

AVIATION SERVICES (S.A.) LIMITED



*Aviatour* **AUTOCAR**



FOR BUSINESS

# AUSTER AUTOCAR

## THE AUTOCAR

is an efficient and economical aircraft designed to give maximum safety and comfort for those who wish to own the finest four-seater on the market. Extremely easy to handle, it can take off and land in short distances, a factor which greatly enhances its all-round usefulness.

The interior is pleasantly upholstered in hard-wearing material, the shades of which tone with the colour of the exterior finish. There is plenty of legroom between the front and rear seats, and the passengers can relax in car-like comfort. The large perspex roof and spacious windows give excellent visibility for each occupant in every direction. A compartment is conveniently located behind the rear seat for the stowage of personal luggage.

The engine is the famous Gipsy Major I of 130 h.p., driving a Fairey Reed metal propeller. Spares and maintenance are available everywhere and this engine carries the longest approved overhaul life (1,500 hours) of any engine in the world.

With its extremely low maintenance costs, the Autocar carries four persons (or their equivalent) one hundred miles in one hour on less than seven gallons of petrol, which makes it an economical proposition to be reckoned with by any standards.

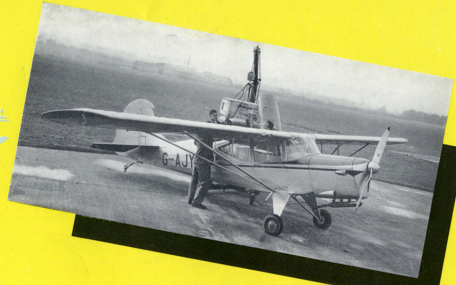
The Autocar is really more than a luxurious family-type aircraft; it is versatile enough to do many jobs. Dual controls are fitted and it is ideal for regular instructional flying. For charter work it will carry three paying passengers anywhere within 500 miles (805 Km) without re-fuelling. It can easily be converted to a light freight carrier by removing the passenger seats; this makes space available for 570 lbs. (258 Kg.) of freight which can be transported over the full range. A detachable canopy arrangement facilitates freight loading from a derrick or similar loading device. For all-the-year operation in any district, floats or skis could be fitted by the maker.

The Autocar is a very robust aircraft, its welded tubular steel framework enabling it to withstand severe landings. It also remains impervious to extremes of climate. Self-lubricating bearings are fitted to all hinges of the control surfaces and the undercarriage so that maintenance of essential parts is very simple. Zip fasteners are fitted at all locations where periodic inspection is advisable, and all checks can be made speedily without any possibility of access panels being misplaced or lost.

★ For absolute dependability with the lowest running cost . . . . fly the AUTOCAR



FOR FREIGHT



FOR OVERSEAS SERVICE



AUSTER AIRCRAFT LIMITED . REARSBY . LEICESTER . ENGLAND

FOR CLUB FLYING



# AUTOCAR

# SPECIFICATION

## CONSTRUCTION

**Power unit:** 130 h.p. (132 C.V.) Gipsy Major I engine. 4-cylinder, inverted, air-cooled, direct-drive.

**Fuselage:** Welded steel tubing, fabric covered.

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

**Ailerons:** Light alloy ribs, wood spars, fabric covered.

**Flaps:** Split trailing edge type. Light alloy skin.

**Tail unit:** Welded steel frame, fabric covered. Horn-balanced rudder.

**Landing gear:** Welded steel tubular frame, with rubber shock absorber cords. **Tail wheel:** fully castoring with solid electrically-conductive tyre.

**Fuel system:** One 16-gallon (73 litres) tank in each wing.

**Oil system:** 3 gallons (13.6 litres) tank.

**Seating capacity:** Pilot and three passengers (each seat with hinged back).

## DIMENSIONS AND LOADING

Span	.....	.....	.....	36' 0" (11 m.)
Length	.....	.....	.....	23' 2" (7 m.)
Height (propeller horizontal, tail on ground)	.....	.....	.....	6' 6" (2 m.)
Tailplane span	.....	.....	.....	10' 0" (3 m.)
Wheel track	.....	.....	.....	6' 0" (1.8 m.)
Wing gross area	.....	.....	.....	185 sq. ft. (17.14 sq. m.)
Wing loading (at maximum all-up-weight)	.....	.....	.....	13 lb./sq. ft. (63 kg./sq. m.)
Power	.....	.....	.....	130 h.p. (132 C.V.)
Power loading	.....	.....	.....	18.5 lb./h.p. (8.25 Kg./C.V.)
Maximum authorised weight	.....	.....	.....	2,400 lbs. (1089 Kg.)

## EQUIPMENT

### Standard:

Air speed indicator	Altimeter
Turn & bank indicator	Fuel gauges
Engine speed indicator	Compass
Flaps. Fire extinguisher	Parking brake
Exhaust silencer	Dual magneto switches
Oil pressure gauge	Door pockets
Metal propeller	Radio mounting rack
Air-cushions	

### Optional:

Artificial horizon	Directional gyro
Rate of climb indicator	Time-of-flight clock
Navigation lamps	Interior cabin lighting
Landing lamp	Radio, Sunblinds
Electric starter	Air-driven generator
Cross-wind landing gear	Freight lashing fittings and detachable canopy
Stretcher equipment	Extra long-range fuel tank

## PERFORMANCE

*Under full load conditions*

*Average load (2 people and full fuel tanks)*

Maximum speed	117 m.p.h. (188 Km.p.h.)	120 m.p.h. (193 Km.p.h.)
Cruising speed	100 m.p.h. (161 Km.p.h.)	104 m.p.h. (167 Km.p.h.)
Stalling speed (with flaps)	34 m.p.h.I.A.S. (55 Km.p.h.)	33 m.p.h.I.A.S. (53 Km.p.h.)
Stalling speed (without flaps)	42 m.p.h.I.A.S. (67 Km.p.h.)	41 m.p.h.I.A.S. (66 Km.p.h.)
Landing run (5 m.p.h. wind)	163 yds. (149 m.)	135 yds. (123 m.)
Landing speed	39 m.p.h.I.A.S. (63 Km.p.h.)	39 m.p.h.I.A.S. (63 Km.p.h.)
Rate of climb	525 f.p.m. (160 m.p.m.)	725 f.p.m. (220 m.p.m.)

## PERFORMANCE

*Under full load conditions*

*Average load (2 people and full fuel tanks)*

Take-off run (5 m.p.h. wind) from hard surface	.....	220 yds. (201 m.)	150 yds. (137 m.)
Fuel consumption, approx., at maximum r.p.m.	.....	9½ gall. (43.0 litres)/hr.	
.....	.....	6¾ gall. (29.5 litres)/hr.	
.....	.....	500 miles (805 Km.)	520 miles (837 Km.)
Range (still air) at cruising r.p.m.	.....	11,000 ft. (3350 m.)	14,000 ft. (4267 m.)
Service ceiling	.....	13,000 ft. (3960 m.)	16,000 ft. (4877 m.)
Absolute ceiling	.....		

AUSTER AIRCRAFT LIMITED · REARSBY · LEICESTER · ENGLAND

TELEPHONE REARSBY 276/7 (5 LINES) · TELEGRAMS AUSTER LEICESTER

and now for even  
**FINER** flying  
 the **AUTOCAR 145**



Adding yet another versatile type to our range of aircraft we introduce the Autocar 145. Its excellent performance specially recommends it for operation in the tropics and from airstrips at high altitudes.

To both private pilots and commercial operators the Autocar 145 has many advantages. For touring, its high cruising speed means less time in the air, more for leisure. Shorter take-offs give a wider choice of landing grounds and an increased safety margin.

In business flying heavy loads can be carried and more profit earned using the Autocar 145. For example, three fare paying passengers plus 100 lbs. (45 kg.) of luggage and/or extra equipment can be quickly flown over 425 miles (685 km.) without refuelling. Similarly, 650 lbs. (295 kg.) of freight can be transported over the same distance.

The ample engine power combined with an increase in the maximum authorised weight ideally suits the aircraft for agricultural duties. Easily installed conversion kits are available which can quickly turn the Autocar 145 into a high performance sprayer or duster. Medical emergencies too can be swiftly dealt with, using the lightweight stretcher unit that fits neatly into the starboard side of the cabin. Behind the pilot is an extra seat to carry a medical attendant or "sitting" casualty.

Unlimited versatility is the brilliant feature of the Autocar 145—its big cabin, spectacular performance, and rugged design offers to operators in every country an aircraft entirely suitable for:—club and business flying, aerial photography and survey, agricultural duties and freighting. In all these roles the Autocar 145 can be relied upon to provide "round-the-clock" service, this stems from Auster's long experience building safe and durable light aircraft for every conceivable civil and military use. Remember Auster have built every A.O.P. aircraft used in quantity by the British Army since 1940.

AUSTER AIRCRAFT LTD., REARSBY, LEICESTER, ENGLAND

**SPECIFICATION**

Note: Specification details not included below are as quoted for the 130 h.p. Gipsy-engined Autocar

**CONSTRUCTION**

**Power Unit:** 145 h.p. Gipsy Major 10 engine.

**Tail Unit:** Welded steel frame, fabric covered. Horn-balanced rudder and elevators.

**PERFORMANCE (I.S.A. CONDITIONS)**

Maximum speed	125 m.p.h. (201 Km.p.h.)
Cruising speed (2,300 r.p.m.)	111 m.p.h. (285 Km.p.h.)
Stalling speed (with flaps)	36 m.p.h. I.A.S. (58 Km.p.h.)
Stalling speed (without flaps)	45 m.p.h. I.A.S. (72.4 Km.p.h.)
Landing run (5 m.p.h. wind)	130 yards (119 m.)
Landing approach speed	55 m.p.h. I.A.S. (89 Km.p.h.)
Rate of Climb	620 f.p.m. (189 m.p.m.)
Take-off run (5 m.p.h. wind)	245 yards (224 m.)
Fuel consumption, approx. at cruising r.p.m.	(2,300) 8—8.5 imp. galls. per hour
Range (still air) at 2,300 r.p.m.	425 miles (685 Km.)
Service Ceiling	13,500 ft. (4,110 m.)
Absolute ceiling	16,000 ft. (4,880 m.)

Take-off time to unstick	44 secs.
Take-off distance to unstick	660 yds. (602 m.)
Rate-of-Climb	430 f.p.m. (1,046 m.p.m.)
Range in still air	161 statute miles (297 Km.)

**DIMENSIONS AND LOADING**

Wing loading (at maximum authorised weight)	13.3 lb./sq. ft. (65 Kg./Sq.m.)
Power	145 h.p. (147 C.V.)
Power loading	16.9 lb./h.p. (7.55 Kg./C.V.)
Maximum authorised weight	(2,450 lb. (1,111 kg.))

Full load conditions      Average load (2,000 lbs.) (2 people and full fuel tanks)

127 m.p.h. (204 Km.p.h.)	112 m.p.h. (180 Km.p.h.)
32 m.p.h. I.A.S. (51 Km.p.h.)	40 m.p.h. I.A.S. (64 Km.p.h.)
110 yards (100 m.)	55 m.p.h. (89 Km.p.h.)
880 f.p.m. (268 m.p.m.)	140 yards (128 m.)
(36.4—38.6 litres per hour)	430 miles (690 Km.)
19,000 ft. (5,800 m.)	21,500 ft. (6,550 m.)

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

