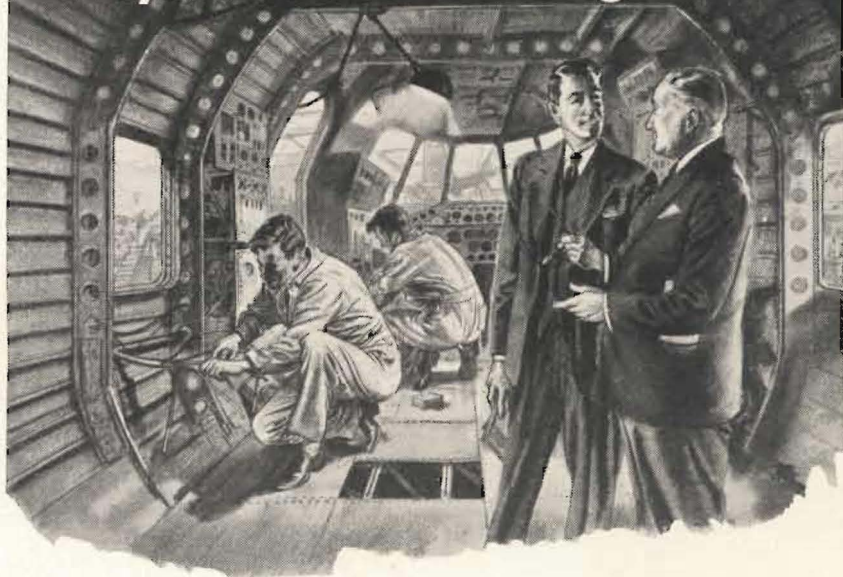


AUSTER NEWS

Published by AUSTER AIRCRAFT Limited
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electrical equipment for aircraft



Mr. A. M. Bates.

It is with deepest regret that we record the tragic death, in a flying accident of Mr. Anthony Michael Bates, B.A. (Cantab.), Lieutenant T.A., R.A., aged 24 years, son of Mr. F. Bates, Managing Director of Auster Aircraft, Limited. The accident occurred at Otterburn, Northumberland, during a Territorial Army training flight.

"Tony", as he was known by one and all at the company, had been a junior executive for just over a year and, in this relatively short time, became respected and admired by all who had the privilege to know him.

A keen pilot, he took a major part in the intensive flying trials of the Auster A.O.P. Mk. 9. His pleasant personality and keen humorous intelligence will be sadly missed by us all.

In the photograph above, Mr. A. M. Bates (left) is seen with Mr. Ranald Porteus, Auster's Chief Test Pilot.

Once again Austers are chosen for . . .

THE COMMONWEALTH TRANS-ANTARCTIC EXPEDITION

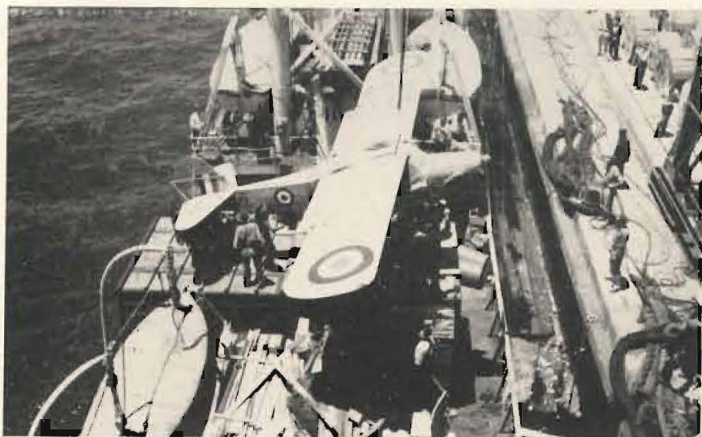
TO ACCOMPANY the Commonwealth Trans-Antarctic expedition and provide aerial reconnaissance facilities, two Auster Mk. 7 aircraft will leave England in November aboard the Canadian sealer the M.V. "Theron." This is the third time that Auster lightplanes have been selected for service with the various Antarctic expeditions.

The two aircraft are, at the time of writing, being prepared at the company's factory where also, sets of floats and skis are being built for shipment with the aircraft. Leading the expedition will be Dr. V. E. Fuchs, the well-known Arctic and Antarctic explorer. The two Austers will form the R.A.F. Detachment and will be commanded by Squadron Leader John H. Lewis, A.F.C., who is no stranger to Antarctica.

In 1949-50 he was seconded to the Falkland Islands Dependencies Survey when 11 men at Base "E" on Stonington Island in south-west Graham Land became stranded because of ice and

weather conditions. The survey vessel "John Biscoe" attempted to take them off but was baulked by close pack-ice and other hazards and the stranded men began another year's stay on the Island. Twelve months later the "John Biscoe" returned, this time assisted by the Royal Air Force. Flying Officer Peter St. Louis, R.C.A.F., flew a Norseman aircraft from ship to shore to evacuate five of the party to the vessel, after which Squadron Leader Lewis, flying an Auster, guided the "John Biscoe" into Marguerite Bay where the remainder of the party and their equipment were embarked.

Squadron Leader Lewis with another pilot and one airman will be aboard the M.V. "Theron" with the advance party when it leaves for Antarctica in November. One of the Austers will be crated and the other rigged and carried on deck. On arrival in the Falkland Islands Dependencies the uncrated aircraft will be lowered into the water



Flashback . . . One of the Auster Mk. 6 aircraft used in the 1949/50 Antarctic expedition is seen here being lashed to the deck, prior to departure from Capetown.

and then take-off to help to guide the "Theron" through the ice into Vahsel Bay. Air reconnaissance will follow to help the advance party choose a site for the Expedition's base. This done, the R.A.F. officers and airmen will return to Britain in about May next year, but in November, 1956, will return to spend about a year with the Expedition.

Squadron Leader Lewis is a Londoner and was not quite 18 when he joined the R.A.F. He flew as a navigator in Blenheims and Beaufighter night-fighters during the Battle of Britain, and later in Havoc aircraft. In September, 1942, he flew in Beaufighters during the North Africa landings from Malta and North Africa.

In 1943-44, having trained as a pilot he flew V.I.P. Dakotas of R.A.F. Transport Command between Britain, Italy and the Middle East. After the war he commanded the R.A.F. Levant

Communications squadron, and was mentioned in Despatches. He took the instructor's course at the Central Flying School, and instructed cadets at the R.A.F. College, Cranwell, before going to Antarctica. On returning he again instructed at Cranwell, and at the Central Flying School, where he gained the A.F.C., before becoming a member of the Air Ministry Selection Board.

COVER PHOTO

Forest Fire Patrol. Whilst on a routine fire patrol an Auster Aiglet used by the New Zealand Forest Fire Service passes over a pulp mill at Waipa, on the outskirts of Rotorua. The Aiglet is one of the most popular types of light aircraft operating in New Zealand (see Standing Guard).

A "New Zealand Free Lance" photograph.

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A review of the

AUSTER TYPES NOW IN PRODUCTION

THREE basic types of Auster are in quantity production for both civil and military purposes. These are the Auster A.O.P. Mk. 9—the most up-to-date Air O.P. in the World, the Autocar, a four seat versatile work-horse, and the Aiglet Trainer an aerobatic 2 seater which is also popular as a 3-seat tourer. Both the Autocar and Aiglet Trainer are now available powered by either Gipsy Major 1 or 10 engines of 130 h.p. and 145 h.p. respectively.

A.O.P. Mk. 9

A three seat high performance Air Observation Post.

Since its first public appearance at the 1954 S.B.A.C. Show the Mk. 9 has undergone continuous development which has included a 150 hour period of intensive flying. It has proved to be a highly successful aircraft particularly suitable for operation under field conditions. Trials in both tropical and arctic climates are at present in the test programme; when these are completed

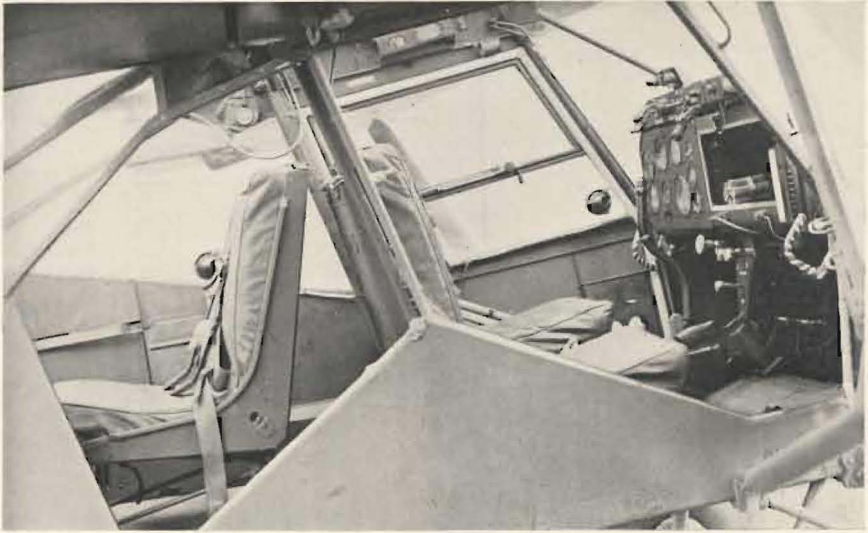
they will provide much useful data which will ensure that the Mk. 9 is suitable for service in any country in the World.

The many new features incorporated in the Mk. 9 have been received enthusiastically by the Services, the most notable being: the new type liquid sprung undercarriage, a third door giving easy access to the rear seat, Hydraulically assisted flaps with infinitely variable settings, and the bigger cabin with over 53 square feet of "perspex" window area. The undercarriage deserves special mention as it has proved capable of ensuring safe touch downs on all types of surfaces from thick mud to ploughed fields.

The prolonged test flying has resulted in no major modifications to the aircraft being found necessary, however, minor alterations have been made to improve even further the general level of cockpit comfort. As can be observed in the accompanying photographs visibility from the cabin is excellent in all direct-



Auster A.O.P. Mk. 9.



Access to the cockpit of the Auster A.O.P. Mk. 9 is clearly shown here, (the rear door has been removed for photographic purposes). A further door for the pilot is on the far side.

ions especially rearwards, a carefully moulded rear canopy provides for distortion free observing and if required, camera work. The rear seat may face either forwards or aft, all seats are thickly cushioned and suitable for back type parachutes. Cabin heating is provided, a selector can produce any desired temperature. Air scoops positioned around the cabin give cool air circulation without draughts.

The biggest advance over contemporary A.O.P. aircraft held by the Mk. 9 is perhaps the layout of the radio and electrical gear. To give ample leg room and consequent comfort the cockpit floor is free of equipment except in the rear of the cabin where a small V.H.F. radio is installed on the starboard side, but this does not interfere with the rear observer's legroom.

A recess in the starboard side of the

instrument panel houses an Army type 62 M.F. radio, where it is readily available for servicing and operation. On the port side a flexibly mounted panel is fitted which includes an artificial horizon and direction indicator. Maintenance is simplified as the whole panel hinges both out and downwards giving easy access to the rear of the panel. All electrical controls are neatly grouped along the top of the instrument panel where they are both easily seen and operated.

As a result of continuous tests new performance figures are now available for publication and these show only a slight change from the original estimated figures. The most interesting ones are perhaps those of the take-off and landing runs being 110 yds. and 50 yds. respectively, at full normal operational load.

A.O.P. Mk. 9 PERFORMANCE

Performance figures at 2,125 lbs. (974 Kg.) this figure equals full normal operational load including Pilot, observer, two radios and full fuel load (15 Imp. galls.)

Maximum level speed.	..	..	..	127 m.p.h. (204 Km./hr.)
Maximum Cruising speed	..	..	..	110 m.p.h. (178 Km./hr.)



Auster A.O.P. Mk. 9.

Initial Rate of Climb	920 ft. per Minute (280 metres/min.)
Absolute Ceiling	18,500 ft. (5,650 metres.)
Range, at Economic Cruising Speed	240 st. Miles (400 Kms.)
Take-off run to Unstick in 6 m.p.h. wind (9.3 Km./hr. wind)	110 yds. (100 metres.)
Landing run in 6 m.p.h. wind (9.3 Km./hr. wind)	50 yds. (46 metres.)
Total take-off distance to clear 50 ft. in 6 m.p.h. wind (9.3 Km./hr. wind)	225 yds. (206 metres.)
Total Landing Distance from 50 ft. to Stop, in 6 m.p.h. wind (9.3 Km./hr. wind)	200 yds. (183 metres.)

WEIGHTS

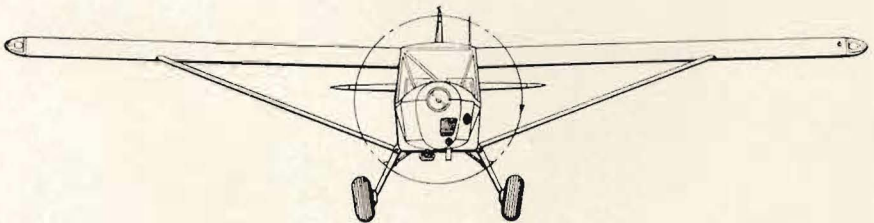
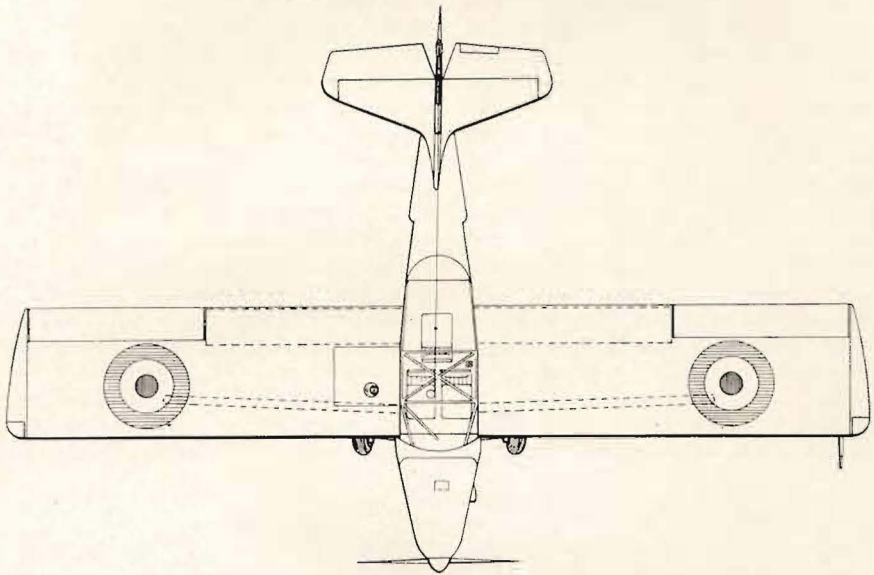
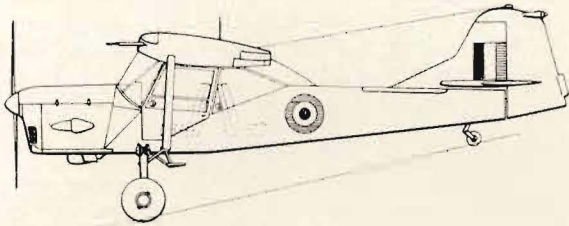
Empty weight	1,543 lbs. (700 Kg.)
Removable load	582 lbs. (274 Kg.)
All-up-weight	2,125 lbs. (974 Kg.)

AUTOCAR

A 4-seat civil aircraft of outstanding versatility.

This aircraft can perform a very wide range of duties for which the Auster company have designed special equipment which can easily be installed.

Two versions of the well-known Autocar are now available, these are the J5B and the 'Autocar 145' powered by Gipsy Major 130 h.p. and 145 h.p. engines respectively. For normal club and business flying we recommend the lower powered J5B with its remarkably



AUSTER A.O.P. MK.9.

low operating costs, but for top-line high-performance with versatility, we advocate the "Autocar 145". Its versatility permits it to perform all the following duties, Crop Spraying, Crop Dusting, Aerial Seeding, Glider Towing, Aerial Ambulance, Freighting, Pilot Training and Aerial survey, both skis or floats may be fitted.

The Autocar 145 will carry 650 lbs. (295 Kg.) of freight over a range of 425 miles (685 Km.) at a cruising speed of 111 m.p.h. Three passengers can be transported the same distance in car like comfort with ample leg and head-room. The large perspex roof and spacious windows provide excellent visibility for each occupant in every direction. The tailor made seats and interior trim are covered with hard wearing "Vynide" to resist mould and insect attack. Pleasant shades are available to suit the optional aircraft colour schemes. Cockpit doors are also Vynide lined and incorporate a handy "stay open" mechanism to ease entry into the cabin.

The flying characteristics of the Autocar are ideal for long distances, the aircraft is crisply stable direction-

ally greatly simplifying pilot technique. A low landing speed aided by ample high-drag flaps, and a short take-off run gives a wide choice of landing grounds with a higher safety margin. Present operators of Autocars like the British Malayan Petroleum Co. in Borneo who use a jungle airstrip are full of praise for this excellent feature.

FOR SPRAYING, and fitted with a 145 h.p. Gipsy Major, the Autocar carries a 48 Imp. (58 U.S.) gallon spray fluid tank. Varying rates of spray coverage are obtainable using the 3 different sized nozzles available. Operation of the spray gear is extremely simple—so designed to allow the pilot to concentrate on flying—one lever controls the spray fluid and another applies a brake on the windmill stopping the pump and avoiding unnecessary wear of the pump unit. Careful design of the spray gear allows on-the-spot inspection of all components and reduces maintenance costs to a minimum. The spray bar—after years of development—is equipped with 20 'fine atomization' spray nozzles which produce a perfect swath of over 45 ft. Wing flap down-



The Autocar Sprayer features a continuous span spray boom.



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Two Auster Autocars in tight formation, both are now equipped with floats.

wash together with propeller slipstream produces a turbulent airflow depositing spray on the bottom as well as the top surfaces of leaves. A shut-off cock gives immediate cut-off of flow preventing damage by spray to crops adjacent to the actual area being treated.

DUSTING equipment can be substituted for the spraying gear and a 450 lb. (204 Kg.) load may be carried in a hopper mounted in the rear of the cockpit, here again the controls of the dusting unit are simple,—one lever to release a brake on the windmill and another lever to release the dust. The windmill drives an agitator within the hopper which ensures an even flow of dust through the hopper gate, this is

controlled by the second lever which may be set in different positions to give a rate of flow varying from 2 to 40 lbs. per acre (2-45 Kg. per hectare).

Dusting operations are best undertaken when wind speeds are below 10 m.p.h. (16 Km./hr.) to prevent drift. To obtain the most effective swath the aircraft is usually flown about 5 ft. (1.5 m.) from the ground at 60 m.p.h. (96 Km./hr.), the resultant swath width is approximately 21 ft. (6.3 m.). The aircraft behaves quite normally under these conditions, response from the controls being crisp and positive. The pilot's view forwards is at all times excellent—a desirable feature for such low level operations.

AUTOCAR PERFORMANCE FIGURES (I.S.A. CONDITIONS)

Average load (2,000 lbs.) (907 kg.) (2 people and full fuel tanks).

(145 h.p. Gipsy Major 10 engine)

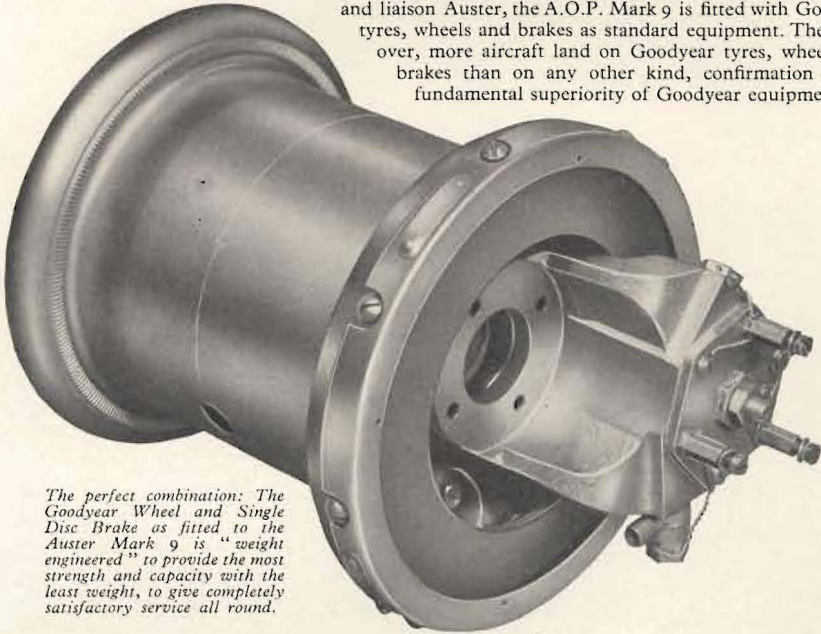
Maximum speed	.. .. .	127 m.p.h. (204 Km.p.h.)
Cruising speed (2,300 r.p.m.)	.. .. .	112 m.p.h. (180 Km.p.h.)
Stalling speed (with flaps)	.. .. .	32 m.p.h. I.A.S. (51 Km.p.h. I.A.S.)

*The Latest Military
Auster - the A.O.P.
Mk 9 - for Observation
and Liaison duties*



AUSTER decide on GOODYEAR

Auster Aircraft Limited have equipped the latest of their well-known aircraft with Goodyear. The latest military observation and liaison Auster, the A.O.P. Mark 9 is fitted with Goodyear tyres, wheels and brakes as standard equipment. The world over, more aircraft land on Goodyear tyres, wheels and brakes than on any other kind, confirmation of the fundamental superiority of Goodyear equipment.



The perfect combination: The Goodyear Wheel and Single Disc Brake as fitted to the Auster Mark 9 is "weight engineered" to provide the most strength and capacity with the least weight, to give completely satisfactory service all round.

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WHEELS GOOD YEAR BRAKES



THE GOODYEAR TYRE & RUBBER CO. (GT. BRITAIN) LTD., AVIATION DIVISION, WOLVERHAMPTON & WALLASEY

Stalling speed (without flaps)	40 m.p.h. I.A.S. (64 Km.p.h. I.A.S.)
Landing run (5 m.p.h. wind)	110 yds. (100 mtrs.)
Landing approach speed	55 m.p.h. (89 Km.p.h. I.A.S.)
Rate of Climb	880 f.p.m. (268 m.p.m.)
Take-off run (5 m.p.h. wind)	140 yds (128 mtrs.)
Fuel consumption, approx. at cruising r.p.m.	
(2,300 r.p.m.)	8—8½ imp. galls. per hour (36.4-38.6 litres per hour.)
Range (still air) at 2,300 r.p.m... .. .	430 miles (690 Km.)
Service Ceiling	19,000 ft. (5,800 mtrs.)
Absolute Ceiling	21,500 ft. (6,550 mtrs.)

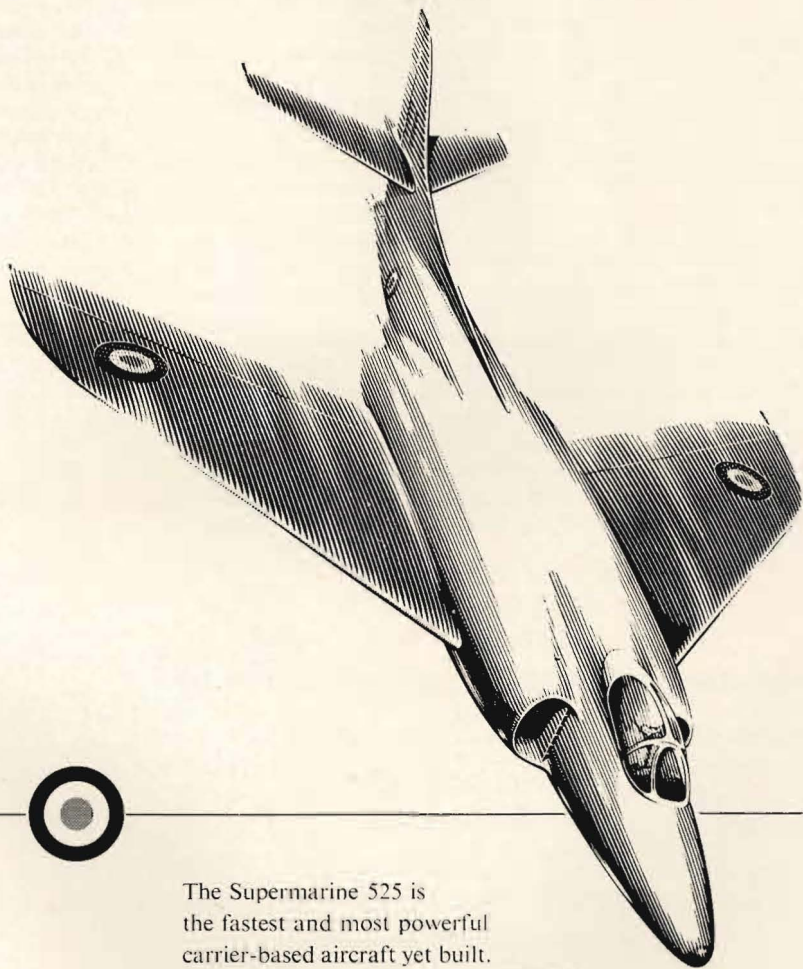
As a Floatplane, at 2,400 lbs. (1,085 Kg.)

Take-off time to unstick	44 secs.
Take-off distance to unstick	660 yds. (602 mtrs.)
Rate of Climb	480 f.p.m. (146.3 m.p.m.)
Range in still air	181 statute miles (297 Km.)



An Aiglet Trainer of the Arab Legion Air Force.

SUPERMARINE'S LATEST AIRCRAFT



The Supermarine 525 is the fastest and most powerful carrier-based aircraft yet built.

This experimental aircraft is powered by two Rolls-Royce Avon engines, and its design will be the basis for a new single-seater aircraft, the N113, on order for the Royal Navy.

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AT 287G

AIGLET TRAINER

A two-seat elementary aerobic trainer, also available as a three seat tourer.

Conforming to current military training practice the Aiglet Trainer is equipped with a side-by-side seating arrangement, and is the only current production British light aircraft to embody this feature. Mistakes due to misinterpretation of the instructors orders are in the main avoided as the pupils' reactions can be watched and corrected by the closely situated instructor.

In the cabin similar furnishings are provided as in the Autocar with provision for full instrumentation and two stage amber equipment for simulated night flying training. Dual controls are fitted as standard equipment together with locking aerobic seats with Sutton type harnesses, an exhaust silencer, dual brakes, parking brake, a metal propeller and many other items ideally suiting the aircraft to both private and military elementary flying training.

From a handling point of view the Aiglet Trainer is excellent, both in the rolling and looping plane, it will perform continuous aerobatics without losing height. A shorter wing span of 32 ft. and a new lighter control system gives a high rate of roll and all aerobatics can be done at full throttle without fear of overspeeding. Another feature of the Aiglet Trainer is a wider cockpit—as present operators have agreed—considerably increases comfort during long flights and reduces flying fatigue to a minimum. Two versions of this aircraft are available, one is aerobic and the other is a 3-seat tourer, either model may be powered by a 130 or 145 h.p. Gipsy Major engine.

Operating in over twenty countries the Aiglet Trainer is used by: The Royal Pakistan Air Force, The Arab Legion Air Force, The Kuwait Aero Club, The Airways Aero Club of Croydon, Air Service Training of Hamble, and many other flying schools of long experience.

PERFORMANCE FIGURES

for AIGLET TRAINER J5L (145 h.p. Gipsy Major 10 engine).

Maximum I.A.S.	.. .. .	129 m.p.h. (207 Km./hr.)
Maximum cruising I.A.S.	.. .. .	117 m.p.h. (188 Km./hr.)
Stalling I.A.S., Full Flap	.. .. .	38 m.p.h. (61 Km./hr.)
Stalling I.A.S. Flaps up..	.. .. .	47 m.p.h. (76 Km./hr.)
Landing run in 5 m.p.h. wind	.. .. .	130 yds.(119 m. in 8 Km./hr. wind)
Take-off run in 5 m.p.h. wind	.. .. .	150 yds.(137 m. in 8 Km./hr. wind)
Still Air Range, with 16 Imp. gall. (73 litres) fuel tank	.. .. .	225 miles (362 Km.)
Still Air Range with 2 x 16 Imp. (146 litres) gall fuel tanks	.. .. .	440 miles (709 Km.)
Fuel consumption at maximum r.p.m.	.. .. .	11½ galls. hr. (52½ litres. hr.)
Fuel consumption at maximum cruise	.. .. .	8½ galls. hr. (38½ litres hr.)
Service ceiling	.. .. .	13,700 ft. (4,180 mtrs.)
Rate of Climb at Sea Level	.. .. .	840 ft. per min. (256 m. per min.)

STANDING GUARD

WITH OUR cover photograph we feature yet another role undertaken by Auster aircraft. Although less spectacular than the regular Antarctic expeditions using Austers, forest fire patrols are none the less important. Hundreds of thousands of acres of timber is an enormous asset to a country the size of New Zealand, and its importance can be gauged from the numerous paper mills springing up in the forest areas. One mill at Kawerau producing both pulp and paper cost £28,000,000 before it began production.

Only within the past few years has a highly organized Forest Fire Service been operative and its set up is worthy

of description. The most intensive forest areas are around Rotorua where the Fire Patrol Austers are based, and where also the headquarters of the Forest Service is situated. Look-out stations are positioned on the hills in the forests and if a fire is reported an Auster can be airborne within ten minutes and on its way to investigate the outbreak. Upon arrival over the fire a description of its size, condition and direction of movement is radioed back to headquarters. If the situation is serious then trained fire fighters are despatched immediately—along routes suggested by the observer in the Auster,

(Continued on page 24)

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in the air . . .*



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INEXPENSIVE FLYING

by "Gaucho"

RETIRING from the Regular Army in 1947 and deciding to settle on an estancia in the Argentine it did not take long to decide that a light aeroplane was a "must" for transportation over the vast distances of the rolling Pampas. Properties separated by as much as 250 miles cannot be efficiently supervised by any other means in new countries where travel facilities are very backward; and if one bears in mind that the Argentine Pampas form what is perhaps the largest natural aerodrome in the civilised part of the Western World, an area of roughly 600 miles by 400 miles, on any spot of which a forced landing presents little or no difficulty, and where the weather is nearly always flyable, then it only remains to say that flying can be the best and cheapest method of travel.

For this purpose the plane I needed had to fulfil the following conditions: be cheap to buy, simplicity of construction

such that owner-maintenance was possible (essential), reliability, economy in running costs, ability to take off and land in minimum spaces, ample luggage space, and finally toughness and long durability.

Thinking that the Auster Mk. 5 with 130 h.p. Lycoming engine would fit the bill I shipped one to the estancia in 1947, where my manager had meanwhile built a corrugated iron hangar, "T" shape, of my own design, at a cost of £160, including folding doors with an unsupported roof span of 40 feet.

For seven years I have used this plane in all weathers, transporting wool, bricks, and every kind of article. The only replacements used during this period were a set of new tyres, two propellers, a new tail wheel assembly and of course a few undercarriage rubbers, all of which I had originally brought out as spares on the advice of the Auster Service Department. These



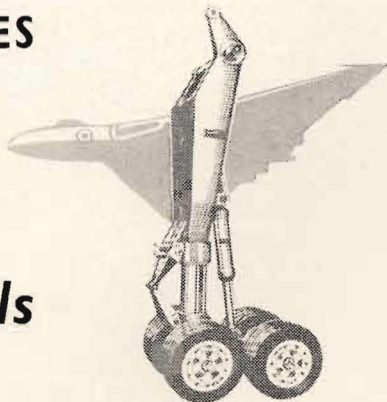
"Gaucho's" Auster Mk. 5 in a setting well illustrating the flatness of the Pampas.



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DOWTY
Liquid Spring
UNDERCARRIAGES

... or Main Wheels



DOWTY EQUIPMENT LIMITED

CHELTENHAM

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articles, together with small bolt replacements and other items needed from time to time were easily fitted at the ranch by the blacksmith and myself consulting the handbooks. The only professional jobs done during these years were the yearly Certificates of Airworthiness and fitting new rubber dampers on the engine supports, besides a cleaning of the Pesco installation. All other maintenance was carried out on the ranch, and so simple is the construction of the Auster that three instructional visits to the works while I was in England sufficed to impart enough knowledge to enable this to be done efficiently. To the Works Personnel my warm thanks are due for their patience and co-operation, and I quote this as evidence that an Auster can be properly maintained over long periods far from any aerodrome by anyone possessing a good mechanical knowledge of internal combustion engines, common sense, and the necessary handbooks. Indeed no owner-pilot could have known less about the insides of an aeroplane than I did when I took over!

In Argentina Certificates of Airworthiness are conducted on a more reasonable basis than in England, here, if a machine is in good condition and safe in every respect to fly, too much finicky attention is not paid to unimportant details. The first few C.'s of A. cost me nothing more than a tip to the mechanic, while subsequent

ones averaged out at about £15 per year. Of the Lycoming engine I cannot speak too highly—it never missed a beat during all the time I had it, while the maintenance and rigging of the plane itself could hardly be simpler.

In 1954, as the engine was nearing the zone of its first "major", (an expensive item out here) I had an offer for the Auster of more than I had paid for it originally, and this, of course, could not be refused! I parted with a valued friend in the knowledge that a totting up of the final balance sheet revealed a state of affairs that might almost be described as seven years free flying! It will be obvious that actual flying hours per year were not very many, and for one period of 20 months the plane lay stored while I was abroad, all "inhibiting" having been done by ourselves on the estancia following the handbook's instructions, with the limited selection of materials available! The fact that after seven years the engine was maintaining its normal revolutions and the fabric entirely airworthy speaks volumes for its design and excellence of material used by the Auster Company.

In conclusion it might be of interest to state that my American car, used over the same periods, mileage for mileage, cost me more than treble in maintenance than the Auster, to say nothing of the wear and tear caused to the owner's body in the Pampa dust!

SMITHS-KELVIN HUGHES AIR RALLY

FLYING from widely separated aerodromes, 30 pilots and student pilots, employees of the Smiths Group of aviation companies met at Thruxton, home of the Wiltshire Flying Club on July 16th. From Denham, Luton, Southend, Stapleford and Staverton nine aircraft arrived at the big, well-kept aerodrome to start the second Smiths rally.

Hospitality at Thruxton was extended by the flying club and by a group of the 26 pilots who fly there under the assisted flying scheme arranged by Kelvin Hughes.

Prizes were awarded for a spot-landing contest, a nearest to the sealed time of arrival and for the neatest and

(Continued on page 22)

NEWS IN BRIEF

AUSTERS SUPPLY FIRST NEW BRITISH AIRCRAFT TO AUSTRIA

TWO Austrian pilots came to Rearsby recently to collect an Auster Autocar which proved to be the first new British aircraft imported into Austria since the war. The Autocar was suitably modified to carry every Auster modification kit available. Its consequent range of duties is therefore considerable and will consist of the following: Cropspraying, Cropdusting, Ambulance duties, Glider towing and Aerial photography, it will also be used for training pilots, freighting and mountain rescue work. The primary reason for its purchase was however for use with the Austrian Rescue Squad. This organisation will use it for dropping supplies and doctors by parachute to victims of avalanches.

In this capacity it will also be fitted with skis and flown into the mountains to bring out casualties using the ambulance gear. The Austrian Rescue Squad is a permanent part of the Red Cross Service in Austria, a similar squad exists in Switzerland and Holland to cope with National disasters peculiar to those countries.

Powered by a Gipsy Major engine of 145 h.p. the Autocar was flown away from Rearsby by Robert Elias and Friedrich Truley, both members of the Austrian Rescue Squad. Robert Elias is the Chief Flying Instructor of the Squad and also of the Austrian Flying School based at Graz. Friedrich Truley is the Squad's Chief Parachute Instructor, he has made over 360 jumps and is a Director of 'Austro-flug', an Austrian aeronautical journal.



The first new British aircraft to be imported into Austria since the war—an Auster Autocar.



Austrian pilots, Robert Elias, left, and Friedrich Truley.

AIR TAXI SERVICE FROM SOUTHEND

AN air taxi service to anywhere within reasonable range in Britain appears to be flourishing at Southend Airport. Using Auster Autocrat aircraft the service costs 1s. 3d. a mile and booking is the same as for an ordinary taxi,—just lift the phone and tell them where you want to go. No specific timetable is organised and passengers are taken anywhere at any time. Charges are made for the total mileage flown there and back whether passengers travel on the return journey or not.

If the demand is sufficient the service may be extended to Ostend and Le Touquet.

UNITED STEEL SPAN THE CHANNEL

THE recently acquired Auster Mk. 5 aircraft belonging to the United Steel

Companies, Limited, of Sheffield, has already visited the continent carrying an executive on a business trip. Ron Leathers, an Assistant Rolling Mill Manager, pilots the aircraft and on this occasion flew Mr. A. J. Peech, United Steel's Deputy General Managing Director to France.

BLERIOT ESCORT

EARLY in August two Auster Autocrats of the Southend Flying School took part in a flying celebration of the first crossing of the channel by the French pilot, Bleriot, in 1909. The Autocrats escorted the Bleriot, a replica of the original plane, in case of trouble, and also carried Press photographers. The crossing was successful and the Bleriot touched down at Ferryfield, Kent, 74 minutes after taking off from Calais.

THE MALAYAN PSYCHOLOGICAL WAR

FURTHER news of the aerial broadcasting carried out against the terrorists in Malaya is now available. Using Auster Mk. 6 aircraft equipped with powerful loud speakers, a pilot, Flt.-Lt. D. C. Shaw of 267 Squadron Royal Air Force, has just completed 350 hours of broadcasting. He has been hailing the communists with pre-recorded "surrender" appeals. Flying from every airfield and advance airstrip in Malaya, Flt.-Lt. Shaw has covered the jungle areas in every one of the nine states of the Federation of Malaya. The messages are recorded on tape in Mandarin, Cantonese, Hobbien, Hakka and Malay. The results of these broadcasts have been very successful with regard to the number of terrorists who have surrendered.

TROUBLE SPOTTER

FLYING almost daily for month after month spotting out terrorist camps is another Auster pilot, Captain Ken Perkins, Flight Commander of No. 656 Air O.P. Squadron (Kuala Lumpur).

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Captain Perkins has perfected a "straight and level" method of spotting jungle camps and cultivation plots. This avoids circling a likely spot and warning terrorists that their hide out has been located, which usually meant that by the time security forces arrived the terrorists had vanished into the jungle. However, using the new method many successful attacks have been made by ground forces.

Capt. Perkins has been awarded the Selangor Distinguished Conduct Medal for his valuable work in Auster Air

O.P.'s, part of the citation with his award read, "No single officer of the security forces has rendered a greater degree of help to the emergency effort in Selangor over the last two years."

and now . . . A FISH SPOTTER

AUSTER aircraft are now being used to spot Salmon off the coasts of Australia. One such trip was made by an Auster from Brusselton, West Australia, where professional Salmon fishermen "shadowed" a school of salmon estimated to weigh over 1,000 tons.

SMITHS-KELVIN HUGHES AIR RALLY—Contd.

best looking aircraft. Winner of the spot landing was Mr. R. Bagot, flying an Auster from the Herts and Essex Aero Club; nearest to the time of arrival was Mr. T. Kennedy in a Tiger Moth

from the Cotswold Flying Club, Staverton; and the prize for the concours d'elegance went to Mr. C. F. Mathews for his radio equipped Auster from the Southend Flying Club.

'QUEEN OF THE AIR' COMPETITION



This delightful picture was taken recently at Squires Gate Airport, Blackpool, after the results of a "Queen of the Air" competition had been announced. The winner was Miss Cynthia Pearl seen third from the left, second in the contest was Marion Tandy, fifth from the left. Comfortably sandwiched between these beauties is Mr. L. Ash Lyons, the organiser, they are all standing in front of the Auster Aiglet Trainer owned by Jimmy Edwards the comedian.

[An L. Ash Lyons Photo

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Rearsby, Leicester, England
Auster Aircraft Limited

Issue No. 38

TELEFLEX CONTROLS

A CASE of throttle control jamming, following an assembly of a Teleflex control box by an operator after lubrication of the cable to reduce throttle control stiffness, has recently been reported.

Upon investigation it was found to have been caused by the end of the Teleflex cable having become disengaged from the slot in the wheel of the throttle control box and riding up between the facing teeth of the wheel and the operating lever (in this case the throttle lever). This had been made possible by the inadvertent leaving of lateral clearances between the wheel and casing and between the wheel and lever during assembly of the box, the accumulative clearance producing the condition described.

When assembling Teleflex-type throttle control boxes therefore, the meshing faces of the wheel and throttle lever should be held firmly in mesh by

manual pressure on the friction spindle. This pressure will simultaneously ensure that both wheel and lever are correctly positioned in the casing and all end play is eliminated.

The mixture control should be similarly assembled and the pressure maintained on the spindle until the assembly of the box is complete and the knurled adjusting nut is in position and adjusted.

A positive check for excessive lateral clearance may be made by measuring the working clearance between the throttle lever and the throttle box casing before dismantling the box. Any clearance in excess of this figure found after assembly of the box will indicate faulty assembly.

Note: The above check is extremely important as faulty assembly procedure will not necessarily cause immediate jamming of the throttle control.

STANDING GUARD—*Contd.*

and if need be the aircraft will stand by to direct the fire fighting.

Throughout the year trained forestry men record the conditions in the forests. Factors noted are the amount of rain that has fallen, wind speed and direction, humidity and temperature. One of the instruments used is known as a moisture-content rod. Readings taken regularly from this indicate the amount of moist-

ure present in the forest bed, a collation of all these readings results in what is termed a fire-danger rating. This is kept in a chart form at the Rotorua headquarters where the Fire Conserving Officer can see at a glance, when a fire is more likely to occur. When risks are highest, fire fighting equipment is kept at the ready and crews alerted, even the location of the staff of the various mills is noted in case of need.

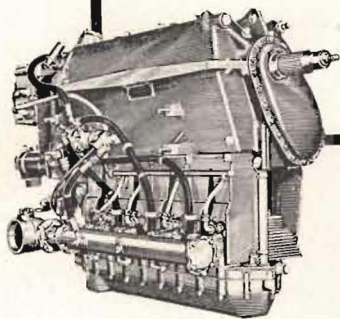


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