166 FLIGHT

CIVIL AVIATION

CIRRUS-AUTOCA R SPRAYE R

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HE makers of the Autocar Sprayer, Auster Aircraft, Ltd., of Rearsby, Leicestershire, have issued new information about this, their latest, spraying product. Powered by a Cirrus Major 3 engine of 155 h.p., the aircraft has a considerable reserve of power which is useful for operation from unprepared strips and par-ticularly for the safety factor it provides during spraying, both for making steep turns and in hilly or obstructed
areas.

Two versions are available: a single-seater, carrying a 70 Imp. (85 U.S.) gallon tank; and a two-seater, intended for seasonal spraying duties, with a 48 Imp. (58 U.S.) gallon tank in the rear part of the cabin. The latter type can be used for ordinary flying duties outside the spraying season, and the passenger seat makes it par-ticularly useful for anti-locust work, in which it is often advantageous to have an observer in addition to the pilot.
During spraying, the high-lift split flaps are set at take-off position. In addition to the aerodynamic advantage the turbulent downwash of slipstream helps to carry the spray to the underside crop leaves. The spray-boom, of 17ft span, has 20 nozzles, available in three different sizes. Spraying rate can be varied up to
3\ gallons per acre.
Leading Data for Autocar Sprayer at 2,520 lb a.u.w.:—
Wing and power loadings (70-gal version), 13.6 lb/sq ft
and 16.25 lb/h.p. respectively. Max. cruising speed
84 m.p.h. Landing run, 130 yd. Take-off run, 5 m.p.h.
wind, 220 yd. Fuel consumption during spraying, 8 imp. gall/hr. Effective swath-width flying 5ft a.g.l., 45ft. Recommended spraying speed range, 50-75 m.p.h.

TWIN NAVION DEVELOPMENT

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HE exclusive rights for the conversion of Ryan Navions to Riley Twin configuration has been acquired by Temco Air-craft Corporation of Dallas, Texas, from Dauby Equipment Co., of Los Angeles, California. Temco has already converted a con-siderable number of Navions; this transaction means that Dauby will now drop out of the group. Riley Aircraft Corporation will

Ausler J5G Autocar Sprayer, one of two purchased by the newly-formed French company Air-Agro-Maroc of Casablanca. (Below) The Riley Twin (two 150 h.p. Lycomings) is the outcome of engineering and conversion rights for modifying Ryan Navions. A contract with Riley Aircraft Sales Company calls for 100 conversions
at the Temco Aircraft Corporation's Grenville factory by May of this year.

continue to handle sales and distribution of Temco-converted
Riley Twins under a separate contract agreement.
The standard conversion requires 450 new parts, which are
made by Temco. In addition, the company is now incorporating
two further modifications; these are, first, 150 h.p. Lycoming
engines (instead of 140 h.p.) with redesigned cowlings, larger spinners and improved exhaust system and, secondly, an increase of 400 lb in maximum all-up weight (to 3,350 lb) by structural and undercarriage strengthening. The useful load is thus in-creased to 1,000 lb; this does not include accessories and radio equipment.

R.Ae.C. DINNER TO RACING CHAMPION

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RITISH Air Racing Champion for 1953 was S/L. Jimmy Rush, A.F.C., and on January 27th a dinner was given at the Royal Aero Club in his honour and in that of the winner of the King's Cup, Pat Fillingham. Among those present in a full house was the Minister of Transport and Civil Aviation, Mr. Lennox-Boyd, who is also a member of the Club. Formally in-troduced by the chairman, Mr. Kenneth Davies, he congratu-lated S/L. Rush and presented the Championship Trophy. To this prize the Minister added one of his own—a cigar given to him by Mr. Churchill.
In an excellent speech following the presentation, Jimmy Rush spoke of the honour not only to himself and his family but to Newcastle. He recalled an occasion when, as a lad, he had talked to Capt. F. L. Barnard, who was taking part in the round-Britain King's Cup Race of 1925 (which he eventually won in his A.W. Siskin V). As a direct result of what was said, the lad determined that he would one day fly, and perhaps race.

S/L. Rush then referred to his early racing experiences and to those who had been responsible for the organization of the events. Especially he recalled the Isle of Man race and the work of W/C. Rex Stocken. He paid a tribute to the experts at the time he took up racing—Geoffrey de Havilland, Alex Henshaw, Tommy Rose and others; then, speaking of races of the last few years, he said that a special word of praise was due to the Swansea and District Flying Club. In spite of repeated bad luck with the weather, they were still running the Welsh Air Derby; they were a grand club.
The champion then went on to speak of the excellent work of the Royal Aero Club racing committee—and particularly that of Col. Preston—and referred, amid laughter, to the handicappers as "the rock on which air racing was based." However pent up one felt on the starting line, the presence of Philip Mayne with his flag and his smile of recognition as one's turn to take off came up, always made one feel better. (Earlier in the evening, incidentally, Mr. Mayne had "flagged-off" the dinner at the soup course.)
S/L. Rush referred to the young pilot who he has taken under his wing, and he suggested that each old hand should similarly sponsor a young man who was keen to fly. He concluded with the promise that, in spite of rumours of his impending retirement from air racing, he would defend his title this season.
Pat Fillingham was next called to his feet, and congratulated Jimmy Rush on a well deserved win—he had been racing longer than any of the others. Mr. Fillingham also proposed a toast in honour of the Kemsley Trust, without which there would be no racing and thus no dinner that evening.
Appropriately, the Throttle Benders' Union was well repre-sented at the dinner, and in addition to Jimmy Rush we were pleased to note that Tony Cole, recently returned from Rhodesia, was present, with Somers, Dunkerley and Paine.
Col. Preston took advantage of the appropriate occasion to announce briefly the recipients of Royal Aero Club Trophies and Gold and Silver Medals for the year. These are listed, together with portraits, in the "From all Quarters" pages of this issue.

S/L Jimmy Rush receives the British Air Racing Championship Trophy for 1953 from the Minister of Transport and Civil Aviation, Mr. Lennox-Boyd.