

AUSTER AIRCRAFT AND AUSTRALIASIA – A SIMPLE OVERVIEW AND BRIEF ANNOTATED BIBLIOGRAPHY

By

D.G. CAMERON

With acquisition of a second Auster aircraft by QAM, the J-5B ex VH-KCL, to supplement the museums original J-5G ex VH-BYP it is interesting to take a look at this very important line in the post war development of commercial and private flying in the Australiasian region. Developed from the major wartime Air Observation Post Austers (AOP Mk's 1 to 5) they were readily and cheaply available, both as converted wartime airframes and the subsequent developed versions. They played a major role in both business and private pleasure flying and, in places like Australia, the management of larger rural properties.

The introduction has been extracted from the author's 2014 museum celebratory book "**Forty Years on - Canberra to F-111 – Queensland Air Museum - Major Collections**". Minor amendments have been made and Tables 1-3 added.

INTRODUCTION

In 1938 Taylorcraft Aeroplanes (England) was formed to manufacture American Taylorcraft light aircraft under licence in Britain. They established their base on Rearsby aerodrome in Leicestershire. Their first aircraft G-AFNW, a Model Plus C, first flew on the 3rd May 1939. This was an American Model C which had been stressed to meet higher British standards but retained the 55hp Lycoming O-145-A2 engine. Although somewhat underpowered for the extra weight, 23 were produced. All were later fitted with a 90hp Blackburn Cirrus Minor 1 as the Model Plus D which, when adopted by the Army for Air Observation Post work, became the Model D/1 or Auster I. Development continued through the war years through models E (Auster III - Gipsy Major 1), F (Auster II -Lycoming O-290.3. Only two built), G (Auster IV- Lycoming O-290.3 and J (Auster V - Lycoming O-290.3/1).

In March 1946, with expiry of the Taylorcraft license agreement, the company's name was changed to Auster Aircraft Ltd and the Model J or A.O.P. V was adapted for manufacture for civilian use. Suffixes and model names identified the various modifications to the basic J airframe and engine. The J/1 was the Autocrat, the J/2 Arrow, J/3 Atom (Prototype only) and J/ 4 Archer and J/5 Autocar, the Adventurer in Australia, Further subdivisions became Aiglet (J/1B), Alpha (J/1N), Workmaster (J/1U). In the J/5 series A, B, E, G, H, P, T & V remained Autocars but J/5F, K & L became the Aiglet Trainer and the J/5Q & R the Alpine.

The engines changed variously through Cirrus Minor and Major, Gipsy Major, Lycoming and Continental. With increasingly powerful engines the seating of the Austers also increased from 2-seats in the 75hp Continental engine J/2 Arrow through 3-seats in the J/1 Autocrat, with a Cirrus Minor 2 engine, to 4 seats in the J/5 with the 130hp Gipsy Major. The latter was particularly designed for the Australian market where there was a large supply of 130hp Gipsy Major 1 engines. Even this power proved somewhat inadequate under hot dry conditions and the 155hp Blackburn Cirrus Major 3 was often fitted at manufacture as the J/5G or retro-fitted during a later overhaul (92 produced).

TABLE 1

Identification and details of Taylorcraft/Auster aircraft produced or planned in Britain from 1939 to 1962 with numbers believed to have come to Australia and New Zealand where sighted

	Model	Name	Engine	Type/Usage	Seats	1st Flew	No Built*	Regist.**	
								Aust	NZ
Taylorcraft	C	Plus C	Lycoming 145	Cabin Tourer	2	1939	23/24	2	
Taylorcraft	D	Plus D	Cirrus Minor 1	Cabin Tourer	2	1939	9	2	
Taylorcraft	D1	Auster I	Cirrus Minor 1	Army Co-op	2	1941	101/100		
Taylorcraft	D1	+D	Cirrus Minor 1	recondit. Auster 1	2	1946	35		
Taylorcraft	E	Auster III	Gipsy Major 1	Army Co-op	2	1943	469/467	56	
Taylorcraft	F	Auster II	Lycoming 290	Army Co-op	2	1943	2		
Taylorcraft	G	Auster IV	Lycoming 290	Army Co-op	3	1944	255		2
Taylorcraft	H			Training Glider	2	1943	1		
Taylorcraft	J	Auster V	Lycoming 290	Army Co-op	3	1944	790	2	9+
Auster	J/1	Autocrat	Cirrus Minor 2	Cabin Tourer	3	1945			
Auster	J1A	Autocrat	Cirrus Minor 2	Cabin Tourer	4	1946	416/414		
Auster	J1B	Aiglet	Gipsy Major 1	Cabin Tourer	3	1950	87	30+	c20
Auster	J1N	Alpha	Gipsy Major 1	Cabin Toure	4	1956	44/4	c25	
Auster	J1S	Autocrat	Gypsy Major 10	Cabin Tourer	3			1	
Auster	J1U	Workmaster	Lycoming 360	Agric a/c	2	1958	10		
Auster	J1W	Autocrat	Lycoming 320	Cabin Tourer					1
Auster	J2	Arrow	Continental C75	Cabin Tourer	2	1946	44	c20	
Auster	J3	Atom	Continental C75	Cabin tourer		1946	1	2	
Auster	J4	Archer	Cirrus Major	Cabin Tourer	2	1946	26	7/c15	2
Auster	J5	Adventurer	Gipsy Major	CabinTourer	3	1947	59	c50	6
Auster	J5B	Autocar	Cirrus Major	Racer	4	1950	1		
<u>Auster</u>	J5F	Aiglet Trainer	Gypsy Major	Trainer	4	1952	92/120	9	5
Auster	J5G	Autocar	Cirrus Major 3	Cabin Tourer	4	1952	94		
Auster	J5H	Autocar	Cirrus Major 2	Cabin Tourer	4		2/3 ?		
Auster	J5L	Aiglet Trainer	Gipsy Major 10	Trainer	4		27		
Auster	J5P	Autocar	Gipsy Major 10	Cabin Tourer	4	1955	24	7	
Auster	J5Q	Alpine	Gipsy Major 1	Cabin Tourer	3	1955	4	1	1
Auster	J5R	Alpine	Gipsy Major 10	Cabin Tourer		1956	6		
Auster	J5T	Autocar	Lycoming 235	Cabin Tourer		1957	1		
Auster	J5V	Autocar	Lycoming 320	Cabin Tourer		1960	1		
Auster	J6	J1 with	Gipsy Major X		3			Project	
Auster	J7	J2 with	Cirrus Minor		2			Project	
Auster	K	Auster 6	Gipsy	Army Co-op	3	1946	399	2	
Auster	L		Lycoming 290		2/3			Project	
Auster	M		Gipsy Major 31	Army Co-op		1945		Project	
Auster	N	A 2/45	Gipsy Queen 34	Army Co-op	2	1945	2		
Auster	P	Avis	Gipsy Major 10	Cabin Tourer	4	1947	c21	7	
Auster	Q	Auster T7	Gipsy Major 7	Trainer	2	1949	83		1
Auster	S		Bombardier 702	Army Co-op		1951	1		
Auster		Auster 8						Project	
Auster	A7/B7		2 x ???	Airliner?	5			Project	
Auster	B1			Army Co-op				Project	
Auster	B4		Bombardier 702	Amb/Freighter	4	1955	1		
Auster	B5	Auster 9	Bombardier 302	Army Co-op	3	1954	166	3	
Auster	B6			Agric a/c				Project	
Auster	B8	Agricola	Continental 470	Agric a/c	1/3	1956	9		8
Auster	B9	HR.144T	??? Ram Jet	Helicopter	2	1954		Project	
Auster	C4	Antarctic	Gipsy Major 7	Floatplane	2				1
Auster	C6	Atlantic	Continental 185	Cabin Tourer	4	1958	1		
Auster/Beagle	D4/108		Lycoming235	Cabin Tourer	2	1960	6 ***		
Auster/Beagle	D5/180 Husky		Lycoming 320	Cabin Tourer	3	1960	14***		
Auster/Beagle	D6/160		Lycoming 320	Cabin Tourer	4	1960	1		
Auster/Beagle	D6/180		Lycoming 360	Cabin Tourer	4	1960	2/3		

As well as the specifically built civil Model Js a large number of ex-service AOP Austers, with suitable conversion, also found their way onto the civil market. This was especially so of the Mk Vs. Beyond the J, Auster also developed a wide range of other variations on the basic theme of the early Taylorcraft with model numbers up to S. There were also a number of attempts at development of other types but these rarely proceeded beyond the prototype or even project stage. The models, K Auster 6 (399 produced) and B5 Auster AOP 9 (166 produced) were exceptions while 83 AOP 7 (Model Q) was another. Only 8 Model B8 Agricola, specifically for agricultural work in New Zealand, were produced and a small number of Terrier (Reconditioned Auster AOP 6s), D5 and D6s followed before the company failed and was absorbed, along with the also foundering Miles, into the Beagle (British Executive and General Aircraft Ltd) rescue group. Those designs by Auster that were well advanced to or in production at that stage are covered in Table 1. The straight Beagle designs are not.

In the just over the 25 year period the Taylorcraft/Auster Company existed some 3 573 aircraft were produced, many of them post 1945. It was thus the most widely built British light plane of the period with a substantial proportion of its production coming to Australiasia. This included 56 Auster AOP III in the latter stages of the war.

TABLE 3
Engines powering the various Auster Models

Maker	Model	No Cyl	kW	hp	Fitted to Auster Model
Avco	Lycoming O-145		41	55	Plus C,
Avco	Lycoming O-235	4	80	108	J/5T,D4/108,
Avco	Lycoming O-290	4	97	130	Auster II, IV,V,
Avco	Lycoming O-320	4	119	160	J/5V, J/1W, J/5V, L, D5/160, D6/160
Avco	Lycoming O-360	4	134	180	J/1U, D5/180, D6/180, A-109
Blackburn	Cirrus Minor 1	4	67	90	Plus D , Auster I, +D, J4,
Blackburn	Cirrus Minor 2	4	75	100	J/1A, J/7
Blackburn	Cirrus Major 2	4	108	145	J/5H,
Blackburn	Cirrus Major 3	4	115	155	J/5E, J/5G, J/5H, J/5K, J/8K,
Blackburn	Bombardier 203	4	129	173	B5,
Blackburn	Bombardier 702	4	134	180	B4, S,
Continental	C75-12	4	56	75	J2, J3,
Continental	E185.10	6	138	185	C6
Continental	IO.470.D	6	179	240	E3,
Continental	O-470.M?/ B?	6	179	240	B8,
de Havilland	Gipsy Major 1	4	97	130	Auster III, J/1B, J/1N, J/5, J/5B, J/5F, J/5Q, J/8F,
de Havilland	Gipsy Major 7	4	108	145	K, Q, C4,
de Havilland	Gipsy Major 10	4	108	145	J/1S, J/5L, J/5P, J/5R, J/6, J/8L, P, A-61,
de Havilland	Gipsy Major 31	4	119	160	M,
de Havilland	Gipsy Queen 34	6	160	214	N,

AUSTERS IN AUSTRALIA & NEW ZEALAND

In this brief literature survey it has been difficult to determine exactly how many Austers came to Australasia. There are definite figures for the military/naval aircraft in both countries but no reliable figures have yet been sighted for the commercial/private aircraft. Table 1, in many cases, shows only estimates especially of the more important lines. This difficulty is compounded by the fact that as well as newly built aircraft from Britain there has been a regular flow of used aircraft between both countries to and from other widely scattered parts of the world.

Military/Naval Usage – Australia

The following Australian service information has been compiled from the very detailed material contained in Goodall (2015). Between 1944 and 1970 some 63 Austers came into Australian services. Sixty two were purchased and one gifted, the latter to the Army.

The initial Austers were 56 refurbished ex RAF Model E Mk.III's, purchased without engines (adequate Gipsy engines were on hand) but with an extra eight gallon auxiliary fuel tank behind the seats. They were registered in the A11 series (1 - 56) and were for the RAAF to use for communication and reconnaissance work in the Pacific island campaigns. The first shipment of 15 reached Melbourne in September 1944. After assembly at No 2 Aircraft Depot, Richmond, NSW, they were used in various theatres in New Guinea and Borneo. In these tropical areas attrition rates were high and few returned to Australia post war. Later batches went straight into storage, often still in their packing cases, until required. The first were cited for disposal in late 1946, unfortunately, due to a DCA clerical error, as Auster III Model F (often written as Auster 3F) not as Model E. The Mk.III was finally retired from RAAF service in 1959 and a total 26 received civil registrations, some, multiple ones from different owners over the years. Interestingly the initial RAAF Mk.III, A11-1, had been built in December 1942 and was one of two converted to Model F Mk II Lycoming engine standard as F prototypes. This version did not proceed and the future A11-1 reverted to the Gipsy engine III form in May 1944. It was shipped to Australia in July that year. It is still in existence and has appeared at antique aircraft fly-ins on several occasions over the last ten years.

In December 1948 two Model J Mk.V (A11- 60 & 61) were purchased from the British Commonwealth Air Group in Japan for use by 77 Squadron RAAF as support and liaison aircraft. They were both eventually reduced to components after crashes (60 in March 1952 and 61 in April 1951).

As well, two AOP 6s (A11-200 & A11-201) were obtained in 1952 for use by RAAF Antarctic Flight then being formed. Both had spent time in the Antarctic with the 1949 British Expeditions and had been modified to take either land gear, floats or skis. They had flown extensively in the severe conditions there and required substantial overhaul at 2AD Richmond before being ready for use. Once in Antarctic again with the RAAF they suffered badly in the cold and windy conditions and in March 1954 A11-200 was badly damaged by gale force wind on the deck of the mother ship, Krista Dan. Finally its remains were blown overboard and abandoned. 201 reached Melbourne on the 31st March 1954 and was struck off RAAF charge next day. It passed to the Dept. External Affairs Antarctic Division and went back to the Antarctic in December 1955. It returned to Australia in March 1959 and

eventually was sold and registered in December 1961 as VH-RCT. It crashed at Cape Baron Island, Tasmania in February 1964 and was struck off the register.

Two new civil Auster J/5G A11-300 & 301) were purchased for RAN Fleet Air Arm in early 1953. They were collected from Britain later that year by HMAS Sydney. Based at Nowra, NSW they were used for communication between the Nowra, Jervis Bay, and Schofields Naval Air Stations and Bankstown Airport. Both were sold in October 1963 becoming VH-MBF and VH-MRD respectively. Both still exist BF at the Naval Museum of Flight and RDs registration was still current April 2015.

The gifted aircraft was an AOP-9 XP295. It came in 1970 as a gift from the British Army to the "Australian War Museum" and is displayed in the Museum of Australian Army Flying, Oakey, Queensland.

Royal New Zealand Air Force

In 1947 the Royal New Zealand Air Force purchased six Auster J/5 airframes less engines, (again an ample supply of Gipsy engines were on hand). Five were assembled from November 1947 to October 1948 and one kept in reserve. Three, including the reserve airframe, were fitted with floats from May 1952 and used for maritime aircraft training. Of the six one was written off after a crash in 1959. Two others were badly damaged in 1947 and 1968 and later sold and then repaired, one became ZK.BGT. The other three went to tender variously in 1956, 1969, and 1956. One of these came to Australia as VH-PMG later VH-ADS after fitting with floats, another became ZK.BQL. (Russell 1982).

In 1956 the RNZAF also acquired one (as NZ1707) of the two Auster C.4 Antarctic prototype nine years after its first flight, but with low hours, for use by its Antarctic Flight. It is now preserved in the Museum of Transport and Technology. Auckland. (Russell 1982).

Commercial/Private Usage

In their time Austers were the most numerous non US aircraft to come to Australia with over 200 being received. Kingsford Smith Aviation Services (KSAS), Sydney was the main importer/assembler. As was also the case with the service Auster III, because of the plentiful supply of the Gipsy Major engine, types requiring that engine, generally came without engines. The major types were the J/1 Autocrat, J/1B Aiglet, J/1N Alpha, J/5 Adventurer (Autocar in Britain) and J/5B Autocar. They were used widely for flying training, aerial agricultural work, by aero clubs, as air ambulances, for glider towing and for private communication and pleasure flying. On larger and more remote rural properties they were used for general management. All three and four seat versions had been built to take gear for crop dusting and spaying and even cable laying and glider towing, the latter much used as the machines retired from heavier and longer duration commercial duties.

Changing of engine from one model to another was far from unusual and the model number was usually changed with it. QAM's J/5G ex VH-BYP started life as a J/5B but was converted by replacement of the Gipsy Major engine with a more powerful Cirrus Major, as was often the case, during repair. It had earlier lodged safely in the top of a tree. There is also a photograph of the ex-RAN (A11-301) VH-MRD after having been re-engined with either a flat four or six that gives it, side on, a very pointed nose

The Australian rural property management aircraft were used for both daily chores, such as checking stock locations, gates, fences and waters and in general communication with other properties and townships. Often roads in these areas were, and often still, are, of a low standard and air provides an efficient means of access. The Austers were particularly useful because they did not require elaborate landing sites, very elementary strips and often open paddocks being adequate. Job (1979) writes about a J/1 under the heading "flying jeep". It is also believed that an Auster J/5B (VH-ASD) was the aircraft used for the first aerial mustering in the Northern Territory.

One example of a property used aircraft is the J/5B VH-KCL recently received by Queensland Air Museum. This aircraft was purchased new, by H. W. R. Donaldson and Son from Gindi in the Emerald district, Qld. It came from KSAS in May/June 1957 and remained with that family until coming to the Museum in March 2015. Its registration had been cancelled in April 1977 but the family so valued their association with it that they retained it in storage for the next c40yrs.

Austers, world-wide, saw considerable aerial agriculture use. This was particularly the case in New Zealand where quite a number were used for aerial topdressing. In fact the New Zealand topdressing industry was a sufficiently large potential market for Auster to specifically design its Agricola as a replacement for the earlier models. As a result New Zealand is where all the production Agricola went. However, by the time they appeared they were coming into competition with the more robust American Fletchers. These were then appearing locally and were later to be manufactured there. As a result the Agricola was not seen as likely to be a financial success and was not progressed further.

In all forms of use adaptation was not unusual. One Australian J/5, VH-SCO, was fitted with a Lycoming O-435 engine in place of its Gipsy Major and given a metal skinning for aerial grass seeding. Austers fitted with a combined wheel and ski undercarriage also played a major role in developing the New Zealand aerial sightseeing industry in the Mount Cook and Tasman Glacier area. Several were mounted on floats for use on water. Another conversion carried out by KSAS in Sydney, NSW in 1957 when repairing the J/4 VH-BNR was to convert it to a tricycle undercarriage as a J/4T. The conversion was not accepted by DCA and BNR was returned to normal configuration.

Two Austers, at different times, caused consternation to Sydney air traffic controllers. In August 1955 J/4 Archer VH-AET was doing practice flying around Bankstown airport when, on a landing approach, the engine stopped close to the ground. The pilot landed and climbed out, swung the propeller staring the engine again but the brakes failed before he could re-board. As a result AET took off without him and circled the airport slowly. In the prevailing wind it drifted circling slowly over Sydney city area and then out to sea. Here it was shot down by a naval pilot returning from gunnery exercises. The other aircraft was Mk 5 VH-RCA which, in a protest by its pilot, circled low over the city for a period upsetting the safe traffic flow into Mascot.

Apart from the two in the QAM collection there are a number of Auster preserved in the various air museums around Australia and New Zealand. As well after long periods of storage for various reasons, many are still being rebuilt and returned to the register as valued antiques. Today substantial numbers of most models still exists. These are valued by antique aircraft collectors and used for pleasure flying. Substantial numbers still attend antique fly-ins.

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The recollections of a Sergeant Aeroplane Fitter posted to No 663 Royal Auxiliary Air Force Air Observation Post from 1955 to its disbandment in February 1957. The aircraft were [Auster 6s](#)

Anon (1958) :- *The Auster Workmaster – A New British Agricultural Aircraft* – Air Pictorial .
August : 269
An introductory news item for the [Auster J/1U Workmaster](#) together with minimum table of specifications and performance, one photograph and three view drawing.

Anon (1997) :- *Austerity at Rearsby* – Aeroplane Monthly September :76 – 77
Describes the scene in February 1946 at the Auster Aircraft factory at Thurmaston, Leicester with eight photos of Auster in various stages of construction.

Anon (2015a) :- *Auster* – <http://en.wikipedia.org/wiki/Auster>
A brief history of the company until its absorption into Beagle plus a list of all models both the basic alphabet listing and sub listing within them. One/two line details are given for each model.

Anon (2015b) :- *Auster AOP.6* – http://en.wikipedia.org/wiki/Auster_AOP.6
Brief details with variants ([6](#), [6A Tugmaster](#), [T7 & Antarctic](#), [AOP.8](#), [T.10](#), [A.61 Terrier](#), [Auster S & Marshall MA.4](#))) with specifications and performance of the AOP.6.

Anon (2015c) :- *Auster Atlantic* – http://en.wikipedia.org/wiki/Auster_Atlantic
Brief details of the [Auster C6 Atlantic](#) four seat executive cabin monoplane with tricycle undercarriage and a 138kW (185hp) Continental E-185-10 engine. Only one built.

Anon (2015d) :- *Auster AOP.9* – http://en.wikipedia.org/wiki/Auster_AOP.9
Outlines design and development, operational history, variants ([AOP.9](#), [AOP.11](#) & [Auster 9M](#)), operators, specifications and performance.

Argent, Alf (2006) :- *Flight to Germany* – Flightpath January :36 – 41
In 1957 the author was a flying instructor at what became the Army Air Corps Centre when he was tasked with flying [Auster Mk.9](#) XK716 to Germany in company with another Mk.9 and several Saro Skeeter and Bristol Sycamore helicopters. The flight is described. The photographs used are all of Mk.9 XK406 which also served in Germany and is the subject of an attached note about its importation and restoration in Australia to become VH- XKA.

Ayre, David (1983) :- *The Illustrated Encyclopedia of Aircraft in Australia and NZ* - : 23 -28
Describes all aircraft from J/1 to B8 Agricola that had come to Australia and New Zealand by c1983 and attempts to put numbers on those registered in each country,

Baker, Bill (1987) :- *Auster J/4T Nosewheel Conversion* – Aviation Heritage Newsletter No 3
The story of the unsuccessful attempt by KSAS in Sydney, NSW to have a nose wheel conversion of VH-BNQ accepted by the Australian civil aviation authorities.

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Contains the author's perception of the Auster family tree.

Belfield, Eversley (1984) :- *AOPs over Normandy* – Aeroplane Monthly Nov. : 574 - 578
Experiences as an air observation pilot with 120 sorties in Austers in north-west Europe during 1944-45. The aircrafts were **Marks IV and Vs**.

Bowley, Chris :- *Warpaint –AustersMks.IV-9* – Aviation News March : 920 - 923
A series of 1/72nd scale, three view drawing of the various marks.

Bowyer, Michael J. F. (1978) :- *Army-air colours 1937-45* – Airfix magazine June : 562
A summary of Auster AOP squadrons and their aircraft 1941-45. Shows Sqn No, where formed, theatre of employment and aircraft examples.

Britton, R (1988) :- *In trying circumstances* – Aeroplane Monthly September : 566 – 569
A description of flying AOP Austers in search of communist terrorists in Malaya in the mid-fifties. The aircrafts were **AOP.6s**.

Ellison, Norman H. (1965) :- *The Auster Line* - Air Pictorial – August (Vol &PgNo nr)
A brief history and a production list which tends to disagree, in places, from later published versions.

Gillett, Ross (1987) :- *Australia's Military Aircraft* – Aerospace Publications : 155 & 196
Contains two entries, one on the RAAF machines (56 Mk.III, two Mk.V, and two Mk 6 the later for use in Antarctica) and one on the Navy's two J/5Gs.

Goodall, Geoff (2015) :- *Australian Military Austers – Austers in service with RAAF,RAN and Australian Army* – <http://.goodall.com.au/australian-aviation/austers-mil/austmilitaryausters.htm>. pp 147

A detailed history of every military Auster to reach Australia from its construction to the present day covering 56 **Model E Mk.3**, two **Model J Mk.5**, and two **Model K AOP Mk.6** for the RAAF, Two **J/5G Cirrus Autocars** for the RAN and one **Model B5 AOP Mk.9** for the Aust. Army. On disposal the civil registration is given and the history of ownership/registration continued.

Hall, Timothy & Elizabeth (1979) :- *The Observer's Book of Civil Aircraft of Australia and New Zealand* – Methuen of Australia, Sydney : 36 – 37
Contains two single page sets of data. The first covering J/1, J/1B, J/1N, J/2, J/4, J/5Adventurer & J/5F with 67 reg. in Aust. and 33 in NZ. The second page is for J/5B, G, P, Q, & R with J/5B data with 34 reg. in Aust. and 6 in NZ.

Hitchman, A. V. (1977) :- *Auster ancestry* – Aeroplane Monthly Sept. :458 – 464 & Oct. : nr
A general description of the history and development of both the wartime and postwar Auster and also the civil side. Major variant of the J5 series with engines and numbers produced indicated. A brief outline of efforts to obtain non-aeronautical work postwar is included.

Hitchman, A. V. (nd) :- *The History of the Auster Aeroplane* – Internat. Auster Pilots Club - Print Glen Boughton, Stamford Lincs.

A twenty page booklet with four chapters, 1. The Taylorcraft Company in the Pre War Period, 2. The War Period and the Later Development of the Military Austers. 3. The Development of the Civilian Austers. 4. The Beagle-Auster Company and an Appendix

detailing Auster nomenclature and types of Auster produced (inc no. of each model). The author had been a senior executive and, from 1950, a director of the Auster company.

Jarrett, Philip (2007, +08) :-Lost & Found *Mystery Mock-up + replies* – Aeroplane May, August & February 08 : nr.

An unidentified rather crude mock-up of a possibly twin engine commuter aircraft is identified as that of the [Auster A7](#), a twin engine project to be powered by two pusher Blackburn Bombardier engines. It was to be a high wing, twin tail boom with a seven seat fuselage pod. The February 08 entry from the Auster historian disputed the intended tail arrangements. Normal tail not pod and boom. He also relates it to a later revision to be the B7, Not built.

Jerram, Mike (1987) :- *For business and Pleasure* – Aeroplane Monthly Apr :188 – 191,
 . May : 224 - 279, June : 328 - 330, July : 386 – 389, Dec. : 670 – 674,
 . Jan. (88) : 54 – 57, Feb. (88) : 122 – 126, Mar. (88) :186 - 190

A series on British post war private and club aircraft. The April one covers the Taylorcraft predecessors of the Auster. Pt 2 describes the military variants, Pt 3 the AOP Austers civilianised at the end of the war, July- [J/2 Arrow and J/4](#) December - [Auster V J1 Autocrat](#). January 1988 - [Aiglet and Aiglet Trainer](#). February 1988– [J/5B](#) and its various permutations. March 1988 – [Auster B4](#) Ambulance and [B8 Agricola](#). Most contain a specification and performance table for an appropriate model.

Job, Mac (1979) :- *Mac Job flies the flying jeep* – Aircraft January :4 – 8
 Describes flying VH-ALM a [J1 “Autocrat”](#).

Justo, Craig P. (2002) :- *Auspicious Auster –A surviving prototype goes back into the air -*
 . Airenthusiast (101) : 58 – 61

Constructed as one of the two [Auster II prototypes MZ105](#) was eventually converted to Mk III standard and became one of the 56 [Auster IIIs \(+ 2 Mk IV & two MkV\)](#) sent to the RAAF as A11-1, entering Australian service in October 1944 at Richmond NSW. In March 1960 it was sold to the NQFC at Cairns. Its subsequent civilian history as VH-SNI is described including its restoration to flying in February 2002 after 34 years in storage in a cane shed.

Justo, Craig (2003) :- *Auspicious Auster* – Classic Wings 10 (39) : 50-52
 A shorter version of the history of MZ105/A11-1/VH-SNI.

Lee, Norman (1991) :- *Auster* – Australian Aviation, March : 74
 A brief account of the flight characteristics of one of the two Royal Aust. Navy’s [J/5Gs](#).

Leetham, L. A. (1989) :- *Austers ahoy* – Aeroplane Monthly December :750 – 753.
 The former Auster test pilot recalls some float plane experiments of the forties with Mk Vs at the fore, including a performance of the [Mk V floatplane](#).

Leetham. Les (1997) :- *The cuckoo in the nest?* – Aeroplane Monthly May : 68 – 73.
 Details of the development and testing of the [B8 Agricola](#) is presented along with its ultimate demise and that of the company. A three view drawing of the [unbuilt B6](#) agricultural aircraft is presented.

Macdemitria, R. O. (1975) :- *Auster helicopter project* – Air Pictorial May : nr

Auster produced a design study in 1954, the [B.9](#) to Specification HR. 144T for a two-seat light AOP helicopter. The Fairey Ultralight was designed to the same specification. Auster created a test rig to prove the two blade, rotor tip, ram jet propulsion system. Further brief details are also given.

Marsh, M. P. (1990) :- *200,000 perforations* – Aeroplane Monthly May :- 286 – 287
Using the Auster AOP.6/T.7 prototype VF665 Marshall Flying Services of Cambridge in co-operation with the Univ. of Cambridge Engineering Faculty and financed by the Ministry of Aviation developed the [Marshall M.A.4](#). Details and spec & performance figures are presented.

Moss, John, et al (1993) :- *Air OP Austers: eyes of the Army* –Aeroplane Monthly Jan.: 52 – 55, Feb. : 62 – 64, Mar. : 32 – 35, Apr. : 42 – 33, May : 12 – 14.
A five part series with three co-authors in the latter sections covering the various authors experiences and the use of the Auster in the army in general and then specifically in Normandy and Europe and in the Far East;

Orphan, Graham (not rec) :- *What is it about Austers* – Classic Wings Downunder (26) : 14-19
Orphans personal association with Austers. Then follow segments –Auster as a classic in today's environment; Popularity; Values and market; Figuring out the variants and In Summary. Plus 12 Craig Justo colour photos

O'Toole, Tony, (2003) :- *British Taylorcraft Auster Mk III* – Scale Aircraft Modelling 25 (6) :398 – 406
Apart from a brief history and modelling details a set of 1/48 of the [Mks III & IV](#) are presented.

Riding, Richard (1983) :- *Austers White Elephant* – Aeroplane Monthly Dec. : 650 – 655
Details [Specifications A2/45](#) which called for a replacement for the wartime AOP Austers. The design construction and testing of the two Auster aircraft built in response are given. The type was not ordered into production and neither was its competitor, the Heston JC.6. A three view drawing, and a specification and performance table for the Auster are presented.

Russell, Warren P. (1982) :- *N.Z.P.A.F. – R.N.Z.A.F. Colour Schemes – Markings – Photographs – Histories* – NZ Aero Products Publication Vol 1 : 62 – 80.
Detailed histories of the [J/5 and C.4 Antarctic](#) in New Zealand Air Force service with specifications and three view drawings.

Sturtivant, Ray (1985) :-*Air Observation Flights 1947-57* – Aviation News August :272 - 283
Details the structure and use and equipment of the AOP Flights including a table giving details of flight, bases and aircraft types with numerous photographs.

Welch, Ann (1999) :- *Veejay/ Veejay Tours Europe* – Aeroplane Oct. : 40 – 44, Nov : 26 – 29
The story of an English couple involved in gliding and their use of [Auster J/1](#) Veejay including towing a glider from the UK to Switzerland and back.

Willis, David (2006) :- *Military Austers A-Z. Unarmed and in the Frontline* – Airenthusiast (121) :40 - 56

Sections are Taylorcraft for the UK: A stuttering start; D Flight goes to war inc. a list of [Taylorcraft Plus](#) models in RAF service (24 serial no and origins in table); [Auster I; III](#) before II; [Abandoned II](#); Looking back; Silent [Model H](#); North African debut; By stepping stone to the mainland; Normandy: on French soil; Forgotten war; Floats and skis; Return to the in-line – the [AOP.6](#); Includes a table of RAF Auster production with serial no for each mark. Concludes with Royal Navy Austers.

Willis, David (2006) :- *Auster A to Z. Part 2 Post-war Use and Experimental* – Airentusiast (122) : 42 – 576

Covers the Mk.9, the post war reorganization of Auster and the AOP squadrons and flight, the development of the dual controlled [Model Q](#), the [T.7](#) from the OP.6 and its army equivalent, the [T.10](#). Two AOP.6 were modified for use in Antarctica. As were two T.7 as the Model C4 Antarctic. The Model S development was unsuccessful and was followed by a new design the Mk.9. The use by Marshall of the T.7 prototype as the [Marshall MA.4](#) for boundary layer research after it had been used to test Bonmartini undercarriage developments. Operation FIREDOG and those against the Mau Mau and in the Near East are described. Development of the [B4](#) is covered as is the transition into Beagle and the [AOP.9](#) development into the unsuccessful [Beagle E3](#).

Willis, David (2006) :- *Military Austers in different colours - A to Z – Exports pt 3* – Airentusiast (123) : 64 -72.

Hellenic Austers; Belgian AOPs; Beagles in Portugal; In African skies; Middle East air arms; Australia and New Zealand inc Table of RAAF Austers –orig serial, RAAF registration numbers, delivery date and fate/disposal; Far East operators; Canadian Austers

Willis, David (2006) :- *Second generation AOP – Auster Type N and Heston JC.6* – Airentusiast June : 74 -75.

Details the Auster response to A2/45, the [Type N](#). Initially the [Type M](#) was designed but never built although a mock-up may have been created. Increasing requirements added to A2/45 specifications lead to increasing weight and complexity and the abandonment of the M and a complete redesign as the N. Four ordered but only two built.

Wilson, Stewart (1994) :- *Military Aircraft of Australia* – Aerospace Publications, Weston Creek, ACT : 22

Contains an entry on the Auster AOPs used by both RAAF (56 [Mk.III](#) from 1944, two [Mk.V](#) from 1949 & two [Mk.6](#) 1952) and RAN (two [J/5G](#) from 1953).

Wilson, Stewart (2011) :- *Auster (Almost) Everything you wanted to ask but were afraid to know!* – Aero Austr. (3) ; 66 -71

Contains details of the development of the company, the military Auster and the post-war J-Models and the D-Models and Beagles. Specifications and performance table of the major models appear together with a brief description and number built of all the J and D models. These include a number of one off factory conversions that received formal model numbers.