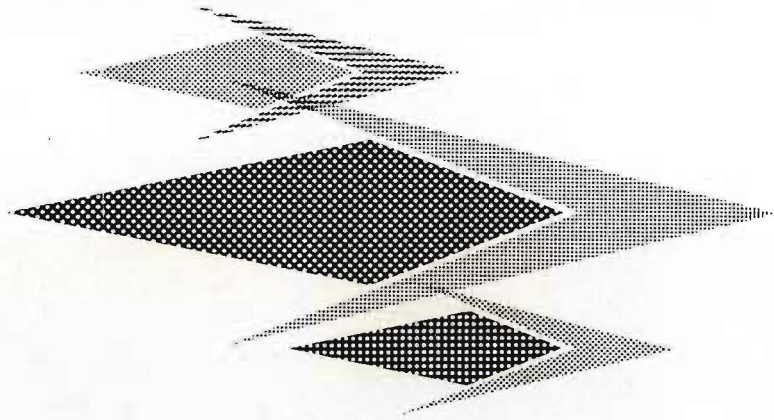


The BEAGLE

Terrier 2





FLYING WITH BEAGLE. The Terrier 2 is offered by BEAGLE to meet the demand for a low-cost, robust, two/three seat aircraft suited to both the private owner and the flying club. In its 1963 form the "Terrier 2" has been factory rebuilt, and substantially developed from its original basis—the sturdy Military Auster Mark Six, which has built up a record for reliability and service all over the world.

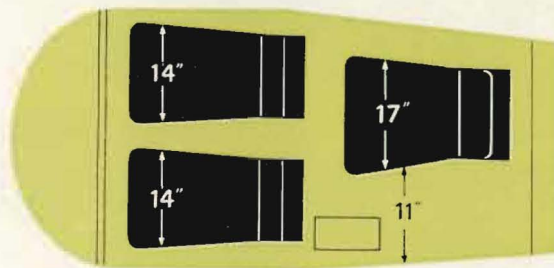
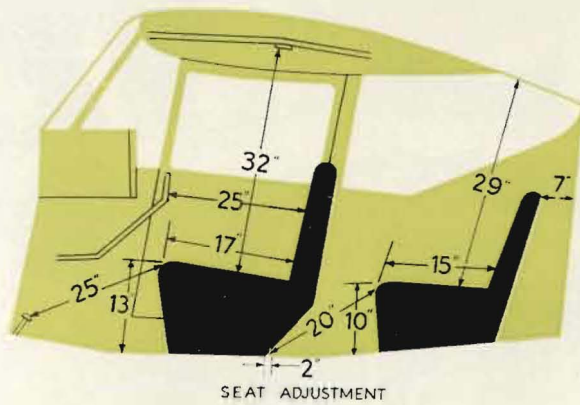
The specification of the Terrier 2 includes a number of basic improvements which have been incorporated with the object of greatly improving the handling qualities of the aircraft. These modifications include: *a larger tail unit, differential ailerons, redesigned flaps, and undercarriage design changes.*

At the same time attention has been given to the standard of cabin finish and reduction of noise.



Interior Finish

The Terrier features a well-finished, quiet and comfortable cabin which is trimmed to a high quality standard in light and pleasing colours. Particular attention has been given to sound proofing, draught exclusion and to the provision of an efficient cabin heater.



Performance and Handling

The Terrier's 145 horsepower engine, proved over years of reliable service, gives the aircraft a lively take-off and climb-out even with a glider in tow.

Normal cruising speed is 115 miles an hour. Range in still air carrying a pilot and two passengers and with full tanks is 280 statute miles.

Even with a full load the Terrier is off the ground in still air in 263 yards.

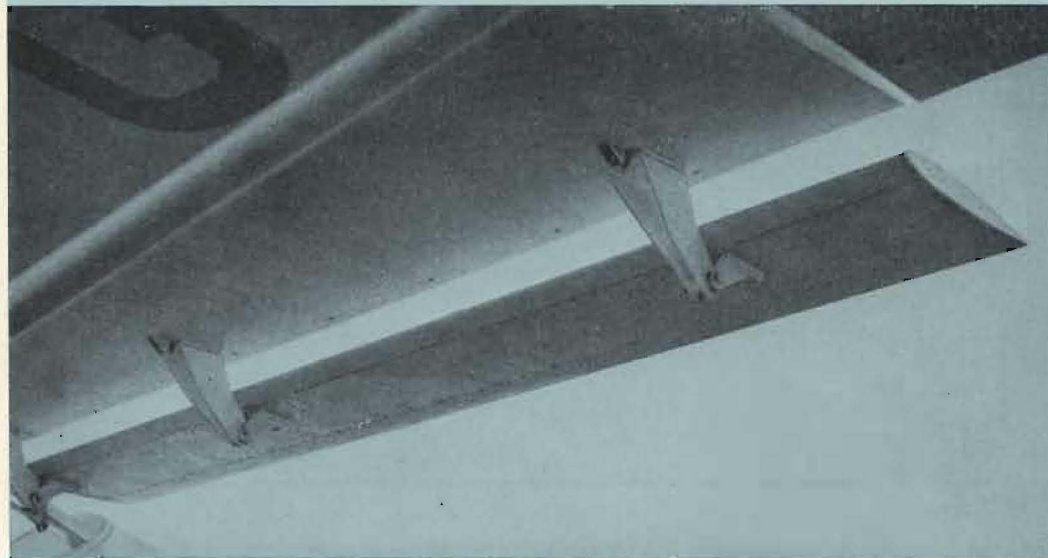
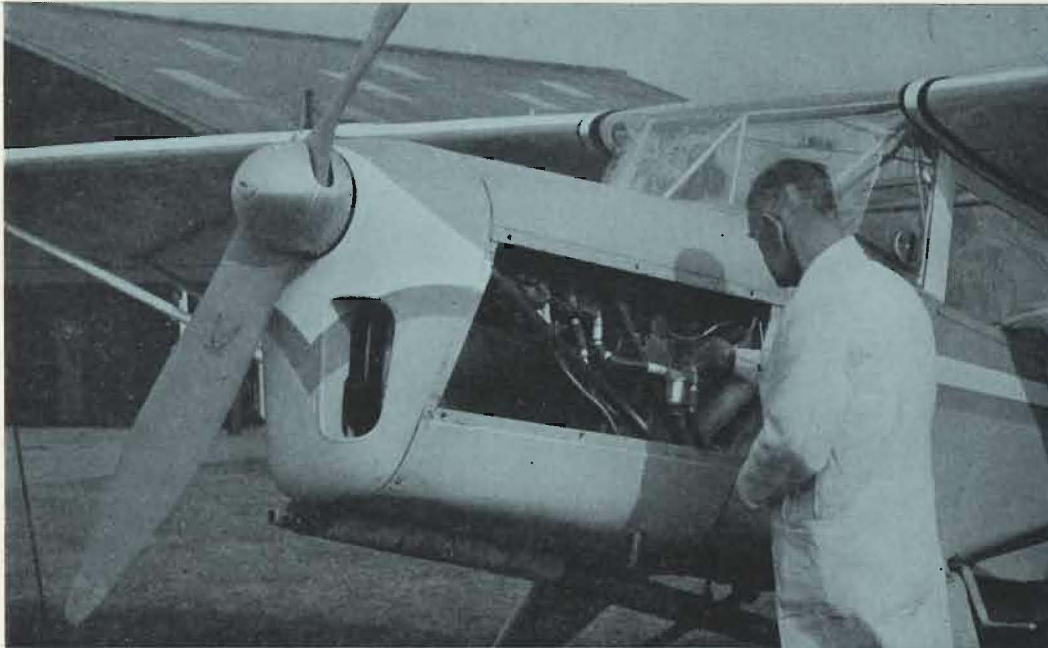
The redesigned flaps, ailerons and tail unit make the aircraft pleasanter and easier to fly. The new undercarriage is designed to stand up to constant punishment from pupil pilots.

A thoroughly well-behaved and simple aircraft the Terrier, like all good instructional machines, reacts sufficiently quickly to pupil errors for the instructor to make his point.

POWER UNIT

The Terrier is powered by a de Havilland Gipsy Major 10 engine—proved over years of reliable service.

In order to make possible the supply of warranted aircraft at the lowest prices, the standard fitting is a Gipsy Major engine in which not less than 400 hours are available before overhaul. Fully overhauled engines with lives of 1,000 hours can be installed at extra cost. All these engines operate on any fuel in the 80/100 octane range.

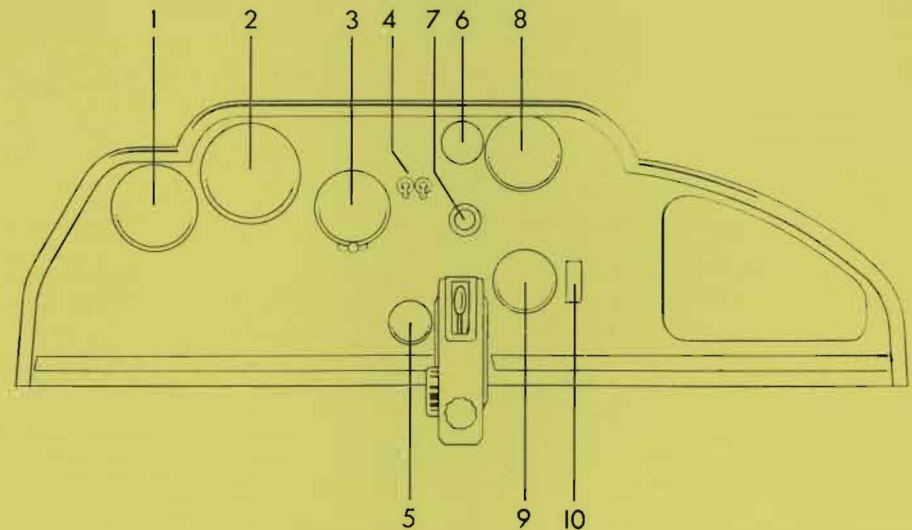


Instruments and Controls

Dual control is provided as standard. A full blind flying panel is available — a 1963 feature. The Terrier meets the most exacting requirements for instrument layout and much care has been given to the positioning of all controls and switches.

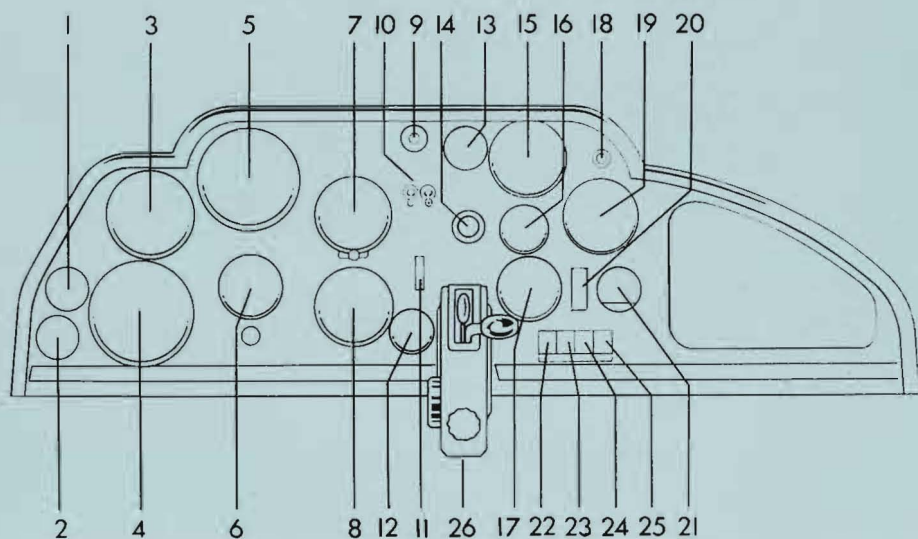
STANDARD PANEL

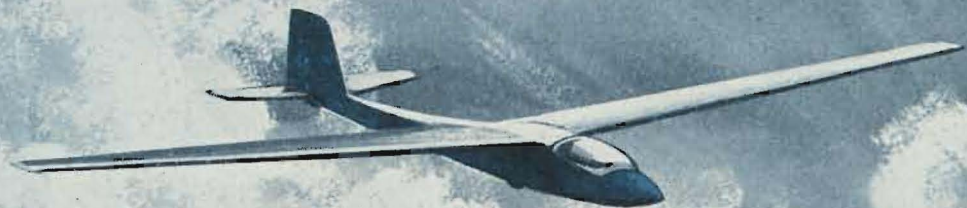
1 Air Speed Indicator. 2 Turn and Slip Indicator. 3 Altimeter. 4 Magneto Switches. 5 Fuel Cock. 6 Carb. Heat Control. 7 Stall Warning Indicator. 8 Engine r.p.m. 9 Oil Temperature Gauge. 10 Oil Pressure Gauge.



BLIND FLYING PANEL

1 Cabin Light Switch. 2 Compass Light Switch. 3 Air Speed Indicator. 4 Turn and Slip Indicator. 5 Artificial Horizon. 6 Direction Indicator. 7 Altimeter. 8 Rate of Climb Indicator. 9 Starter Switch. 10 Magneto Switches. 11 Master Switch. 12 Fuel Cock. 13 Carb. Heat Control. 14 Stall Warning Indicator. 15 Engine r.p.m. 16 Cylinder Temperature Gauge. 17 Oil Temperature Gauge. 18 Generator Warning Light. 19 Time of Flight Clock. 20 Oil Pressure Gauge. 21 Ammeter. 22 Navigation Lights Switch. 23 Beacon Switch. 24-25 Landing Light Switches. 26 Compass Light.





THE TERRIER AS A GLIDER TUG

The provision for a glider/banner towing hook on the Terrier adds to its considerable versatility.

The tug release lever is easily accessible to the pilot's right hand.



Leading Particulars



Power Plant: De Havilland Gipsy Major 10 of 145 b.h.p. (147 c.v.).
 Propeller: Airscrew and Jicwood Wooden Two-blade fixed pitch of
 82" (2.1 metres) dia. (Type No. Z8010/5/C.)

Span	36 ft. 0 in.	<i>11.00 metres</i>
Length	23 ft. 3 in.	<i>7.09 metres</i>
Height	8 ft. 11 in.	<i>2.72 metres</i>
Track	6 ft. 0 in.	<i>1.83 metres</i>

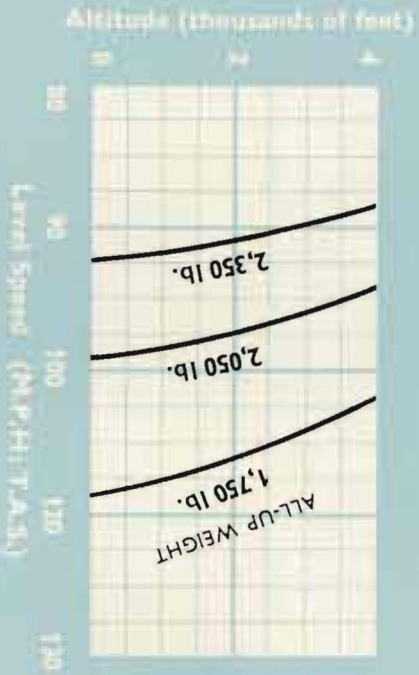
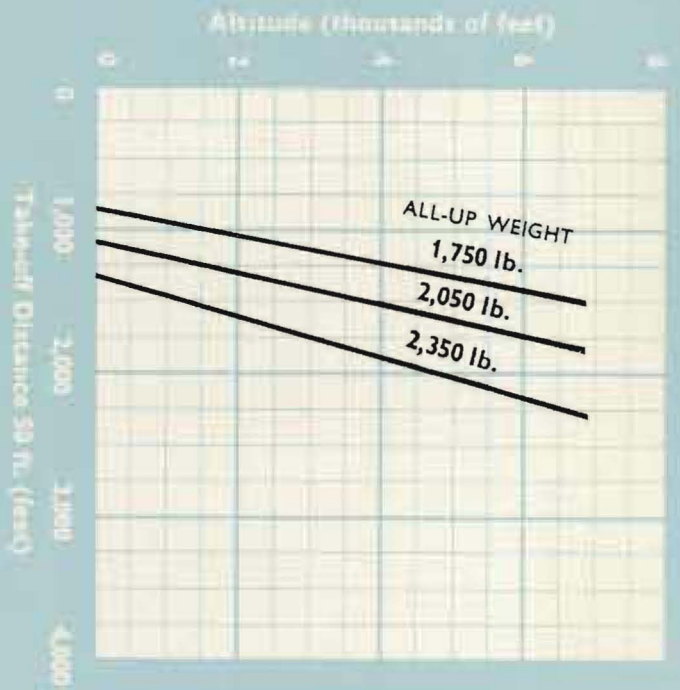
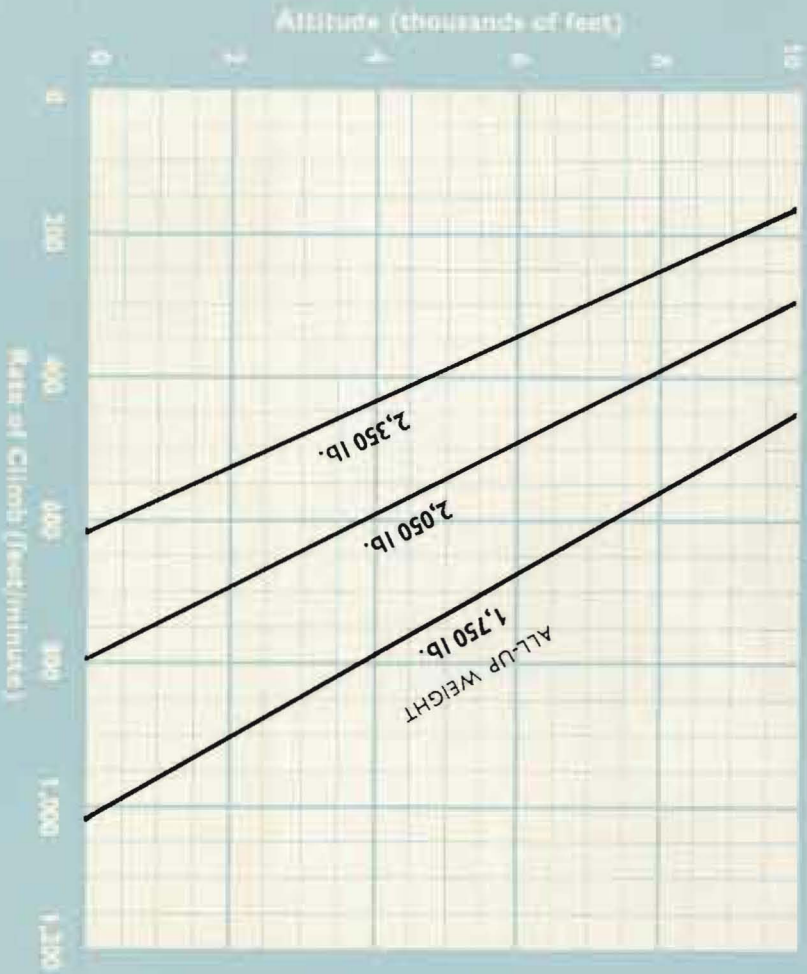
Wing Area	184 sq. ft.	<i>17.1 sq. metres</i>
Aspect Ratio	7.0	
Gross Weight	2,400 lb.	<i>1,080 kg.</i>
Maximum Wing Loading	12.8 lb./sq. ft.	<i>62.5 kg./sq. metres</i>
Maximum Power Loading	16.2 lb./b.h.p.	<i>7.35 kg./c.v.</i>
Fuel capacity	23 imp. galls.	<i>104.6 litres</i>
Basic Equipped Weight	1,600 lb.	<i>726 kg.</i>
Disposable Load	800 lb.	<i>354 kg.</i>

Performance AT 2350 lb. (1066 k.g.)

Maximum level speed at S.L., T.A.S. - - - - -	119 m.p.h.	191 <i>km/hr.</i>
Maximum continuous cruise at 2,500 ft. (762 metres) (2,300 rpm) T.A.S. -	107 m.p.h.	172 <i>km/hr.</i>
Stalling speed flaps UP - - - - -	47 m.p.h.	76 <i>km/hr.</i>
Stalling speed flaps DOWN - - - - -	43 m.p.h.	69 <i>km/hr.</i>
Initial rate of climb - - - - -	620 ft./min.	189 <i>metres/min.</i>
Time to 2,500 ft. (762 metres) - - - - -	4½ mins.	4½ <i>mins.</i>
Service ceiling - - - - -	11,450 ft.	3,485 <i>metres</i>
Take off distance to unstick (still air) - - - - -	770 ft.	234 <i>metres</i>
Take off distance to clear 50 ft. (15.24 metres) (still air) - - - - -	1,440 ft.	439 <i>metres</i>
Landing distance from 50 ft. (15.24 metres) to rest - - - - -	1,400 ft.	426 <i>metres</i>
Ground roll - - - - -	450 ft.	137 <i>metres</i>
Maximum range with 545 lb. (248 kg.) payload and 23 gals. (105 l.) fuel at 2,500 ft. (762 metres) (2,200 rpm) - - - - -	280 st. miles	450 <i>km.</i>

Performance Graphs

I.S.A. Conditions

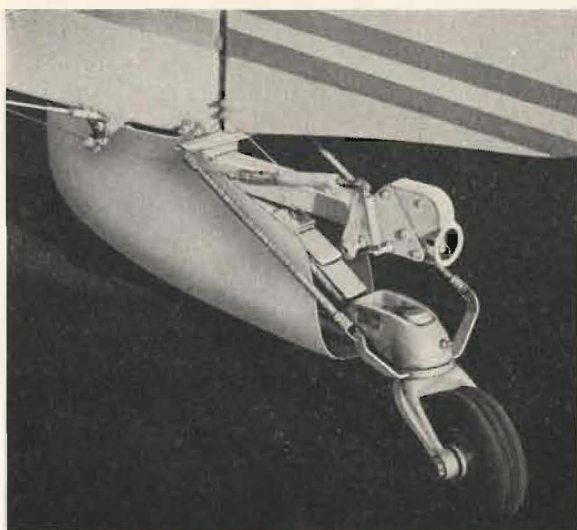


Standard Equipment

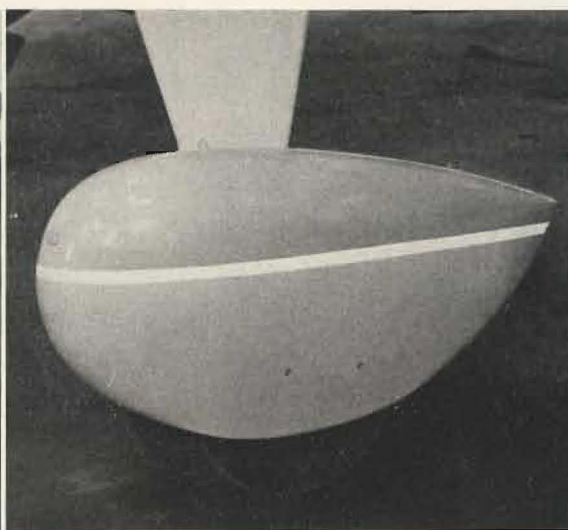
Part Life Gipsy Major 10 engine. Fixed pitch wooden propeller. Dual controls. Three seats. Two fuel tanks (23 Imperial gallons). Full cabin furnishing and soundproofing. Cabin Heater. Picketing rings. *Instruments:* Air speed indicator. Altimeter. Turn and slip indicator. P.11 compass. Tachometer. Oil pressure gauge. Oil temperature gauge. Wing root fuel gauges. Stall warning indicator.

Optional Extras

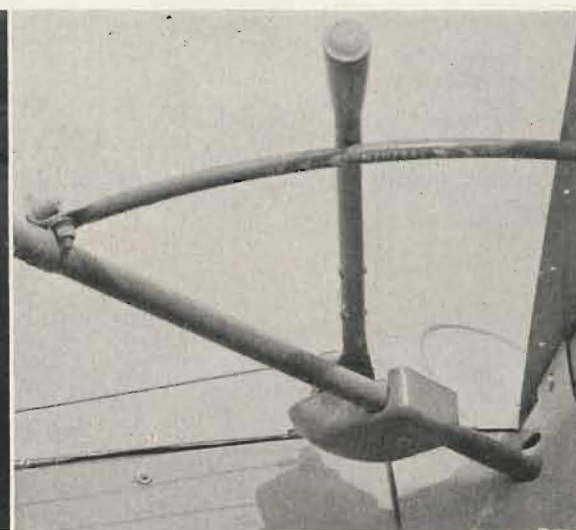
Re-conditioned nil hours Gipsy Major 10 engine. Fairy Reed fixed pitch metal propeller (in lieu of standard wooden propeller). Starter/generator, recertified equipment inclusive of ammeter and battery. Navigation lights. Rotating beacon. Steerable tail wheel. Glider Towing hook. Dual brakes. Control locks. Spats. Low pressure tyres. Cabin and engine covers. Sunblinds. External starter socket. *Instruments:* Artificial horizon. Direction indicator. *Radios:* Plessey 6 channel; other radio and navigation equipment by arrangement.



Tail wheel assembly with hydraulic damper, glider towing hook and steerable tail wheel



Attractively designed wheel spats



Elevator trim control



Colour Schemes

The bright interior of the Terrier is matched by attractive schemes for the exterior. The paint used is the modern butyrate based, low flam. type, which gives a long life to fabric covered aircraft.

There are two standard colour schemes:

1. Crimson and white.
2. Royal blue and white.

Special colour schemes are available if required.

Finance Facilities

Through its subsidiary company, BEAGLE Aviation Finance Ltd., BEAGLE is able to offer facilities to UK purchasers both for leasing and hire-purchasing aircraft.

Two basic schemes are available. The aircraft can be leased over a five-year period at an annual rental of one-quarter of the cash price, after which the lease is renewable annually at a rental of one-sixteenth of the cash price. During the period of the lease, all the costs of the aircraft are chargeable to the lessee's revenue account. Alternatively, those who wish to purchase the aircraft out of income can pay for it over a period of three years following an initial down-payment of not less than one-fifth of the cash price. As with the leasing arrangements, the finance charge and running costs are chargeable to the purchasers' revenue account, but the instalments are, of course, chargeable to capital account.

BEAGLE-AUSTER Aircraft Limited

Rearsby Aerodrome, Leicester

Telephone Rearsby 321

Shoreham Airport, Sussex

Telephone Shoreham-by-Sea 2301

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

