

International

Auster

Club News

Austers In The Korean War

A Little Help For A Friend

Terry Dann's Archives

Middle Wallop To Khartoum

Lockdown Look Back

LB312 & XP242

and a fly-in report!!



Hercules AUSTER PROPELLERS

For optimised climb & cruise performance!

Hercules own type & engine specific designs - available for ALL Auster variants.

Full refurbishment & repair services (all wood propellers).

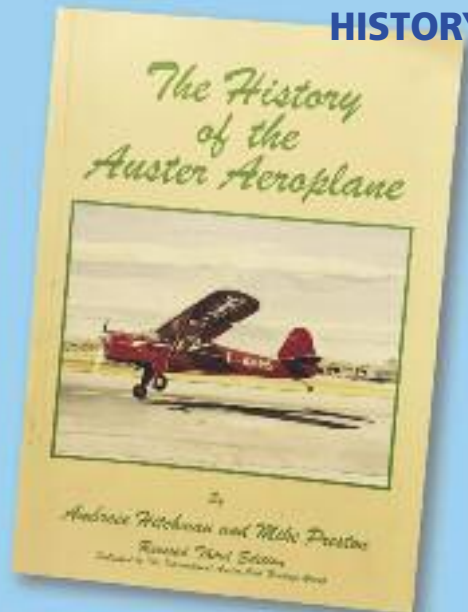
WWW.HERCPROPS.COM

+44 (0) 1453 885853

INFO@HERCPROPS.COM

PROUDLY BRITISH 

GET A **FREE** COPY OF THE DEFINITIVE AUSTER HISTORY!



All you have to do is introduce a new member to the club.

CONTACT: memsec@austerclub.org



LEADING THE WEIGH

For all your Weight and Balance requirements
PlaneWeighs can help you

 info@planeweighs.com

 +44 (0)1792 310566

 www.planeweighs.com

As we write this column at the end of May it's possibly time to be a bit more positive about the future. We hope the situation has not changed when you read this!

Outside events have started again and this does include fly-ins at last. Charles has put together a list of events for June onwards and there are several more in the pipeline. Let's hope the good weather holds and we can all get back to the way things used to be. We've actually got a fly-in report in this edition.

The one positive aspect about the lockdown is that it has given members plenty of spare time to write articles! Peter Cole and Mark Meaton have supplied several interesting articles, two of which appear in this edition. Terry Dann has given us some more of his excellent archive collection and Roy Hough has spent some of his spare time researching Auster appearances in old films. We've probably all watched a lot of old films in the past few months!

Steve & Malcolm Isbister

Cover Photo: Gary Siddall landing at North Reston on 17th April photographed by Hamish Bichan



"I'm sure this will tell us how to do it George".

Our Chairman has been assisting Historic Army Aircraft Flight in their quest to get LB312 back on the flying circuit, Following the report in the last magazine Hamish has supplied some more information and a pictorial record of progress. See pages 24 and 25

In this Issue . .

Vol. 44, Number 2, June 2021

Austers In The Korean War	4
A Little Help For A Friend	8
Terry Dann's Archives	12
Middle Wallop To Khartoum	14
Lockdown Look Back	18
John Bridges Obituary	22
Aviation Safety	23
LB312	24
XP242	25
In The Circuit	26
IAC Events	27
AGM Report	28
Members Sales & Wants	31

DISCLAIMER: THE INTERNATIONAL AUSTER CLUB, PUBLISHER OF INTERNATIONAL AUSTER CLUB NEWS, AND ITS OFFICERS, CANNOT ACCEPT RESPONSIBILITY FOR THE AUTHENTICITY OR ACCURACY OF MATERIAL PUBLISHED WITHIN IAC CLUB NEWS. INFORMATION AND PRODUCTS DETAILED WITH IAC CLUB NEWS ARE OFFERED WITH NO GUARANTEE OR AUTHORITY. THE INTERNATIONAL AUSTER CLUB AND ITS OFFICERS CANNOT ACCEPT ANY RESPONSIBILITY FOR NON-PERFORMANCE OR ERRORS. THE VIEWS EXPRESSED IN IAC CLUB NEWS ARE NOT NECESSARILY THOSE OF THE INTERNATIONAL AUSTER CLUB OR ITS OFFICERS.

AUSTERS IN THE KOREAN WAR

1951-1956



Peter Cole and Mark Meaton have based this article on John Cameron's article in the New Year 1954 edition of "The Eagle" the Glider Pilot Regiment (GPR) publication

On the 14th of June 1951 1903 Independent AOP Sqn RAF who had been based in Hong Kong since April 1949, were warned for service in Korea. They sailed from Hong Kong on HMS Unicorn on the 10th July 1951 with 5 Auster Mk 6 aircraft and six Royal Artillery Officer pilots. They had a full establishment of RAF engine and airframe fitters to service the aircraft, and additional Royal Artillery drivers and signallers. Total man power was around 50 all ranks. The 1903 Flight task in Korea was to act as airborne observation posts for UN artillery units. In June 1951 1913 Light Liaison Flight RAF was formed at the Light Aircraft School RAF Middle Wallop. This was the first Liaison Flight to be established and although it too was an RAF unit, it had Army Officer & NCO pilots with RAF mechanics - the pilots were Officers and NCOs of, or seconded to, the Glider Pilot Regiment. Training for Korea was practised in Wales and on the 30th July 1951 the 40 members of the Flight with 6 crated Auster Mk 6's embarked on the troopship SS Empire Orwell for the 5 week voyage to Japan. On arrival in Korea the flight shared the Divisional airstrip & accommodation with 1903 Air OP Flight. This was on the South bank of the river Imjin, right on the 38th parallel, designated 'A10', and named 'Fort George'. 1913 Flight's task in Korea was primarily reconnaissance and liaison.

The Auster Mk 6 was fitted with a 145 HP Gipsy Major VII which was the military designation for the Gipsy Major 1D. It had a pilots seat and a 62HF set mounted on the other seat with an observers seat in the rear cabin. VHF radio was fitted at the end of 1952.



The opposing Chinese forces had numerous anti aircraft guns in their forward area, and 1903 Flight lost an aircraft and pilot of the Royal Australian Artillery. Following this loss all crew members were required to wear back-type parachutes. This saved the life of a pilot of the Royal Canadian Artillery who parachuted to safety and became a prisoner of war.

1913 Flight aircraft had a number of near misses. A 37mm shell burst in close proximity to an aircraft and almost turned it upside down, and on another occasion an aircraft was hit by enemy AA fire but landed safely. VF 613 was however not so fortunate. Being flown by Sgt John Cameron of the Para Reg/GPR and accompanied by Craftsman Duffy they were on a leaflet dropping sortie. Sgt Cameron's subsequent report is as follows:

It all started on the morning of the 7th of May 1953. I had been detailed for a liaison recce and leaflet drop over the position facing the Commonwealth Division. I was to fly Auster Mk 6 VF613 at 0530 hrs, accompanied by Craftsman Duffy, who incidentally had only flown once before, I took off and did a circuit round the airstrip to gain some height and set course for the Hook area.



My intention was to go above the cloud on our side of the lines and then turn into the Chinese lines for about five minutes, set a parallel course to their positions, drop my leaflets and return to our lines.

I arrived over the Hook at about seven thousand feet, and saw on my starboard side a layer of thick cloud which was very deep and appeared to extend across Korea. This was ideal for my purpose, so I turned towards it. At that moment the aircraft was hit, forward of the undercarriage, by something of a fairly large calibre. I shouted to Duffy to get his parachute on, although I really didn't think he would have to use it as the engine sounded perfectly all right, and there was no indication of any damage to the aircraft, even though by this time it was doing a steep climbing turn to port. I tried to correct this and it was then that I found we had lost our controls and had no radio.

The aircraft then flicked over to starboard and started to spin, so we abandoned it at the double.

I came out at about four thousand feet and everything seemed suddenly peaceful and quiet. I managed to fix my position and estimated I was about a mile inside the Chinese lines, so I started pulling back, hoping that there would be enough drift to get me safely over our own lines. When I reached about five hundred feet I heard a lot of screaming, yelling and blowing of bugles; it sounded rather like a bunch of Red Indians doing a war dance. I landed all right on the side of a hill about ten yards from the Chinese trenches and immediately twenty or thirty Chinese soldiers rushed down the hill screaming their heads off.

I was then led through a communication trench into a tunnel when shells started to come in. The Chinese did not seem to mind this very much, they were probably used to it and felt pretty safe. The tunnel led to a small cave, which appeared to be the Company Headquarters. All this time I was being treated as though I had been liberated and not captured; they even brought me a bowl of water and told me to wash. After about an hour I was told to

get ready to move; three guards came in and I was taken to another place about three miles away through tunnels and trenches.

We arrived at another dug out, rather similar to the first, and it was there I received my first interrogation. The interrogator told me that a member of my crew had been picked up and he had been badly wounded. I thought he may have been shot on the way down, but it turned out he had only hurt his leg by landing in a tree.

Later that morning I was joined by Duffy, and we managed to exchange a few words, although we had been forbidden to talk.

The first afternoon we marched about five miles and on the way we saw a number of farms, run by Koreans, that were being harvested for rice and various other crops. This was surprising to us, as they were so close to the front lines. In the area a number of attacks were being made by aircraft, and the Chinese guards were really scared every time they saw an aircraft, they went to ground. Late in the afternoon we arrived at a farmhouse that appeared to be a divisional HQ, and here we were interrogated for about three hours. Duffy and I sat on the floor of an outhouse facing our interrogator and one other, who could not speak English but appeared to be in command.

We were asked a great number of questions and we either refused to answer or said we didn't know. This made them very angry and they insisted we were hostile to the 'Chinese Peoples Volunteers' an expression we were to hear many times in the future.

Sgt Cameron and Craftsman Duffy were released from captivity 3 months later in August 1953. Cfn Duffy was very fortunate to be able to extract himself from the very cramped rear cabin of VF 613 and bale out.



Cfn Duffy (L) and Sgt Cameron (R) after their release from captivity, with Capt "Tiny" Irwin, who managed to fit his 6 ft 5 inch frame into the pilot's seat of an Auster.

Other parachuting was carried out by 1913 Flight in 1954 when they experimented with dropping US Special Forces from Austers near the river Han; in one day 14 such sorties were flown in VF516.

1903 Flight remained in Korea until January 1955 when it returned to the UK. Its Austers were backloaded to Hong Kong where surplus aircraft were sold for £20 each.

Most of 1913 flight departed at the same time, and three of its Austers were shipped back to Middle Wallop. One section remained however, and on 10th January 1955 it became The 1st Commonwealth Division Light Liaison Section RAF, inheriting Auster 6 VF 516 and Auster 7 WE 605, as well as the Cessna L-19A "Bird Dog" that had been loaned to the Flight by the Americans back in 1951.

The hardships of the Korean winter forced modifications in equipment and procedure. The Light Liaison Section newsletter in mid-1955 described one:

Our Mark VI has been fitted with an oil cooler blanking flap controllable by the pilot, specially made for the Korean winter and surveillance flights over the DMZ at high altitude. He is supposed to open it when on the climb, and close it when coming down. The idea is a good one, but unfortunately the shutter does not blank enough, so

he keeps it shut all the time, which rather defeats the object of the fine system of 'gears and levers' which open and shut it. However no doubt the hole in the middle will be made smaller in time.

The Section eventually left Korea for good in mid-1956.



US Special Forces parachuting!



Auster fuel lines also froze in the Korean winters. This is TW425 having crashed on take-off on 4 December 1952. The pilot Capt Tees RCA, was unhurt.

Austers were also used by other units in theatre as light liaison aircraft. For example, 77 Squadron RAAF flew Mustang and Gloster Meteor fighters from Iwakuni on the Japanese mainland, but their communication flight included two C-47 Dakotas and two Austers.

Auster airframes used in Korea by 1903 & 1913 Flights included:

- | | | | |
|-----------------|--------------------------------------|-----------------|----------|
| Auster 6 TW 525 | | Auster 6 VF 622 | Accident |
| Auster 6 TW 626 | | Auster 6 VF 661 | |
| Auster 6 VF 513 | | Auster 6 VF 663 | |
| Auster 6 VF 516 | | Auster 6 VF 664 | Crashed |
| Auster 6 VF 528 | | Auster 6 WJ 358 | |
| Auster 6 VF 547 | | Auster 6 WJ370 | |
| Auster 6 VF 553 | Crashed | Auster 7 VF 639 | |
| Auster 6 VF 561 | Crashed | Auster 7 VW 988 | |
| Auster 6 VF 564 | Accident | Auster 7 WE 591 | |
| Auster 6 VF 568 | | Auster 7 WE 605 | |
| Auster 6 VF 569 | Accident | Auster 7 WE 607 | |
| Auster 6 VF 574 | | | |
| Auster 6 VF 582 | | | |
| Auster 6 VF 613 | Shot down
(Sgt Cameron/Cfn Duffy) | | |



Fort George airstrip on the Southern bank of the river Imjin, looking North towards Chinese lines, and showing the Eastern end of the 400 yard main strip, home to 1913 Light Liaison Flight

A LITTLE HELP FOR A FRIEND

By Upper Freeman Iain Tulloch



In 1969 I was married on a snowy February day in the Highlands, complete with sword, wings and Flying Officer's uniform. Three weeks later my first operational posting came

through. It was a 13 month unaccompanied tour in Sharjah flying the Wessex with 78 Sqn. My late wife was not amused. "Apoplectic" would be an understatement. Had the sword still been available she would probably have expected me to attack the MOD with it. She headed to her parents in Australia for the duration. The euphoric first weeks of marriage morphed into its first ice age. Therein lies the motive for the story that follows. It begins in the week between Christmas and NewYear.

There was a fortnight's break from duty around Christmas time. One morning, rather early, I was awoken by Dave Willies, one of my FTS course at Acklington. He began telling me an unlikely story about having flown from the UK in an Auster as part of an air race. My first reaction was to laugh this off, and I commiserated with him for being posted to Sharjah for Christmas. He insisted it was true and offered to take me to see the Auster parked in our hangar. There it was, a 1944 Auster J1N, G-ARGT, the slowest aircraft in the 1969 London to Australia air race. The race was handicapped, so the Auster had been the first to leave UK, waved off by no less than Sir Francis Chichester, of Gipsy Moth fame. The aeroplane was as old as I was. The owner, a private pilot from Yorkshire, had heard that vintage Austers fetched a good price in Australia. He had hired David to accompany him as a welltrained RAF pilot.

Once over the Channel the owner decided that he didn't like flying over the sea. As David wryly observed, that hardly looked promising for a trip to Australia. After bad weather in France he departed, leaving David to carry on. By the time he reached Sharjah, David had experienced many setbacks, including glandular fever. He was looking for help and knew that I had experience with the Gipsy

Major engine, which was the same as that in the Chipmunk. His faith in my technical ability was touching

RAPID DECISION

My mind began to work overtime. If I took some extra leave in addition to the Christmas stand-down, this aircraft would get me to Australia to see my wife for a few days. Dave was delighted with the idea of some company. It was still breakfast time in the mess. I prepared a leave application form in my room, took it to my squadron commander at breakfast, and persuaded him to sign it. I believe he thought it was just another joke. That afternoon we were on our way after an engineering check A. We left Sharjah en route to an airfield called Jiwani, on the western edge of Pakistan near the Iranian border. This aerodrome was without lights or navigation aids, but at least it was near the coast. Gooseneck flares would be lit just prior to our ETA.



As we left the last of the Arabian Peninsula and looked into the emptiness that was the Indian Ocean I remember wondering what on earth I was doing. Here we were over the sea for some hours in an old single-engined aircraft with a single E2B compass, a single VHF crystallised radio, a single ADF and some RAF maps. Our cruising speed was less than 90 mph and our emergency fuel supply consisted of a jerrycan in the cabin with a length of hose to siphon the petrol into a fuel cap just outside the pilot's door. It was a clear sky and soon I was accustoming myself to checking the DG against the compass every 5 minutes. Apart from some ships beneath us we saw nothing for a couple of hours. At least we knew that to turn left would bring us to land. Finally we began to see something solid to our left and eventually a few goosenecks were visible in the dusk. There were not many other lights

about. It was difficult to pick out the runway, but it was good to touch terra firma again.

We refuelled at Jiwani from buckets of petrol poured into a conical filler lined with chamois leather as a filter. Night fell and the next stop was Karachi, a very different airfield indeed. Our night take-off from Jiwani was by the aid of four gooseneck flares according to my logbook. How they were arranged I cannot remember, but we got off the ground without hitting anything. A little over three hours later the lights of Karachi airport looked like Las Vegas compared to our point of departure.



ENTER A FRIEND

The next day at Karachi we met another Auster, G-AOHF, piloted by Richard [aerial surveyor Richard Rudd – Ed], an experienced Australian bush pilot. He was earning his keep distributing first day covers at all the landing places on the route. (The main reason for the air race was to commemorate the first airmail service between Britain and Australia 50 years before.) Richard was quite a character and, being a bush pilot, he had been wise enough to carry a whole load of aircraft spares. Our own supply of such items was pitiful to put it mildly. For some reason, probably a faulty ADF, he requested that for our next leg to Ahmedabad we fly in formation. The route took us over a featureless desert, the Rann of Kutch, where Indian and Pakistani forces had been fighting in the recent past.

Shortly after take-off it became obvious that flying in close formation was not going to work: We had no common frequency apart from the airfield approach so it needed frantic hand signals to indicate to him that we were not inclined to continue with the experiment - the hand signals probably looked as if we were swatting a swarm of locusts inside our cockpit. We pressed on to Ahmedabad in a reasonably straight line.

Clearing customs at Ahmedabad having arrived from Karachi was a long drawn-out affair. All the British training in rigorous bureaucracy was plain to

to see in India. By the time the process was finished we fully expected that our Aussie friend would have landed. But there was no sign of him even an hour after his ETA. By that time we had decided to insist that emergency procedures be initiated. In the control tower was an ancient HF radio which was the link to Bombay, from where we gathered search and rescue procedures were co-ordinated. Almost all our communications were unreadable as there was continuous static noise. Whether we would ever have managed to instigate a search and rescue mission in the Rann of Kutch remains unclear. Some considerable time after his fuel would have run out our man appeared looking a little disheveled. He had landed in the desert after the cable controlling his left aileron had come off a pulley just above his head. The immediate effect was to cause the aircraft to roll to one side which must have given him quite a fright. Somehow he managed to land the aircraft operating the loose cable with one hand and moving the other aileron with the joystick. At any rate he was safe and sound and we would meet again en route. As he was not racing he was usually behind us. Given that we were usually delayed by unserviceability and he had all the spares, this was good news.

I had taken my little Canon Dial 35mm camera with me and by Ahmedabad I had run out of film. I expected to be able to buy a new one at the airport. Much nodding of heads seemed promising at first but I soon realised that this gesture in India means "no". I enquired what the population of Ahmedabad was and was given an answer in the low millions. As we were still waiting for our Aussie friend someone offered to go into town and look for a 35mm film. He found a colour film which stipulated that it had to be developed and printed in the Soviet Union. It was that or nothing so I paid him and loaded it in the camera. When I finally returned to the UK I discovered that by sending it via Cyprus it could be developed. I am still waiting for the pictures.

ENGINE TROUBLES

Our next stop was Bhopal, where we again needed some technical assistance with the engine. It was beginning to run rough in the cruise and I suspected that there was something wrong with the carburettor. India was hot and Yorkshire is cold. One of the problems with aircraft carburettors in northern climes is icing and I found that the air intake was wired into the hot air position which was not ideal for the conditions. However there was another more complicated problem which involved the ignition timing. We needed to adjust this for smoother running but the technique of doing so was above my pay grade. An Indian engineer bursting with enthusiasm appeared. In his hands was a

handwritten set of notes complete with his coloured pencil drawings of the Gipsy Major engine. It was the equivalent of a book of hours penned by a medieval monk. With the aid of a wooden stick inserted in the cylinder through the plug hole he determined TDC to establish where the piston was in relation to the magneto contacts. I was tempted to christen him Merlin after the wizard of King Arthur's round table. The engine ran much better after his intervention. We were happy to depart with a few dollars less and a smooth-running engine. Nagpur was our next stop followed by Jamshedpur. One of the delays we experienced at each stop in India was the procedure of clearing customs. Even though we had arrived from another airfield within the country we were unable to persuade the local customs officers not to bother. They insisted on declarations of health, passport details, lists of goods carried etc etc. All this took time especially when multiple copies of the same document were specified. The worst administrative experience of all was in Calcutta where at least 6 copies of the general declaration were required. Each one had to be filled in separately by hand. The inevitable delay was the more annoying because we were trying to take off before a typical advection fog came in off the sea mid-morning. The Auster was not adequately equipped for instrument flying and neither of us had a civilian instrument rating. We made it just before the fog rolled in.

Crossing the sea from Calcutta to Burma was a similar exercise to the leg from Sharjah to Jiwani. We landed at Akyab, a sleepy little place on the coast just south of the border with Bangladesh. Our next destination was Rangoon and the officials seemed quite content to let us proceed to the capital. We had to climb over a range of hills before reaching the valley of the Irrawady and at the highest point the engine began to run a little rough. We were able to throttle back in the descent to Rangoon but decided that once there we would need another check of the timing. The great golden dome of Rangoon's main pagoda gleamed in the sunlight ahead of us. It was an impressive sight. Less impressive was my landing at Rangoon. There was a crosswind and on touching down I completed a ground loop. As there was a taxiway to the main apron just in front of me I turned on to it and proceeded as though nothing had happened. There was no comment from the control tower. The Burmese are very polite people.

GO TO JAIL

However our reception from Customs and Immigration was not so polite. Customs and Interrogation would be a more appropriate description. Why had we landed at Akyab without permission, where were our visas, what was our

business in Burma??? Our answer was that we were on the air race which had arranged block visas for all the competitors. Their reply was that the block visa had expired and that all competitors had passed through. It appeared that with the delays to our aircraft we were now in last place. Another complication was that we were wearing our RAF-issue flying suits. The next charge was that we were military spies. Things began to get serious when we were put under arrest and escorted to Rangoon jail. Images of emaciated Allied prisoners being tortured by sadistic Japanese guards flashed across my mind. We refused to surrender our passports and insisted that the British embassy be contacted.

The Burmese jailers could not have been more civil. It was New Year's Eve 1969 and in broken English they kept apologising for the stupidity of the military regime. Would we like something to eat? It would have been churlish to refuse and it was a long time since we had eaten. With no great expectations we said "yes". In what seemed no time a dish of the best brown rice I have ever tasted appeared. A little later we were advised that the embassy had sent an administrator to the jail to intercede for us. He was sent packing by the officer in charge as not being of sufficient status to negotiate with him. Shortly after midnight we were released into embassy arrest after an air attaché had been dispatched to negotiate this. He was not in a very good mood.

When we arrived at the embassy we found out why. The embassy New Year party was in full swing with a mixture of cocktail dresses, black ties, and mess dress. We were a little out of place in our flying suits. There was a lot of champagne around and we felt like celebrating properly. It was New Year's Day and we had just been released from Rangoon jail. We enjoyed the party and did not retire early. After the holiday on New Year's Day we were keen to get away and the embassy would be delighted to see the back of us. But yet again we needed technical assistance. As luck would have it our Aussie friend had arrived to distribute his first day covers in Rangoon. We also located three young engineers working for Burma Airlines, which operated a fleet of DC-3s. They had been trained at Airwork Services in Perth, where I had learnt to fly. They were full of praise for the training they had received and their treatment in Scotland. Once again they diagnosed that the problem was with the magnetos. Unfortunately they had no spares. They discovered that some cog wheels in the magnetos were worn beyond limits. These wheels were made of a sort of bakelite fibre and should have been modified to metal wheels long before. Our Aussie saved the day as he had two spare magnetos on board. We bought them from him and our Burmese engineers replaced our unmodified examples.

As we worked on the aircraft we were always under armed guard. We agreed an hourly rate for the engineers but as we would be paying in dollars we needed to arrange how to pass them on without being noticed. The engineers could be searched and if they were found with dollars it could be a problem. In the end the boys were too frightened to accept any payment from us. We felt bad. One of the young engineers, called Myint, had a girlfriend in UK. He asked me if I would take a letter for him and post it outside Burma. I agreed without question. Just before we left I enquired about the letter which he had still not given me. He had changed his mind because he thought it too dangerous to be caught with an uncensored letter addressed overseas.

Our next stop was Mergui and then Ko Phuket, the last landing in Burma. We refuelled around dusk and decided to press on to Penang, our next destination. The meteorological facilities at Phuket were very basic and we could get little more than the actual and forecast weather at Penang from a teleprinter. But for obvious reasons we were keen to leave the military dictatorship behind.

After about an hour's flying the night sky started to brighten up with flashes of lightning. A tropical thunderstorm is no place to be in a light aircraft. At night with no onboard radar you can easily stumble into one and thoroughly frighten yourself. From the lightning flashes it looked as though a line of storms was lying across our track to Penang. It was time to seek help. Luckily RAAF Butterworth, an Australian air force base in Malaysia, lay to the left of our track. We requested radar assistance to track the thunderstorms and permission to land if we could not avoid them. Once they knew we were both RAF pilots accustomed to ground-controlled

radar approaches they could not have been more helpful. We did not need much convincing to divert to Butterworth. We spent a comfortable night in the officers' mess, happy to be free of constant surveillance. A 15-minute flight to Penang the next morning enabled us to refuel with Avgas and then proceed via Kuala Lumpur to Singapore.

BAIL-OUT

By this time it was obvious that I would never get to Australia in the Auster before my leave ran out. If I was to have any time in Melbourne I would need to fly there in something considerably faster. In Butterworth I learnt that the RAAF had a regular schedule from Singapore to Australia using C-130 Hercules. This seemed the only way to go especially as RAF aircrew were entitled to indulgence flights with RAAF, and it took me no time to organise one. Dave accepted that I would have to jump ship, and he arrived in Melbourne some weeks later.

Our route to Melbourne involved a night stop in Darwin for crew rest and refuelling.

Having arrived in Melbourne I found that my visit was completely unexpected. I had sent my wife an airmail from Calcutta but it never arrived. The longest I could afford to stay was two days before being AWOL. My late wife was not impressed by the way I had organised things. Why had I taken so long to get there and what did I mean by leaving after two days? Why had I not phoned from somewhere en route? (I did not have her parents' number and internet was 20 years away.) I decided that perhaps it was better to tell the whole story another day. We spent many happy years together afterwards!



TERRY DANN'S AUSTER ARCHIVE....

More of Terry's extensive photo collection. More to follow!

G-AIXA Taylorcraft Plus D c/n 134

Old Warden 30/7/72:

Now preserved with the RAFM Hendon in its military colours as LB264.



VF543 T.10 c/n 2300

Middle Wallop(?) c.1960

Believed to have been taken at Middle Wallop (or possibly Rearsby) circa 1960. This Auster AOP.6 was converted to T.10 status at Rearsby in March 1960 and returned to the Army Air Corps. It was then sold to Beagle-Auster in 1962 for conversion to A61 Terrier 2 status as SE-ELL with new c/n 3740. It was subsequently allocated LN-BNH (ntu), LN-MAU and LN-MAE.



G-AMFP J/5B c/n 2933

Southend c.1969-72

Once famous on postcards as the Southend Municipal Corporation joy-rider Here operated by the Rochford Hundred Flying Group at Southend from July 1969. Crashed in the Jura Mountains, France on 10 August 1972.



VF571 AOP.6 c/n 2529

Coltishall 17/9/60

This is Terry's Terrier at Coltishall Battle of Britain At Home Day on 17th September 1960 while serving with 651 Sqdn Army Air Corps. Returned to Auster at Rearsby in 1961 and converted as the first production-standard Beagle-Auster A.61 Terrier 1, G-ARUI, first flight as such on 13th March 1962. Race colours.



Here's a little sequence of photos of G-APLG which Terry was involved with back in the late 70s/early 80s:

Terry first discovered G-APLG dismantled in the Southend Light Aviation Engineering lock-ups at Southend Airport having been roaded in from SRV Motors (Stan Vanhinsbergh), Rettendon in January 1977. It's last CofA had expired at Staverton in 1968 after a probable prop-strike.

Terry and Ken Wales purchased it from Stan in July 1979 & commenced restoration intending to convert it to J/5X standard.

Other factors caused the restoration to not proceed very far and we sold the project on to Brian Russel in February 1983, the aircraft departing Southend for Romsey on the 20th of that month. It was never restored to flight and it is current with the Solway Aviation Museum in 2021.



Dismantled in the SLAE lockup hangar 26/3/78



Restoration work commenced, Southend 10/5/80



Component parts at Terry's house, February 1983



Departing Southend for Romsey 20/2/83

WATTS AVIATION

AIRCRAFT TYRES

KNOWLEDGE | AVAILABILITY | SERVICE



6.00-6.5 / 420x150
Auster Main Tyres & Tubes



Contact us for a quotation today

Watts Aviation is a leading specialist in aircraft tyres and tubes supplying all areas of the aviation industry from gliders and general aviation to airlines and heavy jets



Phone: +44 (0)1594 847290 Email: info@wattsaviation.co.uk

www.wattsaviation.co.uk

Find us on: Facebook | Twitter | LinkedIn | Instagram



Cross – Country Middle Wallop to Khartoum

By : Lt F.S.Lister

Sgt K.F. Mattocks Coldstream Gds/GPR
Lt F.S. Lister R. Signals/GPR (Six weeks after training as Light Aircraft Pilots on Course number 85 at RAF Middle Wallop in 1952, they departed on their cross country flight to Malaya)



G-AJJB was an Auster V, long since demobbed, fitted with a belly tank plus light weight VHF set. Cruising for range at 60 kts she would stay safely airborne for five hours, after which there would be two or three gallons to spare out of her twenty-eight.

In this worthy veteran with 'Malaya or bust' chalked on the cowling, we hopefully got airborne from Middle Wallop on Tuesday, 14th October, 1952. As it turned out we only got rather less than half way, but the storey may still be worth the telling.

Refuelling at Eastleigh, we reached Lympe in the afternoon; here we swung the compass, did a little dinghy drill and found out how the Mae-West went on.

It was a fine morning for our first sea crossing ever, a short one compared with some that lay ahead, but it was nevertheless a great comfort to be able to speak to Lympe tower until safely over French soil. Our first port of call in France was Lille; from now on we had to economise on every franc, as we had very little hard currency. This meant sleeping under the wing most of the time, but at Lille we spent the night in the control tower which had an aged but efficient stove, and gendarme, to keep us company during the night.



The next hop proved to be the longest of the trip, a full 300nm to Lyon, covered in about 4 hours 30 minutes with 'Pas de vent' according to the Meteo. We waited a long time for the 'mistral' to clear, to press on. A sandwich and thermos lunch in the air, but then it was the longest hop.

From Lyon we flew to Nice, going round the corner of the Alps via Marseilles. The South of France was all that one would expect, but we had to remind ourselves that we were not on leave, so the only things to do was polish off our few francs, which we did in the airport canteen on pork chops and chips-very nice !

We came to Florence via the coast, Albenga, Genoa, then striking inland over the mountains, a fine sight with the tops sticking up through 8/8ths cloud. Fortunately, gaps appeared as we reached our ETA, or it would have meant a diversion to Pisa on the coast.

Two or three enforced days stay at Florence, due to bad weather, were spent pleasantly as guests of the Italian Air Force mess. From now on the weather was appalling for this time of the year in Italy; this was due, the Met people said, to a very severe depression over Northern Ireland.

We scraped off from Florence in the end, trying to get to Rome by hugging the coast, down to about 200ft above the sea owing to low cloud. A precautionary landing was made at Grosette, appropriately an air-sea rescue base. The next day we made a second abortive attempt for Rome, but had to turn back, just landing in time to beat a very thick sea fog rolling in to obscure Grosette.

The next day we made Rome; Urbe airport adjacent to the river Tyber, not Ciampino the international airport. Passing over the city Sgt Mattocks got the inevitable photo of St Peters and the Vatican City.

Continuing down the coast in low cloud conditions, we came to Naples. There we had firm reports of clear fine weather on the East side of the country; in view of this we felt safe in making a start for Brindisi the next day, climbing IFR to clear the central mountain range coming out on top at 9,500ft. This was a long slow climb at maximum all up weight, so for a safe terrain clearance we had to back track at the start so as to gain adequate height before reaching the mountains. The solid blanket of cloud came to an abrupt end at the half way mark; from there we had fine weather, landing at Brindisi in the evening.

The next day we donned our Mae-Wests again, for the crossing to Greece. We flew down the Italian coast to a point near Lecce, then struck out across the Adriatic, to make the shortest crossing to Corfu, where there is a good airfield which we overflew. Flying down the Greek coast from there to Araxos, we ran into an unpredicted cold front; it gave us the worst weather of the trip. We had passed our point of no return for Corfu, with a strong tail wind, when heavy rain began to fall, followed quickly by a descending cloud base and thunder and lightning. The correct course of action would have been a precautionary landing, but there was nowhere remotely suitable in the very rugged hills and islands along the coast. With visibility down to about 300 yards, the only thing to do was hug the coast, flying a few hundred feet above the sea. As the coast broke up into small islands and marsh, the clump lifted a little revealing the Gulf of Corinth with our destination Araxos, just on the other side.

Athens was the next stop, reached early the next day, flying down the Gulf. We had hoped to get to Rhodes in the afternoon, but were just half an hour too late to start by the time we had eaten and dealt with all the bumph, which took a great deal of time at every stop. The food at Athens airport (Ellinikon) canteen was the best we had had, but extremely expensive, so we had to go carefully, Drachma again being a hard currency. The customs descended upon the aircraft with wire and little lead seals; presumably to prevent us getting in during the night.

A longish sea crossing to Rhodes (Marizza), but with plenty of islands en-route for pin-pointing, and double track error adjustments. Marizza airfield was rather deserted, except for an old Anson left lying in one corner to rot. Here we slept under our mosquito nets for the first time, and with good reason. Rhodes is now Greek, though it used to be Italian before the last peace treaty, so we paid in Drachma.

The longest sea crossing was from Rhodes to Nicosia, 265nm. There was no Met wind available, but the first quarter of the track passed fairly close to the Turkish coast, so it was possible to make double track error corrections before setting course into the blue. We were able to check ground speed the first quarter in the same way; from this we were able to calculate whether we would make it to Nicosia, assuming the wind stayed the same over the other three quarters. In fact, our time to quarter way was just on the deadline, so we pressed on.

As usual we took it in turns to fly and navigate, but there was not much to be done about the latter on sea crossing, except to look at the wave crests trying to deduce from their flow whether there had been a change in the headwind! We ate our sandwich lunch about half way as usual; then as the estimated time of our landfall came and went, the presence of the dinghy and survival kit in the back became more and more of a comfort. We were way past our point of no return, so there was nothing to do but maintain course. About twenty minutes later a dim line of mountains appeared, a most welcome sight; Cyprus subtends quite a big angle at Rhodes, so we should have been very unfortunate to miss it altogether! Evidently there had been a strong headwind springing up since the first quarter. We were uncertain of our landfall at first, but eventually identified Morphu Bay; only about 10nm off track in 265nm which is about 2 degrees angular error, OK for line, but the range was getting a bit short with fuel running low. Very soon after landfall, we managed to get Nicosia Approach on the VHF, with a very welcome QDM; it was very nice to hear an English voice on the R/T again. We landed with just two gallons in the tank, enough to taxi in onto the apron as if nothing was wrong anyway!

At Nicosia we had a couple of days rest, while Cyprus Airways gave the aircraft a 50 hour engine/airframe check. Being in a sterling area we were able to stay in a hotel, and have a bath!

The crossing to Beirut was not as long as that from Rhodes; we made a landfall right over the airport of Khalde, climbing up to 10,000 ft to clear the very high mountain range between Beirut and Damascus. The new homer on Mt Troodos in Cyprus was able to keep in contact with us for about a third of the way to Beirut.

At Nezze airport, Damascus, we got a message from the Missionary Aviation Fellowship, for whom the aircraft was being delivered, that it was urgently needed in the Sudan rather than the Far East. A day was therefore spent getting fresh visas and clearances for the new route; then we set course for

Amman, hoping to get some maps for the changed journey from the RAF there.

Between Damascus and Amman we flew some way in cloud, coming out over Jericho, from whence we set a fresh course to Amman. Any landing on, or over flying of Israeli territory cancels all Arab country visas, so we had to be careful to give Israel a wide berth.

The RAF at Amman kindly gave us a set of maps, and lunch; then we flew on over the desert down the Trans-Jordan railway to a little airstrip called Ma'an, since we could not reach Aquaba before night in one stop. Ma'an strip proved to be marked on the map in the wrong place, so there was an anxious five minutes while a search was made in the gathering dusk; there was an aged hangar plus a camp inhabited by the Arab legion, who proved extremely hospitable, feeding and housing us and refusing all payment.

While pushing the plane into the hangar, one of the Legionaries lending a hand, accidentally pushed his thumb through the port tailplane; the first damage the aircraft had suffered on the trip; however, a little work with our Army issue sewing kit in the approved herring-bone fashion, as per Airframe Lecture number 3, soon put matters temporarily to rights.

Aquaba proved to be a military airstrip and prohibited zone; the local garrison adjutant, an ex-sergeant major type, nearly had us under close arrest at once as deserters, or at least very suspicious characters; the wires to HQ MELF began to hum and we should probably have been detained for weeks while a signal was sent to the War Office had it not been for the local garrison commander, who turned out to be a Guards Major of Sgt Mattock's old regiment. He was very interested in our trip, and kindly accommodated us in the mess overnight.

We had sent some fuel down from Ma'an in an Army vehicle coming down from there to Aquaba on a duty run, as we knew there was no Shell company supply; however, inevitably it broke down so the local RAF detachment at the airstrip were most helpful in fixing us up with MT80 in exchange for ours when it arrived.

There was some difficulty in getting flight clearance to enter Egypt; we had hoped to go straight down to Luxor, but clearance could only be

given to enter via Cairo (Almaseh). The frontiers of Egypt, Israel, Jordan and Saudi-Arabia all converge at Aquaba; just over the way is the Israeli airstrip and garrison. One has to take care to do a right hand circuit on landing, so as not to infringe foreign territory.

Another long desert trip, over the Sinai peninsula, till we hit Suez and the Canal, thence to Cairo and flying over the desert is very similar to flying over the sea, with few opportunities of doing any map reading.

At Almaseh the tower seemed to have gone to sleep; a common cause of radio failure at several airports en route! We landed on the runway nearest into wind, and found the place apparently quite deserted. However, we had learned by now not to go looking for the myriads of airport officials that seemed to have an interest in us, but rather to concentrate on obtaining fuel and food, while they looked for us and collected their fees for customs, quarantine, landing, parking and hangarage. Outstanding in general helpfulness were the Shell men, who always seemed able to speak a little English; produce your Shell carnet card and they were at your service in all capacities from interpreter to windscreen wiper.

Over Almaseh, one of the magnetos proved to have a 'dead cut' so we spent the evening and half the night cleaning plugs and points ad lib. The large Aldis lamp we had on board had been rather redundant to date, now it came in very handy as a good working light.

To follow the Nile down to Luxor would have been the wisest course, but we had no certainty of fuel availability at the small strips en-route, the plan was to strike straight across the Arabian desert; this was the only way to reach Luxor on our limited safe range, the Nile route being too long without refuelling. Over the desert on this trip extreme turbulence was encountered, resulting in the Captain being violently sick! even at 5,000ft the turbulence persisted; we did not like to climb higher for fear of increasing fuel consumption, as our margin was small enough as it was.

At Luxor the magneto went dead again; that night the old Aldis worked overtime. This time all our point and plug cleaning was to no avail. The distributor head proved to be full of oil; a little CTC from the fire extinguisher served to clean this out; taping up some burnt insulation we shoved it all back, but the result could only be described as better. During this



Sgt K.F. Mattocks Coldstream Gds/GPR

Lt F.S. Lister Royal Signals/GPR

performance the Egyptian police and customs got most excited, posting guards all round the plane, and eventually carrying out a search inside; perhaps they thought we were about to take off in the middle of the night on a secret mission! How nobody got hit by the prop in the dark remains a mystery.

We followed the Nile down the Wadi-Halfa, where the ailing Mag finally gave up the ghost. The contrast with Luxor airport was striking; everything was so much cleaner, a good canteen, and efficient administration. The Sudanese, under British administration, do things very differently from the Egyptians, and are very proud to say so. The airport commandant very kindly put us up in his house, and we were guests for three days while we worked on the mag. The trouble was traced at last to a worn contact breaker on the distributor rotor, by dint of counting the number of cylinders firing per revolution, with the plug leads taken off each in turn. Dismantling the magneto was rather a job, but the rotor was extracted in the end and the faulty contact built up with a little solder borrowed from the local radio mech. After we had got it reassembled the points were set and the engine timed by a little 'guesstimation'.

This cured the trouble temporarily, at least long enough to get us to Khartoum. The Air Registration Board would have been horrified, no doubt- but we could not afford the time to settle down at Wadi-Halfa for a month while a new magneto was shipped from Lycoming in the USA.

In the Sudan it is mandatory to follow air routes along the railway or the Nile, because the government has several times been involved in expensive searches for aircraft which had come down in the uncharted desert. We made Khartoum the next day via Atbara, where we refuelled. On the way there was a patch of very poor visibility, due apparently to an inversion which trapped a large number of sand particles beneath it forming a proper 'pea-souper'; however, the railway, and then the Nile were easy to follow.

The magneto faltered once at Atbara, but as it was the last short leg of our journey we turned a 'blind eye' and pressed on, landing at Khartoum (Wadi-Seidna) on Tuesday the 11th of November.

How it all fitted in:

Weight Schedule in lbs G-AJJB - UK to Khartoum.

Aircraft empty:	1,108	Maps:	4
Long range tank empty:	32	Dinghy & Survival kit:	23
Battery:	38	Tools & Spares:	33
Fuel 28¾ gallons:	207	Covers & picket gear:	9
Oil 13 pints:	15	Radio equipment VHF:	25
Sgt Mattocks:	150	Verey pistol & cartridges:	5
Lt Lister:	170	Aldis lamp:	5
Kit Mattocks:	20		
Kit Lister:	56		
		Max permissible a.u.w:(1900 lbs)	

LOCKDOWN

ROY HOUGH has a **LOOK BACK**

As long ago as 2002 Vol.25 No.4 IAC News printed an article entitled "Auster at the Movies" by Baz Naylor that highlighted screen appearances by Austers in the 1977 war movie "A Bridge Too Far" and a comedy entitled "Funny Bones" produced in 1995.

This theme had long interested me and I wrote a reply to Baz that editor Peter Wood printed in IAC News Vol.25 No.3 August 2003. The article was entitled "Stars of the Silver Screen" and detailed several appearances by Austers that I had noted in both film and TV productions.

So after 18 years (!) I have decided to update the list making some use of the time allowed by lockdown restrictions. "You Tube" and the IMDb on the computer, and "Talking Pictures" and various other TV channels showing repeat productions must take most of the credit!



GTS having been set alight



GTS in the showroom of W. Mumford Ltd. in Plymouth

It had long intrigued me that J/1 Autocrat G-AGTS had met its demise while involved in the making of a 1947 film entitled "Escape" starring Rex Harrison. A showing of the film on TV brought all the answers I sought. Plymouth based G-AGTS (1845) was shown in an early sequence flying over Dartmoor. Towards the end of the film, the hero, after escaping from Dartmoor Prison, and in an attempt to avoid the police, is depicted as taking off over a police car in the Auster. Closer inspection of the film sequence suggests the starboard undercarriage leg actually strikes the roof of the car. What happened next would be conjecture but the aircraft is shown crashing and Harrison is next seen escaping the wrecked fuselage and then setting fire to it. If ever there was an Auster "weepee" this must be it as GTS was just shy of its second birthday! The whole film can be viewed on "You Tube" but have a box of tissues to hand!

Anthony Newly made two film appearances involving Austers. In "Port Afrique" (1956) what might be a static shot appears to show him flying an Auster over a section of the Sahara desert. The registration of the aircraft appears to be "F-AHAP", a thin disguise perhaps for J/1 G-AHAP (1887). Newly, playing a trainee RAF pilot, is one of a crowd who watch as another recruit (Kenneth Haig) being delivered to Cranwell by his girl-friend flying Mk.5 G-AOCP (1800) in the 1957 film "High Flight". With



the radio not working and without permission the Auster is seen baulking a landing by a D.H. Vampire flown by the Wing-Commander (Ray Milland). G-AOCP was to be owned and operated by RAF College Cranwell Flying Club Ltd.

The Children's Film Foundation 1963 production "Wings of Mystery" features J/1N G-AGTP (1823) in a leading role. The Auster was based at Elstree at the time, close to the studios where the film was made. A "chase" sequence involves the Auster, a D.H. 106 Comet 4 airliner, a diesel locomotive hauled express train and a homing pigeon! I think the pigeon might have won.



Two young heroes cycling up to GTP

On the smaller screen, one of the earliest Auster appearances came in two episodes of the Southern TV production "Dick Barton", an adaptation of the famous radio serial. Mk.5 G-APAF (3404), based at Goodwood, appeared in a brief flying sequence and on the ground.



Perhaps the most featured Auster on TV screens is J/1N G-AJAJ (2243). Recorded in IAC News in 2003 as appearing in a Channel 4 “conspiracy” theory programme about Hitler’s possible survival in Berlin to flee to South America, the Alpha has also made two anachronistic appearances in the ITV series “Foyle’s War” set in the 1940s. Carrying an RAF Roundel and its civilian registration the Auster appeared in the 2013 episode “Sunflower” and in two sequences in the 2015 episode entitled “Elise”.



Finally, for this update at least, comes the 2009 film from Australia “Charlie & Boots” starring Paul Hogan and J.1B Aiglet VH-AAE (2680). The story-line revolves around a father and son bonding road trip. Near the end the pair have to give up on four wheels and take to the air in the immaculate Auster. After take-off over a herd of sheep there are lovely extensive shots of the aircraft in flight before a beach landing is made at the northernmost tip of Australia. Due acknowledgement is given to the pilot (and owner) Tonni Wolzak is in the credits. The full film is available on YouTube.

The latest appearance spotted so far came in the 2016 episode of the BBC series “Father Brown” entitled “The Missing Man”. Set in the 1950s, in this episode Father Brown (Mark Williams) climbs into the cabin of J/1 G-AIGD (2186), the young pilot starts the engine to taxi away and take off. It has been pointed out that at the time the episode was set, the Autocrat would have needed a prop swing to get started!

Any more anyone?

Roy Hough

LOCKDOWN LOOK BACK Post Script

The day after my article had been despatched to the editors, the TV channel Talking Pictures screened an episode of the ITC 1959-60 TV series “Interpol Calling” entitled “Ascent to Murder”. The story line is set in Northern Kashmir and two brief shots show what could be a Fiesler Storch, or similar, flying in mountainous terrain but once on the ground the aircraft turns into J.1N Alpha G-AGVJ (1861) which appears in snow in nose-on static ground shots. At the time of filming the Alpha was based at Denham suggesting that that filming was done there or at nearby Pinewood Studios.

RSH

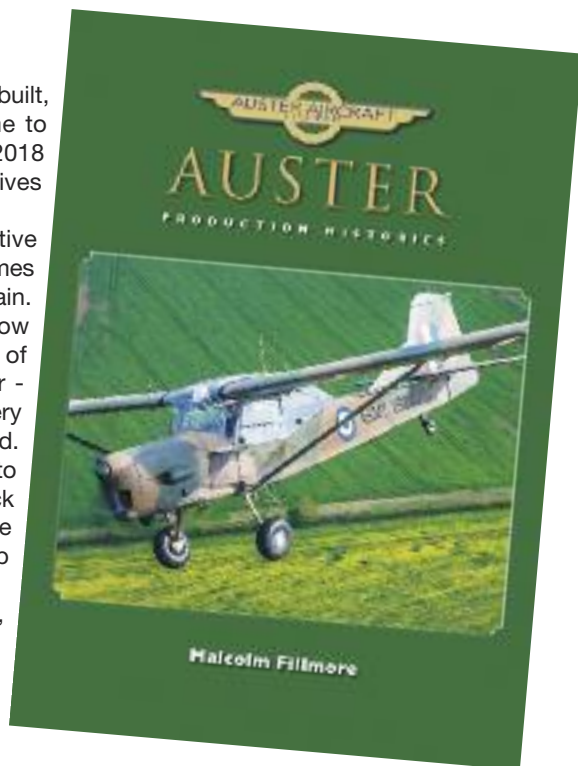


AUSTER – Production Histories by Malcolm Fillmore

Detailing the histories of each and every Auster built, Auster - Production Histories is the companion volume to Auster - The Company and the Aircraft published in 2018 which told the story of Auster and the many derivatives produced over twenty-plus years.

A substantial number of Austers remain active around the world and there are equally many stored airframes which enthusiasts are gradually putting back together again. It may come as a surprise to see, for example, just how many Austers are active in Australia and the number of projects throughout Europe and North America. Auster - Production Histories documents what is known about every Auster still active, currently 'resting' or long since scrapped. Perhaps one of the consequences of doing so may be to incentivise those with an engineering bias to get more back into the air. Anyone reading this who has an interest in the type might also like to join The International Auster Club with its very active website, magazine and events.

This book is the only source, published or digital, which provides the detailed histories of every Auster built. There are some 550 photos, the vast majority of which have never before been published. Air-Britain is committed to continue to record detailed aircraft histories and we therefore welcome any future additions.



A4, hardback, 256 pages, 550 photos **Prices: IAC members get at discounted price of £29.50**

by putting 'IAC member' in the text box on the Air Britain site when they order! Non-members £39.95

<https://www.air-britain.co.uk/actbooks/acatalog/AusterProductionHistories--151.html#SID=13>

TRANSAIR
FLIGHT EQUIPMENT

BOSE A20
AIR AVIATION HEADSET

YAESU
YAESU AIRBAND TRANSCEIVERS

ICOM
ICOM AIRBAND TRANSCEIVERS

PLB'S RESCUEME & FASTFIND

SWITLIK

RAM MOUNTS

DESIGN4PILOTS
SEE MORE ON WEBSITE

SKYECHO 2

RFD
LIFERAFT 2012

TRANSAIR.CO.UK

AT LAST!

A Clean Agent Extinguisher for your GA Aircraft

- AVI-EX is a direct replacement for your old Halon fire extinguisher.
- Safe for use in cockpit.
- Ergonomically designed handle for ease of use.
- For use on fuel and electrical fires.
- Zero ozone depletion.
- Supplied with quick release transport bracket and strap.



only
£178.00
including UK
delivery



Sole distributor:

AVI-EX

01634 681 622 | www.avi-ex.co.uk
Rochester Airport, Maidstone Rd, Chatham, Kent ME5 9SD

HOFFMANN ARE PROPELLER SUPPLIERS SINCE 1955



'Replica Auster replacements'

01763 852150



www.skycraftpropellers.com
customerservices@skycraft.uk.net

Skycraft is a business name of Skycraft Services Limited
Registered in England & Wales No 2001043

Auster Club Member and AOP pilot in Korea

JOHN BRIDGES

died recently, aged 93.

John joined the Gordon Highlanders for his National Service in 1947, then attended Sandhurst and was commissioned in the Royal Artillery in 1948. In 1954 he learnt to fly, becoming an AOP pilot, as it is said to be “easier to teach a spotter how to fly than an airman how to spot”. Deployment to Korea, in Flt. 1903 followed.



Auster AOP 6, WJ370 also arrived in Korea in 1954 and John regularly flew this aircraft, sometimes using high intensity binoculars at 10,000ft along the border with the North. The only uniform concession were his flying gauntlets; he reported that “it was very cold up there”. The lack of ear-protectors probably accounted for his later deafness.

Back in the UK, John continued to fly WJ370 and both were deployed by sea during the Suez crisis, but as hostilities ceased, neither left Port Said. Both John and WJ370 left the Army within a day of each other, when the Army Air Corps was formed. By this time, John had flown more than 1000 hours, mostly in WJ370. He took with him the copper spinner he'd had made for “his” aircraft, by an apprentice at Woolwich Arsenal.



In civilian life, John was a Director first of a manufacturing firm in Glasgow and then a Lloyds Underwriting Agency.

The copper spinner sat on his dressing table until 2012 when he sought out WJ370, now G-APRO, addressing her current guardians with, “I used to fly your Auster”. A meeting in Glasgow, resulted in copper spinner and aircraft being reunited.

In May 2013, after 57 years apart, G-APRO arrived on the island of Colonsay, copper spinner glinting; John now spending most of his time on his croft. Family and fellow islanders were delighted to see John again flying in “his” Auster. During subsequent annual visits, John recounted numerous tales Army flying life. He was always interested in all APRO’s more recent travels and Austers in general, much enjoying the the Club magazine.

John died and was buried as he wished, on Colonsay.

In current circumstances, no fly-past was possible for his funeral, but that will happen, after restrictions have eased.

He is survived by two daughters and four grandchildren; sadly his wife Pat died in 2013.

AVIATION SAFETY

The Fire Hazard

Hi Folks!

Looks like we are back in the flying business at last! Hoping you have all had a Safe restart this year. In the last issue, I talked about the LAA insurance scheme and the hoops we as a club are required to jump through when organising fly-ins. In this issue, I thought we could take a quick look at another type of insurance, this time of the physical variety.

I must admit to being very surprised that Fire Extinguishers and First Aid kits (FAK) are not mandated on permit aircraft in UK. It seems a very sensible and cheap form of insurance for you, your passengers and other flyers who may need your help.

Basic First Aid kits are easily available from outlets like Boots and online. In addition, you can always get a small container together to cover everyday use items such as plasters, antiseptic wipes etc, this saves opening the main FAK.

Fire Extinguishers vary widely in type and price. The best would be a Halon, or similar, such as the AVI-EX as advertised in this issue. It is very effective and controllable, leaving no residue (though small spaces should be ventilated immediately after use). Powder is OK and cheap to buy, but not very controllable, very messy and a corrosive – it is a nightmare to remove the discharged powder afterwards!!! Even an “expensive” extinguisher costs far less than your insurance excess!

Whatever you decide to fit, please make sure it is properly secured, particularly if placed in a footwell, where it can become a very dangerous loose article – I always add a secondary velcro strap. Loose extinguishers have been cited in accident reports and I have seen a pilot lose control of an aircraft when distracted by a loose extinguisher!

If you have to use an extinguisher, try not to introduce more oxygen to the fire – use minimum opening of any panel, then a burst of extinguishant, close panel and let the gas (preferably) do its work by depriving the fire of oxygen. If it is you, or another person on fire, a drop, roll & cover (depriving the fire of oxygen) should work.

Many pilots of older aircraft use a flying suit. The modern ex-RAF ones are nomex, a fire retardant weave, that will survive gentle washing to keep it free of oil, and provide you with about 20 seconds of flame protection. None of us are going to fly around in nomex underclothing, so remember you will not get a lot of heat protection from just the suit – try to use natural fibres only to fly in, man-made fibres melt, even underneath a nomex suit! Nomex flows less air than natural fibres, so make sure to stay hydrated.

Fly Safe!

Simon Heighway Club Safety officer

Royal Air Force NEWS, October 24 - November 6, 1979

All in a day's work ... Flying firefighters quell a blaze and rescue a lady

A ROUTINE training flight from Odham was more exciting than usual for one Puma crew on Thursday, October 18.

For before they returned to base they had put out a car fire and taken a young lady to hospital.

The Puma, of 333 Squadron, was flying at low level near East Totton in the Wootton Bassett when pilot Sgt. Lt. John Meenan saw a cloud of black smoke ahead.

On investigation the smoke turned out to be a car on fire. John quickly landed in a nearby field and out jumped

Flt Lt Graham Thomas and Sgt. Simon Heighway with fire extinguishers.

The local fire brigade were also seen on the scene and together they put out the fire.

The sole casualty was a young woman suffering from minor burns and severe shock.

At the request of the police the Puma flew her to Beeston Stoke General Hospital, landing in the car park.

The photograph shows Odham's fire fighters on their return. Left to right, John, Graham and Simon.



JOHN, GRAHAM, SIMON ... well rescue and a hospital car park landing

LB312 repatriated to Army Air Corps

As a sequel to the short article in the March magazine, further successful efforts have been made to move LB312 to her new owners - The Historic Army Aircraft Flight at Middle Wallop.

Carl Tyers and Hamish headed down to Netheravon to meet up with George, Gavin and Chris for a restart of LB312 and to then escort her with Hamish's Robin into Middle Wallop. All done thankfully without incident, so on that occasion a successful mission achieved and the start of a new chapter in LB312's life as she joins the HAAF display team - eventually!



LB312



XP242



GS AOP Airforce increases again!

It was during their 2020 escapades with HAAF and LB 312 that Gary Siddall and Hamish spotted XP 242 just waiting to be restored and loved again in HAAF's stores. And before he knew it, Hamish received a call from Mr Siddall saying he had bought it! Hamish's response being - great, when can we help in getting it to Sandcroft Farm? With Carl Tyers as passenger and loadmaster they set off with a humungous trailer to Middle Wallop and met up with Gary to load up various purchased items for transporting back to North Lincolnshire. Including the fuselage in it's entirety.

The pictures will relay that it was a successful, but eventful trip (no need to go into that), which has resulted in the Siddall Airforce growing by yet another AOP9 - making three in his possession now and possibly a 4th in future!? Just proving you cannot have enough of a good thing!

If we can only reach a stage when we can muster all of the AOP9's into the sky at the same time watch in future!



A round-up of pictures and reports of members' aircraft and their comings and goings

Once again, not much to report what with Covid. Hopefully by the time you read this things will be getting back to normal!

At the invitation of Jon Davidson, Auster Mk5 & Mk9 rebuilder, a number of members headed up to the historic strip at North Reston in North Lincs on the 17th April. An actual sunny day was improved even further with sausage rolls, cakes and refreshments as well as a varied assortment of aircraft and some re-enactors and a sample of their WW2 artifacts and kit!!

Well worth the trip and a first chance at last to get out and about!



Always best to PPR if you are visiting!

Gary Siddall's AOP9 at North Reston



Our Chairman's AOP9



Carl & Rebecca Tyers came from Spanhoe in G-ANHS in loose (very!) formation with the editors Airedale

Carl Tyers organised a birthday party for his wife Julia at Spanhoe on Saturday 29 May and there were a few flying visitors. The weather was perfect as was the food and drink!



Duncan McKay and John Rayment came from Finmere in their immaculate 6A Tugmaster. This was only the second flight that Duncan and John have made in it since acquiring STI. Arthur Boon also flew in from his strip in his Australian Navy Auster.

Hopefully there will be a lot more event reports in the next magazine!

IAC Events 2021 (we hope!)

As I write in early May the first travel restrictions have been lifted, and we await further information on May 17th, and hopefully the 'new norm' on June 21st.

Information on future events is barely unchanged since the last magazine and AGM. However we have planned to go ahead with the Fly-in to Sandcroft which will probably have been and gone by the time you read this. We are in touch with both the Beagle Pup Club and the Flying Farmers with a view to organising joint events. An Auster Fly-in to Upavon has also been mooted.

Charles Wheeldon

Progress on these will be posted on the website.

June 12th/13th Auster Fly-In Sandcroft Farm

June 19th/20th Air Britain Classic Fly-In Turweston

July 3rd Wallop Wings and Wheels Middle Wallop

July 4th/8th LAA Mini Tour Henstridge - Leicester

Thurs July 8th Auster Rally Leicester

July 30th/Aug 1st Old Buck Airshow Old Buckenham

August 7th Vintage Fly-In Popham

August 14th Wings and Wheels Wolverhampton

August 28th Vintage Wings and Wheels Henstridge

September 3rd/5th LAA Rally Sywell

September 11th Abingdon Airshow Abingdon

September 12th Miller Memorial Fly-In Fly-In Popham

THE INTERNATIONAL AUSTER CLUB

ANNUAL GENERAL MEETING

Minutes of the meeting April 17th 2021 By Zoom call

1 Previous Minutes

- Agreed as true record

2 AGM

- AGM was being recorded for benefit of those who could not attend with a link to be posted on Facebook page and IAC website
- Warm welcome extended to all attendees from around the world
- Revised Club rules/Constitution/Terms of Reference re Officers all voted in and as published and circulated Sept 2020. No comments received and thus ratified

3 Chairman's report

- Committee had held numerous meetings on Zoom re the business of the Club during Covid period and also 2 meetings in person when events allowed
- Successful events had been held at Mavis Enderby and Popham. Spanhoe event hampered by weather. Each event and photographs had been posted on Club sites
- Auster Club magazine was now 4 extra pages and had been decided to remain so
- Honorary memberships had been extended with Ron Neal and Richard Webber for 2021
- Website refresh was now underway
- No advance in digitisation as Leicester Records Office closed due to COVID

4 Treasurer Report

- Tim Taylor presented the accounts which illustrated a small surplus for 2020/21 and which contributes to an increased closing balance of £27,552.90 in club funds
- Postage costs remain a major cost of magazine circulation and a request made to anyone wishing a pdf magazine formats as a cheaper option

5 Membership

- Heather Wankowska provided data re Club membership as a total and also breakdown per country
- Subscription chasing remains a large task and further pleas raised to members to action their renewals as standing orders or annual subscriptions on paypal as is all very time consuming for membership secretary
- Is it an option for a number of forward subscriptions in a single purchase?
- UK Auster members by postcode had been created by Charles Wheeldon with permit aircraft, out of permit, or non owner members highlighted. Agreed to extend to other country analysis

6 Events

- Charles Wheeldon presented a program of planned events for the year which will be published and updated as and when needed
- Specific Club fly ins will require application from those who wish to attend to accommodate required Safety and Insurance requirements

7 Merchandise

- Spike Leek presented current items including the new cloth badges and key fobs
- Metal pin badges also advanced and now larger with further designs to follow
- Auster jackets and fleeces, polo shirts with a/c reg, hats, mugs also available on website or direct with Spike

8 Safety

- Simon Heighway presented slides relating to the ongoing need for Risk assessment and safety requirements for the Club's insurance policy under The LAA, and related to specific Auster Club fly ins
- Processes, procedures, plans and required docs all under development

9 General

- Examples presented of an encouraging number of Auster rebuilds from members in UK and Australia
- Membership growth remains a challenge but an objective for the committee
- Joint event being planned with our 'cousins' in The Beagle Club for 2021
- Magazine to feature as many members as we can ongoing

9 General (continued)

- Peter Gill had agreed that he will take Honorary Membership from April 2022 and that between now and that date a new President will be appointed. Suggestions welcome for consideration
- Auster Club Zoom calls will be arranged for the coming year as a means of catching up and staying in touch with the membership. Chairman to arrange
- Many thanks to all attendees and particularly Paul Marot who joined at 2am his local time!

2022 AGM planning underway as an in person event again, but all agreed how effective the Zoom option can be.

Attendees at Zoom AGM 17/04/2021

Committee

Hamish Bichan; Chairman (England)

Tim Taylor; Treasurer (England)

Simon Heighway; Safety Officer (England)

Charles Wheeldon; Events Co-ordinator (England)

Heather Wankowska (Adam Wankowski);

Spike Leek; Marketing (Wales)

Membership Secretary (England)

Members

Marc Anstey (England)

Matthias Lemmerer (Austria)

Rod Brown (Australia)

Frederic Louis (France)

Robert Burgess (England)

Paul Marot (Canada)

Mike Cleaver (Australia)

Mark Milller (England)

Rob Cotterill (England)

Ralph Moffatt (New Zealand)

Steve Farrant (England)

Martin Schoonderbeek (Netherlands)

Anthony Galbraith (New Zealand)

Rani Sime (Scotland)

Ralph Henley (England)

Jim Taylor (England)

Roy Hough (England)

Carlos Tomaz (Portugal)

Roger Lane (England)

Patrick Vanhamel (Belgium)

Chairman rambles briefly...

Well, we are eventually creeping out of the dreaded COVID confinements. Now allowed to fly, meet up and events over the coming months. At last!!!! So will be a busy season for sure as all the pent up events are rearranged by a host of organisations this year.

We held our AGM on Zoom on April and judging by the comments it was well received and enjoyed and very global too! Great to see and meet various members even if it was two dimensional! But all agreed that the Zoom concept should be extended as a social and member benefit ongoing - so we will - watch out for announcements of dates!

Short minutes included in the magazine and will be launched onto website - shortly the new website. But the following link will allow you to watch the AGM which we recorded, what better way to enjoy a glass of wine or a beer?

Here is access to the recording - or just click on the link on website forum - general chat section.

https://us02web.zoom.us/rec/share/17Hsq_KwaGndkwPanV-KcN_R1qvu4D_UVx6QwH1Xq-jLcamL7gcsNA2SGHyVRT2W.tBHR-r4PCISGqujs
Passcode: \$78M1udd

No more major news at the moment other than new members keep appearing and the Club's web and FaceBook pages receiving increasing traffic. And there are more Austers being renovated!

Will leave all the rest of the hard working Committee to update you on their relevant areas and wish you all the best for a successful and safe flying summer.

Hamish

Hamish Bichan chairman@austerclub.org

Membership Report.....

Hello Everyone,

As I write this in mid-May, England is about to further ease lockdown; the other nations of the UK, too. As we emerge into whatever the “new normal” will be, we mourn the loss of many, but are oh so grateful to our selfless frontline workers and for the vaccine, but horrified by news from India and other currently hard-hit countries. I sincerely hope that countries in the southern hemisphere will receive the vaccine before winter conditions again foster viral transmission.

Hamish has written about the success of the Zoom AGM which I hope will encourage more international “meetings” even when the Club can again resume a more traditional annual format.

Those of you in the UK will have received notice of the first IAC Fly-In for 2021 at Sandcroft Farm and will have seen the invitations for Club Members to attend the gatherings at the Army Flying Museum Air Britain, Brighton and elsewhere, on the website. All most welcome after so much enforced isolation. Meeting up with friends in Europe will be then be my ambition, notwithstanding the pilot licence difficulties that Brexit has engendered.

Sadly, the Club always loses Members in the spring when, whether by design or accident, some do not renew nor respond to reminder emails. However, Austers do attract flyers and re-builders, eager to communicate with like-minded souls.

Wishing you all safe and happy flying,

Heather memsec@austerclub.org

Please welcome these New Members:

Martin Schoonderbeek: Netherlands. Not yet!

Lawry Bidgood: England. Re-join; re-located from New Zealand. Auster J1N, G-APIK

James & Lisette Wesson: England. Auster J5A, G-AJER ex-VH-KSB

Roy Erdmann: Netherlands. Not yet!

Richard Ellingworth: England. (Re-join)

Jacques Blin: Canada

Martin Riha: Czech Republic. Dynamic WT9, OK-KUR08

Oliver Tiedge: Germany. Beagle A61 Terrier 2, D-EZTJ, ex-F-AZTJ, G-ASAK/WE591

Stuart Blanchard: England. Miles Mercury, Messenger, Gemini, G-AHAA, G-AGOY, G-AKHP

Paul Poulsen: Australia. Auster J1B, VH-AAE

Current Membership = 300 of whom 99 Members are based outside the UK.

Current Facebook followers = 1506

Merchandise Update...

Greetings fellow members, I trust we are all looking forward to a good and much awaited Auster flying season? Excellent!

I just want to use this moment before we blast off down those hollowed green strips or historic tarmac runways to bring to your attention a couple of items in the club merchandise range.



Firstly, International Auster Club key fobs at a very reasonable £2.50, see attached photo and after many enquiries secondly “Auster” sew on patches for £5.00.

The patches come with or without Velcro and measure approx 60x100mm in Blue. Also see attached photo.

I am currently trialling a full zip fleece which is very good and I will get a photo in the next issue but in the meantime watch the web pages and don't hesitate to send any enquiries or orders to me regarding any of the products and indeed ideas!



**Stay safe everyone,
Spike**

MEMBERS SALES & WANTS

If members have any sales or wants please send your details to airedale@lspmedia.co.uk

FOR SALE:

Two one-third shares for sale in Auster J5F Aiglet, at £7,000 each. Built 1953, Gipsy Major 1 engine, electric starter, dual brakes, internal primer. Trig TY91 8.33 khz radio/intercom, Trig TT22 Mode S transponder, dual PTT. Airframe hours 5412, engine hours 1885 running on condition. Permit to January 2022. Full history available. Currently hangered at St Athan.

Monthly charge £110 to cover hangarage, insurance and permit renewal. Hourly cost £65 wet. 100 hours minimum required; tailwheel experience essential.



Please contact Colin at colin_butters@btinternet.com, or 07546 221176.

FOR SALE:

- 1) **AUSTER J/1N** new permit, £16,000
- 2) **AUSTER J1N** engine frame and new exhaust system.
- 3) **NEW HOFFMAN PROPELLER** for Auster/Tiger Moth.
- 4) **NEW PROPELLER** for Auster Mk 5.
- 5) **LYCOMING 0-290-3** engine with mags.

TEL 01780 450205.

FOR SALE:

Auster Alpine. A very unusual aircraft as so few were made.

Gipsy Major 10-2 engine. Same owner since 1986.

Auster AOP 6 / Beagle Terrier. Now in military colours.

Gipsy Major 10 1-1 engine. Same owner since 1999.

Auster AOP 9. In military colours. Blackburn Bombardier engine.

Same owner since 2004.

All three aircraft to be sold with Permit. They can be seen in Devon. UK.

For further information, please contact Richard Webber.

TEL 07866 742586.

LIST OF USEFUL CONTACTS (UK based unless stated)

- Adams Aviation** www.adamsaviation.com Suppliers of aircraft parts and maintenance items
- Aircraft Spruce** www.aircraftspruce.com Wide range of parts for all types of aircraft
(US based - agents worldwide - LAS Aero in UK)
- Airedale Aviation** airedale@lspmedia.co.uk Specialising in graphics for the aviation industry
- Associated Spring** www.assocspring.co.uk A variety of springs
- Auster Spares** **Dave Baker** 01522 778617 - bakerdaveaa@gmail.com Wide range of original and second hand Auster spares
- Bex Aviation** **Rebecca Tyers** 01780 450205 Aircraft fabric covering
- Burlen** www.burlen.co.uk Spares for AMAL fuel pumps
- Cambrai Covers** www.cambraicovers.aero Aircraft covers and ground support equipment
- CKT Aero Engineering** www.cktengineering.com Aircraft exhausts specialists
- Desser Tires** www.desser.com Wide range of tires and tubes (USA based)
- Deltair Airmotive Ltd** www.deltair.co.uk Specialises in aircraft engine and propeller overhaul or repair
- Haire Aviation** **google Haire Aviation for link to ebay** Screws, Nuts and Bolts and fasteners. (USA based)
- Hercules Propellers** www.hercprops.com Custom produced propeller manufacture and refurbishment
- Hugh Jones** hugh@swantonabbott.com LAA Inspector - Permit Renewal [Austers a speciality]
- LAS Aero** www.lasaero.com Wide selection of engine and airframe parts and consumables
- The Light Aircraft Company** www.g-tlac.com Distributor of Oratex advanced coverings
- LP Aeroplastics** www.lpaeroplastics.com Please be advised that I no longer supply Auster Perspex Panels.
I have since retired and Chris Harrison, Tiger Moth Tours, PO Box 152, Heyfield Vic 3858, Australia
Email:harrison_chris@icloud.com Mob: 0402 937747 <https://www.facebook.com/tigermothtours/>
is now taking over the supply of Auster Perspex Panels.
- LX Avionics** www.lxavionics.co.uk Light aircraft avionics supply
- Miles Airwork Limited** stu.blanchard@tecnicaservices.co.uk Tel. 01482 848829/07977 597228
A supplier of Cirrus engine gaskets and seals
- PlaneWeighs** www.planeweighs.com Aircraft weighing service
- Ribblesdale Auto Electrics (Units) Ltd** www.magneto.co.uk/rewinding.html Magneto servicing/overhaul and rewinding of armatures
- Richard Kimberley Sevices** rks@richardkimberleyservices.co.uk (Essex) 01206 230964 LAA Inspector: Permit Renewal: CAA Approved welding
- Simply Bearings** www.simplybearings.co.uk Wheel bearings and magneto drive shaft bearings
- Skycraft Services Ltd** www.skycraftservices.co.uk Hoffman propellers distributor. Sales and service.
- Skydemon** www.skydemon.aero Flight planning and navigation software for iPad, Android and PC
- Springs** www.assocspring.co.uk Variety of springs
- Swindon Aircraft Timber Company** www.aircraftplywoodandtimber.co.uk Aircraft wood such as Spruce and Douglas fir
- Transair** www.transair.co.uk Wide variety of equipment for aircraft and pilots
- Wag Aero** www.wagaero.com Various aircraft parts including Taylorcraft
- Watts Aviation** www.wattsgroup.co.uk Specialist distributor of aircraft tyres
- Windmill Aviation** **Carl Tyers** 01780 450 205 Auster maintenance and spares and advice on all things Auster
- Wind Driven Generators** **John Pearson (Nottingham)** 0115 970 4439/0775 269 0198 Wind driven generator servicing

Officers of the IAC

Founder: Jim Sime

President:

Peter Gill
president@austerclub.org
07779 080946

Chairman:

Hamish Bichan
chairman@austerclub.org
07977 505583

Treasurer & Trophy Custodian:

Tim Taylor
treasurer@austerclub.org
07816 128703

Events Organiser/Committee Member:

Charles Wheeldon
charles.wheeldon1@btinternet.com
07970 803865

Membership Secretary:

Heather Wankowska, Combs Hall, Combs,
Stowmarket, IP14 2EH,
memsec@austerclub.org
01449 676859

Safety Officer/Committee Member:

Simon Heighway
simonh836@gmail.com
0790 405 6111

Sales/Committee Member:

lestyn (Spike) Leek
iestyn.leek@googlemail.com
07828 405087

Auster Drawing & Technical Archive:

Leicestershire Record Office, Long Street,
Wigston Magna, Leicestershire LE18 2AH.
Enquiries should be directed to Peter Stoddart
email: recordoffice@leics.gov.uk
0116 277 5932

New Zealand Representative:

Anthony Galbraith, 79 Clearbook Lane,
Rangiora, North Canterbury,
7400 New Zealand.
Home Phone(NZ) 3 313-2367,
mobile 022 312 3200
email: austersrus@gmail.com

Australian Representative:

Andrew Whiteman
10 Lazio Place, Prestons, NSW 2170, Australia.
andrew83m@gmail.com
Tel: (+61) 408 737 039

Scandinavian Representative:

Villi H. Seemann, 24 Moseager, DK-2640
Hedehusene, Denmark. Tel: (+45) 2093 7164
email: villi@seecom.dk

European Representative:

Matthias Lemmerer, Altirdning 103,
A8952 Irdning, Austria.
Tel: +43 664 15 676 55 Fax: +43 3683 2513
email: office@aclemmerer.com

Technical Adviser:

Ron Neal, 7 Badgers Corner, East Goscote,
Leicester, LE7 3WS Tel: 0116 260 6092
email: r.neal@btinternet.com

South West UK Representative:

Richard Webber, Eggesford Airfield, Devon

Club Photographers:

Mick Bajcar mbajcar@aol.com
Andy Wood wood.andy.p@talk21.com
Lee Mullins banupaganwx@gmail.com

Auster Club News Editors:

Steve Isbister 07711 305028
Malcolm Isbister 07860 636750
email: airedale@lspmedia.co.uk

Join the IAC

IAC annual membership fees:

- UK Members = £35 per year by Standing Order (preferred method)
= £37 per year by other payment methods
- Non UK Members = £37 per year

For details of how to join and pay see:
www.austerclub.org/join-iac

Auster Instructors

Name	Location	Phone	Mobile / email
Trevor Bailey	Cheltenham	07894 966862	tbailey60@hotmail.com
Peter Benest	Newbury, Berkshire	07876 318859	peterbenest@newburyweb.net
Stephen Briggs	Guildford, Surrey	01483 379885	stephen.briggs3@sky.com
Jon Cooke	Lichfield, Staffs	07773 459756	flyingstuff@hotmail.com
Alan Cooper	Maidstone, Kent	07768 980797	alancooper767@btinternet.com
Steve Copeland	Corby, Northants	07768 503383	steve@copeland.net
Mike Cuming	East Midlands/Duxford	07747 841348	mikecuming51@gmail.com
Will Greenwood	West Sussex	07850 811704	will.greenwood@btconnect.com
Robin Helliar-Symons	Maidenhead, Berks	07764 677923	RDHSymons@gmail.com
John Kelly	Nelson, New Zealand.	+64 3 544 1634	JKellynz@yahoo.com.au
Steve Maric	Prestwick, Scotland	07710 531936	stevemaric@hotmail.co.uk
David Potuznik	Berlin, Germany	+491707387144	tigermoth4673@icloud.com
Steve Riddington	Leicester, Leics	07770 813651	sjriddington@btinternet.com
Martin Slater	Coventry, Warwicks	07818 254825	martinslater30@btinternet.com
Charles Sunter	Yorkshire,	07903 112542	oysteraviation@twismo.co.uk

Stephen Briggs, Jon Cooke, Steve Copeland, Mike Cuming, Steve Riddington and Robin Helliar-Symons are all authorised Flight Examiners, who can instruct, sign a Certificate of Revalidation, or fly a Licence Proficiency Check with anyone who had not revalidated by the appropriate date. Also Trevor Bailey, Peter Benest and Will Greenwood are authorised to sign Certificates of Revalidation under FCL 945, if they flew the instructor flight. Any of the above will be happy to fly Auster conversions, Difference Training or Biennial Instructor Flights. Please contact your local instructor and please remember that maintaining instructor and examiner qualifications is not cheap and they will have to ask you to pay a reasonable amount for their time and travelling.

Any instructors with Auster experience interested in joining the list are welcome to contact Robin Helliar-Symons at RDHSymons@gmail.com

CAMBRAI COVERS

Keep your classic aircraft home and dry



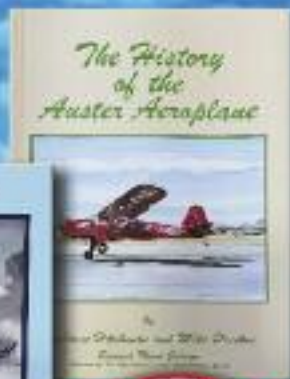
Aircraft Covers and Ground Support Equipment
 Reduce Aircraft Deterioration • Reduce Pre-Flight Time
 Improve Engine Starting • Reduce Maintenance Costs • 500+ Patterns in Stock!

Recognised suppliers to: BAE Systems Ltd • MOD/NATO • Raytheon Systems Ltd

T: +44 (0)1377 267426 • F: +44 (0)1377 267477 • www.cambraicovers.aero • info@cambraicovers.com

**Look good,
feel great
in the latest
Club apparel!**

**Check out the range
of Club and Auster
merchandise.**



To order go to
www.austerclub.org

ORDER
ONLINE
www.lasaero.com



A great working partnership,

BRINGING TOGETHER EVERYTHING FOR YOUR

AIRCRAFT



FREE CATALOGUES

LAS AEROSPACE LTD

Exeter Road Industrial Estate, Okehampton, Devon EX20 1UA

TEL: 01837 658081 FAX: 01837 658080

www.lasaero.com