

AUSTER NEWS

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Vol 6 : No. 9

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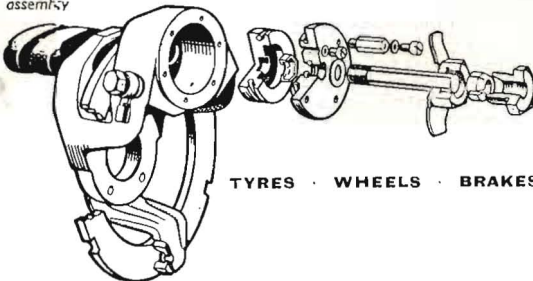
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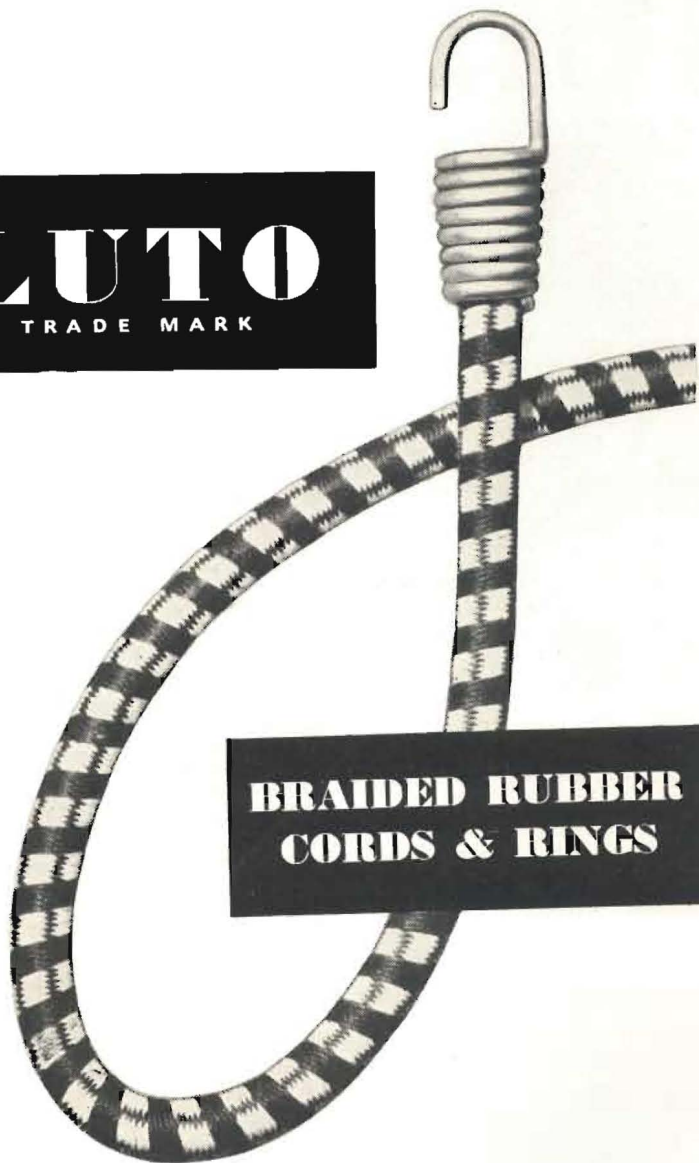


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AUSTER NEWS

Vol. 6 : No. 9

Jan./Feb. 1959

Editorial

AFTER a lapse of several months, our readers will no doubt be pleased to receive again their copy of the *News*.

We regret the break in publication of this magazine, which was due to reorganisation within the Company, but we now hope to resume publication at regular bi-monthly intervals.

In addition to keeping owners and operators advised of the latest Auster developments, modifications, etc., one of the main purposes of the *News* is to provide readers with items of interest relating to the operation of Austers throughout the world. Whilst it is a simple matter for us to deal with those items emanating from within this Company, it is only with the help of our readers that we can publish articles on world-wide Auster activities.

In this latter connection we appeal to you to let us have anything which may be considered to be of interest to other readers. Club news, where and how Austers are operating, special feats by Auster pilots, these are just a few of the many topics which have a wide interest and will be gratefully received. Photographs of personnel, establishments and our aircraft in interesting overseas settings will be most welcome. In view of the large numbers of Austers now operating throughout the world, there can be no doubt that events must be taking place almost daily which would be of considerable interest to all our readers.

Cover Photo

THIS exceptionally good action 'shot' shows an Aiglet Trainer of the Persian National Aero Club being demonstrated by Randal Porteous at last year's Farnborough Show, the aircraft appearing to be moving sideways. Careful study of the control surfaces indicates the remarkable manoeuvrability and safety of the Trainer.

THE AUSTER IN THE GLOISTER

by Hans Vogt

Through the medium of the 'News', Auster owners in many parts of the world have learned of the unusual exploits of Hans Vogt, an Auster owner in Southern Rhodesia.

In his latest contribution to this magazine, this enthusiastic aviator tells of a feat, which, other considerations apart, speaks volumes for the performance of his aircraft.—EDITOR.

A RECENT Sunday was a historic date for Regina Coeli Mission. By 'road' they are two hours north of Troutbeck Inn, Inyanga, Southern Rhodesia. You only meet landrovers and jeeps in that part of the country; fifty drifts having to be crossed in the journey from Inn to Mission. Even in any weather with the best road conditions, a seat-belt would be a most valuable asset. In the rainy season the 'road' is best forgotten, torrents ten to twenty feet deep roar down those ravines, between which the road has the quality of a skidding alley.

During a visit by car, the casual remark was dropped, "Why don't you build an airstrip here?" and within a week it was there! The Mission received valuable support from engineers working on the



After coming to rest on top of the hill UP-YJX was quickly surrounded by a wall of excited perspiring humanity.



In this 'shot' Irrigation Officers Grobbelar and Warren pose with their 'extras' prior to taking a bird's-eye look at their irrigation scheme.

Niamoropo irrigation scheme—a network of cement-burrows, dams, and aquaducts being built for future irrigation of the plains of the Garesi river valley.

The engineers stuck their red and white measuring rods in the high grass, in a straight line up the hillside. Natives, with bazas, picks and shovels cut out that strip and levelled it within barely three days. The airstrip runs north-south and is visible from the air only a few minutes after crossing the escarpment north of Troutbeck Inn.

The first landing of Auster UP-YJX up that slope with a varying gusty backwind of about 10 m.p.h., was a little bumpy. The aircraft came finally to a halt at the top of the hill between a cattle kraal and thorn bush. Engine off, and the horizon disappeared behind a wave of natives, running towards the Auster. In no time the aircraft was surrounded by a wall, up to fifteen feet thick, of excited perspiring humanity. UP-YJX was virtually vibrating from the many hundreds of hands making sure it was actually there, whilst the security of fuselage and wing fabric was in positive danger, so great was their enthusiasm.

The hot exhaust pipe was the only part with no direct human contact.

Finally, the Mission Fathers and a native teacher succeeded in breaking the 'native barrier' and established contact with us. A royal welcome awaited us. The Mission Doctor, Baroness Von Fuerstenberg brought silver cups and cool red wine, said to be genuine Rhodesian

from Rusape, which tasted heavenly. Order was then given to the mass to withdraw so that we could reach the Landrovers. The black wall gave way and parted. Moses must have had a similar feeling when *'The waters of the Red Sea opened in front of him.'*

Regina Coeli Mission comprises a ring of buildings on the hill top, laid out and built by the Carmelite Fathers. The dominating building is the hospital with dispensary. The resident Mission doctor handles also several out-stations, located at forlorn spots still farther north. The work done here and the organisation built up deserve the highest praise.

Mission Fathers generally are endowed with great insight, but to Father Egon, No. 1 at the Mission, intuitive foresight must also be attributed. The priory, i.e., the Fathers house is built in horseshoe-pattern, close to the airstrip, with the courtyard just wide enough to house the Auster. Three feet were left at each end of the wings. The 'hangar', in fact a real cloister, fitted UP-YJX like a tailored jacket.



On Sunday mornings Mass is celebrated in this courtyard with an attendance of hundreds of natives, walking there from up to 20 miles!

Father Kenney took his first turn by air over the surroundings. Irrigation Officers Grobbelar and Warren were interested to take a bird's eye view of their extensive work in that area. Mr. Stoltz, director of the scheme, and 'the man behind the airstrip' had not unfortunately returned from an inspection tour.

The Mission and irrigation scheme are now as close to Salisbury by air as they are under best road conditions to Troutbeck Inn! In the rainy season, when they would be totally cut-off from the outside world, that airstrip may mean all the difference.

p.s.—We have been informed by Mr. Vogt that originally the airstrip was only 200 yards in length, uphill with a nasty backwind, take-off was easy. Downhill, with full load he required less than 80 yards to become airborne. Unfortunately, landing downhill was impossible, it was too steep. To use his own words: "The Auster is simply ideal to do such odd feats when required."



OF THE many types of aircraft produced by Austers since the last war the Aiglet Trainer is perhaps one of the best known. This aircraft was first produced in 1951 and since that time it has been in quantity production. As is now widely known, this elementary trainer was designed for high utility and therefore to withstand harsh treatment. Its ability to give greater flying hours utilisation over a given period together with low initial and maintenance cost has made it a favourite with flying clubs the world over.

The success of the Aiglet Trainer has been further proved by its employment as an elementary trainer by most of the better known flying schools. These latter include the Kuwait Aero Club, The Airways Aero Club of Croydon and Air Service Training of Hamble. This aircraft is also employed in a military capacity by the Royal Pakistan Air Force and the Arab Legion Air Force, the decision made by these countries has now been followed by the Persian Government who have recently taken delivery of 15 of these aircraft. The original Aiglet Trainer (Type J.5F) was powered by a Gipsy Major I engine of 130 h.p. Later Trainers (Type J.5L) are fitted with a Gipsy Major 10 engine of 145 h.p., thus further improving its original remarkable performance. It is this latter type which has been supplied to Persia, one of which is shown in the accompanying photograph.

Performance for J5L

Aiglet Trainer

Maximum level 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 yd. (119 m. in 8 km/hr. wind)
Take-off run in 5 m.p.h. wind	150 yd. (137 m. in 8 km/hr. wind)
Still air range, with 16 imp. gallon (73 litres) fuel tank	225 miles (362 km.)
Still air range with 2 × 16 imp. gallon (146 litres) fuel tanks	440 miles (709 km.)
Fuel consumption at maximum r.p.m.	11½ gallons hr. (52½ litres hr.)
Fuel consumption at maximum cruise	8½ gallons hr. (38½ litres hr.)
Service ceiling	13,200 ft. (4,030 m.)
Rate of climb at sea level	810 ft. per min. (247 m. per min.)



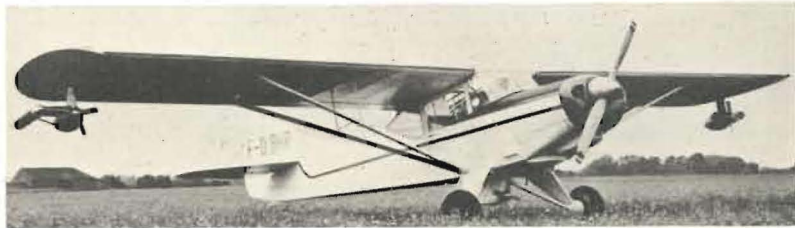
Depicted above is the Aiglet Trainer bearing the distinctive markings of the Persian National Aero Club.

INTRODUCING THE WORKMASTER

A New Agricultural Aircraft

IN THE Editorial of the last issue of the *News*, attention was drawn to the ever increasing use of aircraft for agricultural duties, and of the part played by the Auster Company in this sphere. It is therefore, perhaps, fitting to include in this issue details of our latest product — the Workmaster. The market for this type of aircraft now covers the entire world, where some 12,000 aircraft are currently used for agricultural duties, consisting mainly of spraying and dusting. However, the majority of these aircraft are either surplus military trainers or other light aircraft — including many Austers — adapted to farm flying. Experience has shown that converted types are inefficient and that aircraft designed for the job are required. This latter fact has long been realised by Austers, who, for many years have been pioneers in this specialised field.

The Workmaster has been built to a specification evolved by one of Europe's largest operators of agricultural aircraft. That Company's knowledge of exact field operation requirements combined with Austers many years of agricultural aircraft design experience, has resulted in a rugged weight-lifter, with performance and, especially, handling qualities well in advance of any similarly powered aircraft.



The rugged workman-like lines are apparent in the above photograph which shows the WORKMASTER equipped with Micronair Rotary Atomisers.

Continued on page 14

AUSTER J.I.U

Specification . . .

Construction

Power unit: 180 h.p. (182 c.v.) Lycoming 0-360 — A series.

Fuselage: Welded steel tubing, fabric covered.

Wings: High-wing, braced to fuselage by streamlined struts. Wood spars. Light alloy and steel ribs. Fabric covered.

Fuel system: One 16 gal. (73 litres) tank in wing root (an additional 16 gal. tank is fitted in the other wing root for ferrying purposes).

Oil system: Oil sump capacity $1\frac{1}{2}$ imp. gal. (8 U.S. quarts) 7.6 litres).

Flaps: Split trailing edge type. Light alloy skin.

Tail unit: Welded steel frame. Fabric covered Horn-balanced rudder and elevators.

Landing Gear: Welded steel tubular frame, with rubber shock absorber cords.

Tail wheel: Fully castoring, with telescopic strut employing rubber rings in compression. pneumatic static conductive tailwheel.

Performance

(Spraying equipment fitted)

	No Load	Typical Sprayload 50 gals. (Water-base)	Maximum A.U.W.
Weight	1,800 lb.	2,350 lb.	2,650 lb.
Maximum speed at 1,000 ft.	114 m.p.h.	109 m.p.h.	106 m.p.h.
Maximum cruise speed at 1,000 ft.	99 m.p.h.	93 m.p.h.	90 m.p.h.
Take-off run, zero wind	100 yd.	165 yd.	220 yd.
Stalling speed (flaps down)	31 m.p.h.	34 m.p.h.	36 m.p.h.
Initial rate of climb (flaps up)	1,260 ft/min.	750 ft/min.	360 ft/min.
Initial rate of climb (take-off flap)	1,140 ft/min.	710 ft/min.	590 ft/min.
Total distance to 50 ft. (zero wind)	225 yd.	360 yd.	485 yd.

Recommended spraying speed range: 60 m.p.h. to 80 m.p.h. I.A.S.

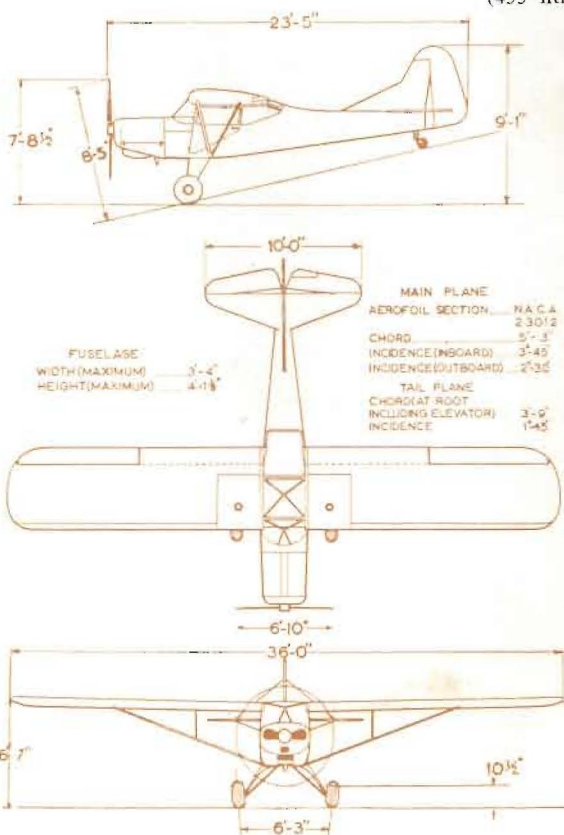
Average cruising fuel consumption: 8.75 imp. gal/hr.

(Fuel consumption during spraying operations will depend upon the operational technique employed.)

WORKMASTER

Dimensions and Loading

Span	36 ft. (11 m.)
Length	23 ft. 5 in. (7.15 m.)
Height (propeller vertical, tail on ground)	8 ft. 1½ in. (2.37 m.)
Tailplane span	10 ft. (3 m.)
Wheel track	6 ft. 3 in. (1.9 m.)
Wing gross area	185 sq. ft. (17.14 sq. m.)
Maximum A.U.W.	2,650 lb. (1,200 kg.)
Wing loading at 2,650 lb.	14.3 lb/sq. ft. (70 kg/sq. m.)
Power	180 h.p. (182 c.v.)
Power loading at 2,650 lb.	14.7 lb/h.p. (6.5 kg/c.v.)
Spray Tank Capacity	100 imp. gal. (120 U.S. quarts) (455 litres.)



General Arrangement

INTRODUCING THE WORKMASTER—Continued from page 11

Many new features are built into the Workmaster to increase its work capacity, and protect its pilot. Among these is the exclusive cabin arrangement which accommodates not only pilot and a 100 imp. gallon fluid tank, but also a passenger.

The 180 h.p. Lycoming motor and special propeller not only enables the 100 gallon load to be carried with ease, but leaves power to spare, giving increased safety margins in all conditions of flight. This abundant power provides greater work capacity and consequently larger profits. An 80 m.p.h. spraying speed gives the Workmaster a 30 per cent speed advantage over contemporary light aircraft converted for the job.

At take-off, acceleration is rapid and, even when fully loaded, the aircraft is airborne after a very short run. A steep climb follows, easily clearing obstacles often encountered on temporary airstrips used for spraying operations. In flight the aircraft is remarkably easy to handle due to carefully harmonised controls.



The 100 gallon tank is positioned alongside the pilot for safety. Adequate provision of large inspection panels makes cleaning easy. Built-in baffles add strength and eliminate surge during manoeuvres. Entire tank is removable through top canopy and is all welded using a technique to combat corrosion and fatigue cracks.

Aileron control is particularly light and highly responsive giving excellent roll characteristics at moderate speeds, for example when spraying at low altitude in hot or bumpy air conditions. Crop-level flying is therefore made safer and more accurate than ever before.



Oversize low-pressure tyres with large contact area enable the Workmaster to use muddy airstrips without fear of bogging down or nosing over. An engineer holds a wheel taken from a typical spray plane to show the extra size of the Workmaster's wheel.

A double-thickness windscreen is fitted to ensure safety against collision with birds. A further safety feature is the fitment of low-pressure oversize tyres. These provide high energy absorption and good flotation on soggy surfaces. Rough or soft airstrips can therefore be used almost continually, under conditions that would bog down similar aircraft with orthodox wheels.

The rear cabin consists of a large clear-vision panel. This panel is readily removable to facilitate easy fitment of the fluid tank or, alternatively, for loading of freight, etc., which may be carried in its place.

The spray-gear fitted may be either of two systems, in each case however, a similar tank is employed. One system employs the orthodox spray-bar installation. In this case atomisation of the fluid is effected by forcing it, by means of a windmill-driven pump, through nozzles in the spray-bar. Nozzles of varying sizes may be fitted to give greater or less dosage per acre. This system is particularly effective when intermediate to large droplet size is required.

The second system, known as Micronair, again employs a windmill-driven pump but in this case rotary atomiser units are used in lieu of the spray-bar. Two or four of these units are mounted on the underside of the wing, and atomisation in this case is effected by forcing the fluid through a fast-rotating gauze cylinder. This system gives remarkably uniform and small droplets, about 70 per cent of these being normally in the approximate range of 50-70 microns.

The "Micronair"

Rotary Atomiser

THE LAST S.B.A.C. display was the first to feature agricultural aircraft, with two aircraft specifically developed for spraying on show. This innovation reflects the growing British interest in this department of aviation.

Throughout the world thousands of aircraft are engaged in agricultural work and all are fitted with equipment designed either for spraying, dusting, topdressing or seeding. There is therefore growing up an industry concerned exclusively with the development of this special equipment.

The Auster Alpha aircraft demonstrated at Farnborough was fitted with new type 'Micronair' rotary atomiser units. Operation of aircraft fitted with this equipment was described in an article included in the last issue of the *News*. The rotary atomiser has completely changed spraying techniques by enabling the operator to atomise the chemical



Shown above is the Micronair Rotary Atomiser, large numbers of which are in service in many countries. The Micronair offers a wide range of droplet sizes all of which can be accurately controlled.

to the desired droplet size thus ensuring even coverage of the crop. Different treatments each call for a particular size of droplet for optimum efficiency and it is in this respect that the rotary atomiser compares favourably with most earlier installations. With the rotary atomiser the droplet size may be regulated by the speed at which the drums are set to rotate.

The strength of most fertilisers and insecticides in aerial use today is such that very small quantities only are required for the treatment of large areas, this formerly necessitated the use of large amounts of 'carrier liquid'. The introduction of rotary atomisers with their ability to distribute evenly droplets of minute size, has enabled the amount of 'carrier fluid' to be reduced and a more highly concentrated chemical used. In achieving this, it follows that the economic capabilities of the aircraft are greatly increased. In short, aircraft using this equipment need apply, in general, less than half the quantity of liquid per acre, than that necessary, using earlier installations, to obtain complete cover.

The atomiser is manufactured by precision engineering methods and is constructed of stainless steel (or cadmium-plated mild steel) and brass, it is therefore not subject to corrosion by normal spray-fluids. In addition to the Alpha (the type demonstrated at Farnborough) Auster's latest agricultural aircraft, the 'Workmaster', utilises 'Micronair' rotary atomisers in its spraying role. Auster Aircraft Limited, are selling agents for 'Micronair' spraying equipment in the following regions: Europe, Africa (except French and ex-French territories), Asia, Australia and Britain.

Full details relating to this equipment can be obtained from the Sales Department at Rearsby.

Still Breaking Records

IN THE February 1953 issue of the *News* an article appeared telling of the achievements of No. 656 Squadron.

We now hear, that they are still breaking records, 150,000 hours of operational flying having been logged to date. This figure is believed by Major P. D. O'Driscoll, D.A.P.R. to constitute a world record for any comparable Squadron over a similar period of time, with the possibility that it is an all-time high for any Service squadron.

For the record, the hours are reckoned from July 1948 when 656 Squadron started flying in support of the emergency operations in Malaya. All the flying has been done in Auster Mk. 5, 6, 7 and 9 aircraft.

We at Austers congratulate all associated with the achievements of this squadron.

AUSTER SERVICE BULLETIN

Issue No. 45

January/February 1959

CABIN PENETRATION BY RAIN ALL AUSTER J.5 SERIES AIRCRAFT

Reports have been received of cabin penetration by rain during flight and under parked conditions. Investigation has shown that the majority of the complaints related to aircraft that had been delivered in a crated condition. The fault has been caused by failure, during assembly, to use 'Prestic' blue sealing tape between the perspex and the fairings. To obtain a good seal, the 'Prestic' tape should be folded over the edge of the fairing to form a beading. If necessary, two layers of tape may be used locally to obtain the required thickness.

FITMENT OF WING TANKS

Owners and operators of Auster JIB Aiglet and JIN Alpha variants may now effect a notable improvement to their aircraft by the incorporation of Modification No. 3470.

This modification replaces the fuselage and long-range ventral tanks with two wing-housed tanks each with a capacity of 16 Imp. gallons.

Our Service Department have recently installed this modification in several aircraft and, in all cases the resulting improvement, due to increased range and the removal of the ventral tank, was considered to be well worth the cost of the work involved.

Another feature of this modification is the elimination of doubt in respect of the contents of the ventral tank. Each wing tank is provided with an independent contents gauge, which can be read through the wing-root fairing.

The modification kit as supplied provides all components necessary for complete installation, including new fuel cock and associated pipes, etc. The cost of this kit ex-works is £189 11s. 0d.

If preferred, the modification can be fitted by our Repair and Service Department at an inclusive cost of £245 7s. 0d. In this event the aircraft would be required for a matter of a few days.

APPROVED SHOCK CORDS

As most Auster owners are aware, undercarriage shock-cords are manufactured in various degrees of strength to suit various operating conditions, aircraft loads, etc. We give here a table which should help to eliminate any possible confusion when ordering spares.

Aircraft	Standard	S.O.O.	Cross Wind
Mk. 4, 5 and 5D	G 50035X2		As Standard
J1	E 50178X2	*G 50035X2 (A)	As Standard
J1B, J1N	E 50178X2	*G 50035X2 (A)	J 50526X2
J2, J4	K 50228X2		As Standard
J5	J 50596X2		As Standard
J5F, K, L, Q, R ..	J 50596	*J 50596 (B)	As Standard
J8F, K, L ..	E 50178	*G 50035	
J5B, G, H, P	J 50596		E 50178
	G 50035		G 50035
J1U	G 50035X2		

(A) Modification 3300

(B) Modification 3152

*These cords are usually fitted when crop spraying/dusting equipment, etc., is installed.

ORDERING OF SPARES

Our Service Department staff quite frequently experience considerable difficulty in ascertaining, from the information supplied, the customer's exact spares requirements. This usually leads to delay and often considerable unnecessary expense if the wrong spare has to be returned.

In most cases, this annoyance can be eliminated by the customer following a few simple rules.

When ordering spares the Part No. should, if possible, always be quoted, this can usually be found on all main components. In addition, the type of aircraft, e.g. J1, J5B, etc., should be given together with its construction number. This latter can be found on a plate located at the top of the starboard front doorframe member.

When ordering certain spares, the following may be of guidance.

Brake Cables

These cables can be identified by the length of the flexible conduit and the number of adjusters. Early type cables have a short length of flexible conduit and one adjuster, whilst later aircraft were fitted with a full length flexible cable with an adjuster at each end.

Wings, Ailerons and Elevators

In the case of wing or aileron replacements, or their spares, please quote if possible, the Serial No. and Drawing No. in addition to the Aircraft Type and Construction No.

These numbers can be found on a plate visible through the transparent patches on the underside of the ailerons and elevators. On mainplanes, the plate is fitted to the rear face of the rear spar and is accessible through the 'Zip' inspection panel adjacent to the aileron operating rod.

In conclusion we would emphasise that it is impossible to give a Service Department too much information. The fuller the information the quicker the service.

ALL CIVIL AUSTER UNDERCARRIAGE ATTACHMENT BOLTS

Evidence has again been received of the overtightening of undercarriage attachment bolts, with resultant distortion to the gusset. In view of this we reprint an extract from Bulletin No. 19 with reference to this subject.

It is again requested that operators please note that the nuts on the bolts by which the undercarriage components are hinged to the fuselage longerons should not be more than finger tight. Any straining of these bolts tends to distort the gusseted fittings welded to the longeron and may lead to cracking of the gussets following repeated heavy landings. The tension in these bolts should be adjusted as soon as convenient, and after this is done the bolts should be checked for bending after any exceptionally heavy landings, and also the gusseted fittings should be inspected for signs of cracks in the weld.

This inspection should also be carried out at least after every 50 flying hours.

SERVICE BULLETINS

For many years now the *News* has been a most successful medium for the conveyance of items of interest to owners and operators of Auster Aircraft. One of the more notable and regular features of our magazine has been the inclusion of a Service Bulletin. These Bulletins provide maintenance engineers with information on latest requirements, Auster Modifications, etc. In the past, additional copies of these Bulletins have been distributed to various service organisations. Although this arrangement has served its purpose for many years it is apparent that, from the number of requests received for both repeat and back issues, a revision of this procedure is now necessary. After considered thought on this subject, we have decided that in future the following procedure will apply.

Each Bulletin will continue to be featured in the *News*, but additional copies of reprints will not be issued, as, being single loose sheets, these are often lost, hence the requests for further copies. To supersede this arrangement, we have reprinted practically all past issues of the Bulletin, which we propose to issue in booklet form at a cost of 30s. each. This price will include the automatic issue of all future Bulletins which may then be added to the booklet.

With the introduction of this new scheme we feel that the nuisance of trying to find lost sheets and the subsequent requests for further issues will be largely eliminated. A preliminary quantity of these booklets has now been printed and are available for issue.

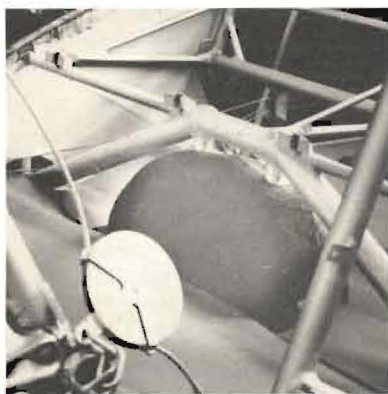
Will all those requiring a copy, please advise the Publications Department at Austers as early as possible. By doing so we will be in a much better position to estimate final quantities required.

INTERNAL SHOCK CORD COVER (MOD. 3523)

Modification applicable to Austers J1, J1B, J1N, Mks. 5 and 5D

Introduction :

- (1) Following numerous requests an internal Shock-Cord Cover has been developed for the above-mentioned aircraft types. This very easily fitted modification fulfills a long-felt need by sealing the gap below the shock-truss, thus vastly improving cabin comfort. The cover (formed in two sections) is moulded in light, yet very strong resin-bonded glass fibre. No structural alterations are necessary, fitment being simply made by drilling a number of holes in wooden members only. The full sequence of operations for fitment is given later.



Modification sets are available from the Service Department at Rearsby, price £3 12s.0d. ex-works. If desired, arrangements can be made for the fitment of this modification by our Service Staff at small cost.

Photograph left, shows neat and simple installation of the new Shock-Cord Cover.

Procedure prior to Installation :

- (2) (A) The following drawing is supplied for reference :

Drawing No.	Description
J.G. 2389	Assy. of shock cord covers

- (B) The following items are required for complete assembly :

Part No.	Description	No. off
JA700712	Shock-cord cover, front	1
JA700714	Shock-cord cover, rear	1
A32/B16	Screw 4 B.A. roundhead	4
SP15/B	Washer plain 4 B.A.	18
A32/B20	Screw 4 B.A. roundhead	5
AGS.894/19	Woodscrew roundhead	2
A32/B24	Screw 4 B.A. roundhead	4
JA76247	Angle strip	1
JA76246	Nut plate	1
AGS.2001/B1	Nut 4 B.A. stiff	5
A33/B20	Screw 4 B.A. countersunk	2

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