.A.S. |
| Range at maximum cruise | — | 500 miles |
| Stalling speed (flaps down) | 29 m.p.h. I.A.S. | 34 m.p.h. I.A.S. |

D.6/160

D.6/180

| | * Typical light load (1,750 lb.) | † Typical heavy load (2,400 lb.) |
|-------------------------------------|----------------------------------|----------------------------------|
| Unstick run (zero wind) | 130 yd. | 230 yd. |
| Total distance to 50 ft. | 320 yd. | 560 yd. |
| Initial rate of climb | 1,350 ft./min. | 850 ft./min. |
| Maximum speed sea level | 141 m.p.h. T.A.S. | 138 m.p.h. T.A.S. |
| Maximum cruising speed at 5,000 ft. | 137 m.p.h. T.A.S. | 133 m.p.h. T.A.S. |
| Range at maximum cruise | — | 490 miles |
| Stalling speed (flaps down) | 30 m.p.h. I.A.S. | 35 m.p.h. I.A.S. |

NOTE: All performance figures quoted relate to I.S.A. conditions, zero wind, with Constant Speed propeller. A fixed pitch propeller may be fitted for operators requiring the best possible weight lifting, take-off and climb performance at some sacrifice in cruising and maximum speeds.

* A typical light load assumes pilot only, and fuel for one hour approx.

† A typical heavy load assumes four persons and approx. full fuel, plus 60 lbs. luggage.

COLOUR SCHEMES

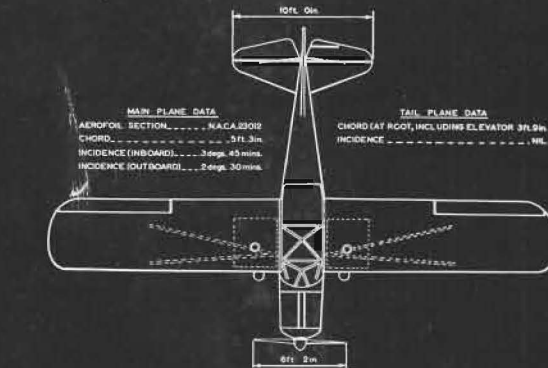
Two-tone colour schemes, using the standard colours listed below, are available as standard at no extra cost:

| | |
|----------------------|--------------------|
| No. 281 Apple Green | No. 692 Smoke Grey |
| No. 536 Poppy Red | No. 694 Dove Grey |
| No. 166 French Blue | Black |
| No. 557 Light Orange | White |

OPTIONAL EQUIPMENT

A wide range of optional equipment is available including Radio, blind flying instruments, and extra long range fuel systems.

All descriptions and illustrations and also specifications and particulars relating thereto, are general and approximate only and are subject to variation/modification and shall not be deemed to form part of any contract.



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