



**LAA TYPE ACCEPTANCE DATA SHEET**  
**TADS 808, 809, 810, 811, 812, 813, 814, 815, 896,**  
**907, 908, 910, 911, 912, 913, 914, 915, 916, 920,**  
**921, 922, 924, 925, 938 & 954**  
**AUSTER & BEAGLE MODELS AS LISTED**

Issue 4	AD summary relocated to Section 2	10/03/21	JP
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This TADS is intended as a summary of available information about the type and should be used during the build, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete as possible, other sources may contain more up to date information, e.g. the manufacturer's website.

Section 1 contains general information about the type.

Section 2 contains information about the type that is **MANDATORY** and must be complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain the aircraft in an airworthy condition. If due consideration and circumstances suggest that compliance with the requirements in this section can safely be deferred, is not required or not applicable, then this is a permitted judgement call. This section also provides a useful repository for advisory information gathered through defect reports and experience.

## **Section 1 - Introduction**

### 1.1 UK contact

The International Auster Club is a long-established, UK-based support club for all models of the Auster (and Beagle) family. Contact details can be found on the IAC website.

Tel: n/a  
Email: n/a  
Website: [www.austerclub.org](http://www.austerclub.org)

### 1.2 Description

Taylorcraft Aeroplanes (England) Ltd was established in 1938 by A L Wykes to manufacture the American Taylorcraft Model B aircraft under licence. In 1946, the company name was changed to Auster Aircraft Ltd. The original aircraft was the Model Plus C (essentially a Model B with some modifications that were required to comply with UK BCAR airworthiness requirements) but the type was continually developed over the years into many different variants and, apart from types designed for 'leisure' use, many were designed as workhorses including Air Observation Post (AOP) aircraft for the Army and crop dusters.

In 1960, the assets of the Auster Aircraft Co Ltd and F G Miles Ltd were combined forming British Executive and General Aviation Ltd (commonly known as the Beagle Co Ltd) which was a subsidiary of the pressed Steel Company. Under the Beagle name, the Auster lineage continued with the Terrier, Husky and Airedale. In 1968, the Auster rights were sold to Hants and Sussex Aviation and the Beagle name and product line went to Scottish Aviation Limited.

A listing of the Auster models that hold LAA-administered Permits to Fly, the basic differences and their associated type number can be found below. There are currently in excess of 160 various Austers and Beagles on the LAA fleet, the vast majority being in an airworthy condition.

The basic design was a steel tube, fabric covered fuselage normally fitted with a strut braced high wing and a conventional (tailwheel) fixed undercarriage. The wing is made up of two wooden spruce spars braced with welded steel drag struts and diagonal bracing wires. The remaining structure consists of light alloy ribs and trailing edge. The leading edge is aluminium and the complete wing structure is fabric covered.

The Auster fleet migrated onto LAA-administered Permits to Fly from Certificates of Airworthiness following the withdrawal of manufacturer's type support.



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Associated with the [International Auster Club](#) is the [Auster Heritage Group](#) which provides a large resource of scanned information on the Auster and Beagle marques.

Engine types include Blackburn Cirrus and Bombardier, de Havilland Gipsy Major, Continental and Lycoming powerplants depending on the variant. Some models on the LAA fleet may have been re-engined with different engines than they were originally built with.

Propellers, again, vary depending on the model and powerplant used but are mostly two blade metal or wood fixed pitch propellers from pretty much every propeller manufacturer. Some of the larger engine AOP aircraft are fitted with variable pitch propellers.

Note that the only propeller(s) approved for an individual aircraft are those listed on the individual aircraft's Operating Limitations document or in the PTL/1 (Propeller Type List) for the type (where applicable).

The Auster types are all classified as SEP (Group A) aircraft.

Type number and model description:

LAA Type No.	Auster Model	Original Model Description	Current Engine Types
808	Mk 5	Mk 4 with blind flying panel and improved trimming system	Gipsy Major 1C Lycoming O-290 & O-320
	Mk 5D (Modified)	Mk 5 with Gipsy Major and enlarged fin	
809	5J/1 Autocrat	Three seat version based on Mk 5, single piece screen, 100 hp Cirrus Minor 2.	Cirrus Minor 2 Gipsy Major Lycoming O-320 & O-360
	5J/1B Aiglet	J/1 with enlarged tail and 130 hp Gipsy Major 1	
	5/J1S Autocrat	J/1 with 145 hp Gipsy Major 10-2/2	
810	5 J/2 Arrow	Two seat J/1, covered in rear and upper cabin	Continental C85 & C90
811	5 J/4 Archer	J/2 with Cirrus Minor engine	Cirrus Minor 2 Continental O-200
812	D4-108	Two seat version of J/2 with Lycoming O-235	Lycoming O-235
813	J/1-A (Crofton)	J/1-A assembled from parts	Cirrus Minor 2 Lycoming O-290
814	J/1N Alpha	J/1B without oil cooler	Cirrus Minor 2 Gipsy Major 1 Lycoming O-320
	J/1N (modified)	J/1N modified with Lycoming O-320	
815	Auster Kingsland	5J/1 modified to two seater with Continental O-200, OP.6 wings, split flaps, Cessna 150 wing mounted fuel tanks & wheel/brake assemblies	Continental O-200
896	AOP.6, 6A	Modified AOP.5, strengthened rear fuselage, external flaps, increase MTWA, 145 hp Gipsy Major 7	Gipsy Major 10 Mk 1
907	D6 Series 180	J/5B with 180 hp Lycoming O-360.	Lycoming O-360



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908	Beagle A.61 Terrier Series 2	Terrier 1 with new u/c and flaps, larger tail and differential ailerons	Gipsy Major 10-1 & 10-2
	Beagle A.61 Terrier Series 3	Terrier 2 with Lycoming O-320	Lycoming O-320
910	Beagle A.109 Airedale	Four seat, high wing light tourer with fixed tricycle u/c	Lycoming O-360
911	J/5Q Alpine	J/5R with 145 hp Gipsy Major	Gipsy Major 1
	J/5R Alpine	Three seat J/5L with J/5B wings and Gipsy Major 10-1	Gipsy Major 10-1
912	Beagle A.61 Series 1	AOP.6 conversion with rear bench seat, electric start, new exhaust & civil trim	Gipsy Major 10-1
913	J/5V Series 160	J/5B with Lycoming O-320	Lycoming O-320
914	J/5G Autocar	JB for crop spraying with 155 hp Cirrus Major 3	Cirrus Major 3 Gipsy Major 10 Mk 2
	J/5L Aiglet Trainer	J/5F with 145 hp Gipsy Major 10-2/1	
	J/5P Autocar	J/5B with 145 hp Gipsy Major 10-2	
915	Mk 3	Auster 1 with 130 hp Gipsy Major 1 and split flaps	Gipsy Major 1
916	J/1 Autocrat	Three seat version based on Mk 5, single piece screen, 100 hp Cirrus Minor 2	Cirrus Minor 2
920	AOP.9	Two/three seat, all metal wing, 185 hp Bombardier 203	Bombardier 20801 Lycoming O-360-A1D
921	J/5F Aiglet Trainer	Four seat J/5, short wings, stressed for aerobatics	Gipsy Major 1 & 10 Mk 1
922	Beagle E3	AOP.9 with Continental IO-470. Also designated AOP.11	Continental IO-470-D
924	Beagle D5 Series 180 Husky	J/1N Alpha with modified tail and 160 hp Lycoming O-320 or 180 hp O-360	Lycoming O-360
925	Mk 4	New airframe, enlarged cockpit glazing, 130 hp Lycoming O-290	Lycoming O-290
938	J/1U Workmaster	J/1 with strengthened airframe, larger tail, heavy duty u/c, 180 hp Lycoming O-360	Superior XP-IO-360
954	B8 Agricola	Low wing, single seat, agricultural aircraft	Continental IO-470-B

Further in-depth reference information on the Auster lineage and model production can also be found at [British Aviation - Projects to Production](#).

**Section 2 – Mandatory information for owners, operators and inspectors**

At all times, responsibility for the maintenance and airworthiness of an aircraft rests with the owner. Condition No 3 of a Permit to Fly requires that: *"the aircraft shall be maintained in an airworthy condition"*.



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2.1 Fast Build Kit 51% Compliance

Not applicable

2.2 Build Manual

Not applicable

2.3 Build Inspections

Not applicable

2.4 Flight Manual

Flight Manuals should be available for most aircraft but should be used with caution if the aircraft has been modified in any way from original, such as with a different engine or propeller, for instance.

The [International Auster Club](#) is probably a good place to start to find out information on obtaining a particular manual. Some manuals for reference purposes are also available for Austers at [Avialogs \(Auster\)](#) and for Beagles at [Avialogs \(Beagle\)](#).

2.5 Airworthiness Directives

The majority of the Airworthiness Directives for the Auster family were issued decades ago and concerned one-off inspections and modifications, although some are repetitive inspections. Nevertheless, they should be taken into consideration, especially on aircraft being restored to flying condition.

These CAA ADs are listed in CAA [CAP 747](#) (Mandatory Requirements for Airworthiness) and were previously found in CAA CAP 476 (Mandatory Aircraft Modifications and Inspections Summary). Where possible, relevant Service Bulletins have been linked to ADs and are also listed separately below.

CAA Airworthiness Directives

Auster 3, 4 and 5 Variants, J and D Series and Taylorcraft Plus C and D Aircraft

CAA AD	Associated Docs	Subject	Applicability & Notes
2463 PRE 80	Mod 135	To introduce strengthened flap shaft levers and flap torque tube levers	Mks 4, 5, 5C and 5D aircraft
2464 PRE 80	Mod 142	To change the specification of rear undercarriage and lift strut fittings from 3S3 to DTD-124A	First sixty-one Mk 3 aircraft only. S/N 233-248 inclusive, 251-264 inclusive & 266-296 inclusive
2465 PRE 80	Mod 144	Introduction of 5/8" diameter rudder mass balance arm	Mks 3, 4, 5, 5C & Taylorcraft Plus Model C & D only. Mod. 159 (Introduction of rudder mass balance weight to P/N J4252) is an alternative to this modification



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2466 PRE 80	Mod 154 <a href="#">SB 53</a> <a href="#">SB RFS/AUS/3</a>	Introduction of wing fabric DTD 575, using specially woven tape of greater strength with 3" pitch stringing	Mks 3, 4, 5, 5C, 5D and Taylorcraft Plus Model C & D mainplanes only. Mod 138 (Strengthened fabric attachments) & Mod 167 (Fabric to DTD 540, superseded by BS 7F1) are alternatives. On all other variants, the mod is incorporated into the build standard, but if mainplanes and/or ailerons are to be re-covered, Mod 154 must be embodied in accordance with the relevant fabric covering drawings. (Use of DTD 540 fabric, now superseded by BS 7F1 is an alternative fabric to DTD 575). Beagle SB 53 (Auster Series) & R F Saywell Ltd SB RFS/73/2 refer
2467 PRE 80	Mod 164	Introduction of redesigned engine mounting to Drawings No DFF 18 Mk 3 & DFF 19 Mk 3	Mks 4 & 5. Mod 118 (Mountings to Drawings Nos DFF 18 & 19 Mk 2) is an alternative to this modification
2468 PRE 80	Mod 1381	Introduction of redesigned engine mounting to Drawings No DFF 18 Mk 3 & DFF 19 Mk 3	Mks 4 & 5. Mod 118 (Mountings to Drawings Nos DFF 18 & 19 Mk 2) is an alternative to this modification
2469 PRE 80	Mod 1670	To introduce improved engine mounting to Drawing No EJJ 106 Issue K by addition of wrapper plate at rear bearer foot attachment	Mk 5J1
2470 PRE 80	Mod 1838	Introduction of starter isolation switch	All Auster aircraft with electric starter motors
2471 PRE 80	Mod 2555	To introduce safety tube in tailplane attachment tube	Not specified
2472 PRE 80	Mod 2601	To introduce throttle lever in mild steel	Mks J5F, J5G & J5H
2473 PRE 80	Mod 2737 <a href="#">SB 36</a>	To introduce cap nut at engine fuel pipe banjo connection to facilitate locking	All Auster 5J2 aircraft and Auster Mk 4 & 5 fitted with Pesco type vacuum pumps & electric starters. Auster SB 36 refers
2474 PRE 80	Mods 2898, 2899 & 2902	Introduction of flexible mounted whip aerial	Only applicable to aircraft cleared for flight in icing conditions
2475 PRE 80	Mod 3234 <a href="#">SB 41</a>	Introduction of retaining pin for forward tailplane attachment safety tube	Auster SB 41 refers
2476 PRE 80	Mod 3285 <a href="#">SB 41</a>	Radius on trimmer guide tubes	Auster types 5J1, 5J1B, J1N, 5J2, 5J4, 5J5, J5B & J5P. N/A to aircraft fitted with belled mouth guide tubes at elevator trailing edge. Auster SB 41 refers
2477 PRE 80	Mod 3663	Strengthened actuator lever assemblies on flap control torque shaft	Auster types Mk 4, 5, 5C, 5D, 5J1, 5J1B, J1N, J1U, 5J5, J5F, J5K, J5L, J5B, J5G, J5H, J5P, J5Q, J5R, J5V. Should have been embodied by 01 Apr 1961



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2478 PRE 80	Mod 4069 <a href="#">SB 53</a> RF Saywell Ltd SB RFS/73/2	Introduction of additional stringing	Model C, Model D, Mk 3, 4, 5, 5C, 5D, 5J1, 5J1B, J1N, J1S, J1U, J2, J4, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R, J5V, J8L, D4, D5 & D6. This mod is applicable to all mainplanes of aircraft of the above types in which incorrect taping and/or stringing materials have been used during the last recovering of the components. NOTE: This modification is an acceptable alternative to Auster Mod. 138 referred to in connection with Mod. 154. Beagle SB 53 (Auster Series) & RF Saywell Ltd SB RFS/73/2 refer
2479 PRE 80	Mod 4073 <a href="#">SB 52</a>	Introduction of cockpit placard and loading chart.	Mk 4, 5, 5C, 5D, J1, J1B, J1N, J1S, J1U, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R, J5V, D5 & D6. Beagle SB 52 (Auster Series) refers
2480 PRE 80	Mod 4179	Replacement of toxic type fire extinguishers	Model D, Mk 3, J1, J1N, J2, J4, D6/160, D6/180 & 6A. Should have been embodied by 30 Sep 1965
2481 PRE 80	Mod A182 <a href="#">SB 55</a>	Fuel and oil vent restriction for AC lightweight diaphragm fuel pumps	D5/160, D5/180, D6/160, D6/180, J1U and J5V. Compliance required by 01 Sep 1964. Beagle SB 55 (Auster Series) refers
2482 PRE 80	<a href="#">SB 32</a>	Inspection of the tailplane front attachments	All variants except Taylorcraft Plus C & Auster J1U. Inspect for signs of fracture of the leading edge tube in the vicinity of the saddle washers at periods not exceeding 300 flight hours. NOTE: This inspection is not necessary if the saddle washers are welded to the tube (instead of brazed) or if the aircraft has Mod No 3252 or 3413 embodied
2483 PRE 80	<a href="#">SB 30</a>	Inspection of the tailplane attachment stubs	All variants except Taylorcraft Plus C & Auster J1U. Inspect for signs of failure at periods not exceeding 100 flight hours (Auster J5F, J5L & J8L Aiglet Trainers) or 300 flight hours (Taylorcraft Plus D and all other variants other than J5F, J5L & J8L). This inspection need not be carried out if Mod 3252 or 3413 together with 2555 & 3234 are embodied



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2484 PRE 80	<a href="#">SB 50</a>	Life limitation of rudder control cables	Rudder cables P/N JA 2393X & JA 2394X when installed over small (1 3/4") diameter pulleys at the change of direction some 12" rearward from the rudder bar must be renewed at periods not exceeding 200 flight hours. In all other cases cables P/N JA 2393X & JA 2394X may remain in service up to a maximum of 1200 flight hours. NOTE: Reference should be made to Auster SB 50. The inspections of rudder cables detailed in this bulletin are mandatory
2485 PRE 80 Revision 1	<a href="#">SB 54</a>	Inspection of the engine mounting attachment bolts	Models as detailed in Beagle SB 54. Compliance is required at intervals not exceeding 1000 flight hours. Inspect the engine mounting attachment bolts in accordance with the SB. NOTE: This AD revision removes the 5 year repeat requirement of the SB
2486 PRE 80	HS/Auster SB 1	Propeller operating restriction placard	Aircraft fitted with propeller models 2D36C14-X/78KM, 2D34C53-X/74E & B2D34C53-X/7. Compliance required as detailed in HS/Auster SB 1
2487 PRE 80	N/A	Rear seat loading limitations amendment	Auster Models Mk 4, 5, 5C, 5D, J1, J1B, J1N, J1S, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R, J5V, D5 & D6 which are fitted with a forward fuselage fuel tank. Compliance is required prior to the next flight on which it is intended to carry passengers on the rear bench seat, but in any case not later than 30 Sep 1976. See further information in Para 3.4 below
015-11-80	<a href="#">SB RFS/AUS/3</a>	Inspection of Bendix brake back plates	All aircraft fitted with Bendix mechanical brakes. Inspect IAW R F Saywell Ltd SB RFS/AUS/3 at next 50 hour inspection and thereafter at each 100 flight hour or Annual Inspection whichever is the sooner

**Auster 6A and Beagle A.61 Aircraft**

CAA AD	Associated Docs	Subject	Applicability
2488 PRE 80	N/A	Inspection of the tailplane front attachments	Inspect for signs of fracture of the leading edge tube in the vicinity of the saddle washers at periods not exceeding 300 flight hours. NOTE: This inspection is not necessary if the saddle washers are welded to the tube (instead of brazed) or if the aircraft has Mod No 3252 or 3413 embodied



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2489 PRE 80	N/A	Inspection of the tailplane attachment stubs	Inspect for signs of failure at periods not exceeding 300 flight hours. This inspection need not be carried out if Mod No 3252 or 3413 together with 2555 & 3234 are embodied
2490 PRE 80	<a href="#">SB 50</a>	Life limitation of rudder control cables	Rudder cables P/N JA 2393X & JA 2394X when installed over small (1 3/4") diameter pulleys at the change of direction some 12" rearward from the rudder bar must be renewed at periods not exceeding 200 flight hours. In all other cases cables P/N JA 2393X & JA 2349X may remain in service up to a maximum of 1200 flight hours. NOTE: Auster SB 50 refers. The inspections of rudder cables detailed in this SB are mandatory
2491 PRE 80 Revision 1	<a href="#">Beagle SB A9</a> <a href="#">SB 54</a>	Inspection of the engine mounting attachment bolts	Auster 6A & Beagle A.61 Series 1 & Rev 1 No A9 & 54 attachment bolts. Compliance is required at intervals not exceeding 1000 flight hours. Inspect the engine mounting attachment bolts in accordance with Beagle SB A9 & 54. NOTE: This AD revision removes the 5 year repeat requirement of the SBs
2492 PRE 80	<a href="#">Beagle SB A14</a> <a href="#">SB 58</a>	Replacement of toxic type fire extinguishers	Models as detailed in Beagle SB A14 & 58. Should have been complied with by 30 Sep 1965
015-11-80	<a href="#">SB RFS/AUS/3</a>	Inspection of Bendix brake back plates	All aircraft fitted with Bendix mechanical brakes. IAW R F Saywell Ltd SB RFS/AUS/3 at next 50 hour inspection and thereafter at each 100 flight hour or Annual Inspection whichever is the sooner

**Beagle A.109**

CAA AD	Associated Docs	Subject	Applicability
2422 PRE 80	Mod A.105□	Introduction of cooling duct for starboard magneto	Should have been complied with by 01 Jan 1964. Beagle SB A.5 refers
2423 PRE 80	Mod A.118	Introduction of increased strength door hinge bearings	Should have been complied with by 01 Jan 1964. Beagle SB A.5 refers
2424 PRE 80	Mod A.140	Introduction of revised door catch.	Should have been complied with by 01 Mar 1964. Beagle SB A.5 and Supplement refer
2425 PRE 80	Mod A.182	Fuel and Oil vent restriction requirement for AC lightweight diaphragm fuel pumps	Should have been complied with by 01 September 1964. Beagle SB A.10 refers
2426 PRE 80	<a href="#">Beagle SB A14</a>	Replacement of toxic type fire extinguishers	Should have been complied with by 30 Sep 1965. Mod 4179 refers

[CAP 747](#) should be checked for new or revised ADs and also for applicable ADs pertaining to the engine, propeller or installed equipment.





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2.6 Mandatory Permit Directives

The following MPDs are applicable to this aircraft type:

[MPD 1995-001 R5](#) Regarding ex C of A aircraft now operating on a Permit to Fly

Also check the LAA website for MPDs that are non-type specific ([TL 2.22](#)).

2.7 LAA Required Modifications (including LAA issued AILs, SBs, etc)

- [MOD/896/001 Issue 2](#) Inspection of flap auto-trim interconnect cables (Auster 6 series)  
[MOD/908/001 Issue 2](#) Inspection of flap auto-trim interconnect cables (Beagle Terrier series 2 & 3)  
[MOD/912/001 Issue 2](#) Inspection of flap auto-trim interconnect cables (Beagle Terrier series 1)  
[MOD/920/001 Issue 2](#) Inspection of rivets securing the aileron operating rod end fittings (Auster AOP.9 & Auster E-3)

Note: Manufacturer issued Service Bulletins and other continuing airworthiness data are listed in paragraph 3.3.

2.8 Additional engine operating limitations to be placarded or shown by instrument markings

Notes:

- Refer to the engine manufacturer's latest documentation for the definitive parameter values and recommended instruments.
- Where an instrument is not fitted, the limit need not be displayed.

2.9 Control surface deflections

Due to the large number of models covered by this TADS, the relevant documentation for a specific model should be consulted for information on the control surface deflections.

2.10 Operating Limitations and Placards

Due to the large number of models covered and the fact that modifications may have been carried out to individual aircraft, the Operating Limitations for a specific aircraft should be consulted regarding that aircraft's operating limitations and placards.

Additional Placards

In addition to the placards stated on an individual aircraft's Operating Limitations, all aircraft will also require the following additional placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

2.11 Maximum permitted empty weight

Not applicable



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**Section 3 – Advice to owners, operators and inspectors**

3.1 Maintenance Manual

The [International Auster Club](#) have various manuals and technical support data available for club members through their website. It should be remembered that individual aircraft may have been modified from their original production state. In addition, the International Auster Club has a [Links](#) page providing contact details to people and companies providing spares and support for the type.

Some manuals for reference purposes are available for Austers at [Avialogs \(Auster\)](#) and for Beagles at [Avialogs \(Beagle\)](#).

For engine information, consult the relevant engine manufacturer’s maintenance schedule.

Owners should obtain copies of the relevant Maintenance Manual and make this available as required to their Inspector.

3.2 Manufacturer’s/Standard Options

There are no standard options for these types.

Note: Any modifications to these types of aircraft require LAA Engineering approval for that specific modification and aircraft.

3.3 Manufacturer’s Information (including Service Bulletins, Service Letters, etc)

Various forms of continuing airworthiness data were produced by Auster and later companies providing type support. These were in the form of Service Bulletins (SB) and often concern information on a variety of subjects rather than the more normal one SB for one particular issue. Service Letters (SL) were also produced by Beagle after they took over the type support.

Ref No	Description	Applicability
<a href="#">SB 1</a>	Strengthened aileron brackets, tacho drives, propeller bolts, operations, tail wheels, wheels, silencers, door locks, spares, publications, Cirrus engine mods, BTH magneto coupling & sparking plug adapters	Various
<a href="#">SB 2</a>	Shock cords, equipment weights, tailplane bracing wires, lift strut bonding, engine cowling rivets, window fasteners, tail spring attachment bolts & rear seat.	Various
<a href="#">SB 3</a>	CofA, exhaust deflector plate, engine oil, undercarriage inspection, window fasteners, Cirrus engine mods, propeller bolts, Cirrus magneto drive oil leak, Cirrus propeller hub mod & Autoklean filter inspection	Various
<a href="#">SB 4</a>	Tailplane attachment, carburettor heat, tail wheels, Cirrus engine notes, magneto drive gear lubrication, tacho drive & Cirrus engine mods.	Various
<a href="#">SB 5</a>	Lift struts, carburettor heater, mods, serial plates & Model D	Autocrat
<a href="#">SB 6</a>	Cirrus engine	Autocrat
<a href="#">SB 7</a>	Fraying of rudder cables, Continental engines, Long range tanks, fabric & Cirrus engine studs	Various



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<a href="#"><u>SB 8</u></a>	Wooden propellers, carburettor heat control, sparking plugs, radio, increase in all up weight, Cirrus side chutes & attachment studs	Various
<a href="#"><u>SB 9</u></a>	Manual of instructions, C-75 engine mods, serial plates, Cirrus engine controls & Service Instructions	Various
<a href="#"><u>SB 10</u></a>	Tailplane bracing wires, long range tank support bolts, safety harness, heavy landing undercarriage inspection, seat bolts & brake cables	Various
<a href="#"><u>SB 11</u></a>	Seat back support, serial plates, safety harness & Cirrus SI	Various
<a href="#"><u>SB 12</u></a>	Modified engine mount	J1 Autocrat
<a href="#"><u>SB 13</u></a>	Seat canvasses, approval of new propeller, Cirrus engine notes	Various
<a href="#"><u>SB 14</u></a>	Rear dual seating, silencers, crop dusting, crop spraying, Goodyear crosswind undercarriage, retuned goods & regulations	Various
<a href="#"><u>SB 15</u></a>	Starter isolation switch, tail wheel pivot bolt, flap limiting speed, Cirrus engine notes, cylinder heads & carburettor steady bracket.	Various
<a href="#"><u>SB 16</u></a>	Long range tank, increase in all up weight, corrosion of lift struts & spare parts	Various
<a href="#"><u>SB 17</u></a>	General servicing instructions, floorboard attachments, double rear seat, electrical installations, overhauled Lycoming engines	Various
<a href="#"><u>SB 18</u></a>	Essential mods, towing hook & double rear seat	Various
<a href="#"><u>SB 19</u></a>	Towing hook, undercarriage attachment bolts & essential mods	Various
<a href="#"><u>SB 20</u></a>	Metal propeller, filling oil tank, fuel system water trap, carburettor control, undercarriage attachment bolts & oil pressure	Various
<a href="#"><u>SB 21</u></a>	Cirrus Minor Series II essential mods	All Cirrus Minor Series II engines
<a href="#"><u>SB 22</u></a>	Lycoming O-290 and wind driven generators	Various
<a href="#"><u>SB 23</u></a>	Split trailing edge flaps, Lycoming O-290 engines & master switch	Various
<a href="#"><u>SB 24</u></a>	Model D MTWA, Cirrus engine SBs	Various
<a href="#"><u>SB 25</u></a>	Flap operating lever & fire extinguisher	Various
<a href="#"><u>SB 26</u></a>	Maximum diving speeds, mods & technical publications	Various
<a href="#"><u>SB 27</u></a>	Windscreen fabric strip, spares schedules, technical publications & Aiglet manual of instructions	Various
<a href="#"><u>SB 28</u></a>	Elevator trim tab control wires, Goodyear crosswind wheels & brakes, Gipsy major exhaust pipes, crankshafts & throttle controls, exhaust danger, technical publications, J5 manual of instructions and Cirrus engine SIs	Various
<a href="#"><u>SB 29</u></a>	Seat harness locking clip and engine control grommets	J5F & J5G
<a href="#"><u>SB 30</u></a>	Tailplane attachment, technical publications	Various
<a href="#"><u>SB 31</u></a>	Fuel primer, fine pitch windmill generator, cockpit lighting, compass sun cover & battery access door	Various
<a href="#"><u>SB 32</u></a>	Tailplane leading edge tube & general servicing note	Various
<a href="#"><u>SB 33</u></a>	Brake lining oil deflector plate & essential mods	Various
<a href="#"><u>SB 34</u></a>	Tailplane bracing wire attachment lugs, rudder stops and VHF aerial	Various



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**921, 922, 924, 925, 938 & 954**  
**AUSTER & BEAGLE MODELS AS LISTED**

<a href="#"><u>SB 35</u></a>	Fixed pitch wooden propeller.	J1 Autocrat
<a href="#"><u>SB 36</u></a>	Starter installation & primer feed line	Various
<a href="#"><u>SB 37</u></a>	Throttle control, VHF aerial, battery & radio access door, essential mods & tailplane leading edge tube inspections	Various
<a href="#"><u>SB 38</u></a>	Teleflex controls	Various
<a href="#"><u>SB 39</u></a>	Introduction of counter-poise to aerial installation	Various
<a href="#"><u>SB 40</u></a>	Exhaust manifold support stays & crop dusters	Various
<a href="#"><u>SB 41</u></a>	Elevator trimmer control, damage to lift struts & technical publications	Various
<a href="#"><u>SB 42</u></a>	Gipsy Major engine corrosion of carburettors & fuel pumps	Various
<a href="#"><u>SB 43</u></a>	Assembly of aileron link cable to control column, J1N undercarriage mod, fully castoring tail wheel & throttle control	Various
<a href="#"><u>SB 44</u></a>	Undercarriage modification	J1, J1B, J1N & Mk 5
<a href="#"><u>SB 45</u></a>	Cabin penetration by rain, fitment of wing tanks, approved shock cords & ordering of spares	Various
<a href="#"><u>SB 46</u></a>	Elevator trim cables, carburettor prime system & rudder control cables	Various
<a href="#"><u>SB 47</u></a>	Hinged servicing panel on firewall (Workmaster), torque loading of tail wheel units, excessive use of brakes, price supplement & SBs	Various
<a href="#"><u>SB 48</u></a>	Strengthened actuator lever assemblies on flap torque shaft	All civil Austers except D series
<a href="#"><u>SB 49</u></a>	Engine mounts	J1U, D5/180 & D6/180
<a href="#"><u>SB 50</u></a>	Rudder cable failure	Various with small (1 ¾") pulley 12" aft of the rudder pedals
<a href="#"><u>SB 51</u></a>	Engine lubricating oil recommendations	Various
<a href="#"><u>SB 52</u></a>	Loading limitations	Mk 4, 5, 5C, 5D, J1, J1B, J1N, J1S, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R, J5V, D5 & D6
<a href="#"><u>SB 53</u></a>	Fabric covering of components	Model C, D, Mk 3, 4, 5, 5C, 5D, J1, J1B, J1N, J1S, J1U, J2, J4, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R, J5V, J8L, D4, D5 & D6
<a href="#"><u>SB 54</u></a>	Engine mount attachment bolts	Model D, Mk 3, 5C, 5D, 6A, J1, J1B, J1N, J1S, J4, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R & J8L
<a href="#"><u>SB 55</u></a>	Fuel & oil vent restriction requirement for AC lightweight diaphragm fuel pumps	D5/160, D5/180, D6/160, D6/180, J1U & J5V
<a href="#"><u>SB 56</u></a>	Fabric testing	All Auster series aircraft



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**AUSTER & BEAGLE MODELS AS LISTED**

<a href="#">SB 57</a>	Use of carburettor mixture control	J1U, J5V, D5/160, D5/180, D6/160, D6/180
<a href="#">SB 58</a>	Replacement of toxic type fire extinguishers	Model D, Mk 3, J1, J1N, J2, J4, D6/160, D6/180 & 6A
<a href="#">SB 59</a>	Elevator trim tab wires	All Auster variants
<a href="#">SB RFS/AUS/3</a>	Bendix brakes	All Auster types with Bendix brakes
<a href="#">Beagle SL 1</a>	Mod kits for engine controls, cabin ventilation and wheel spat doors	A.109
<a href="#">Beagle SL 2</a>	Increase of all up weight	J1B, J1N & 6A
<a href="#">Beagle SL 3</a>	Improved replacement AC fuel pump	A.109, D5/160, D5/180, D6/160, J1U & J5V
<a href="#">Beagle SB A1</a>	Radio interference suppression	A.109
<a href="#">Beagle SB A2</a>	Lightweight mechanical fuel pump	A.109
<a href="#">Beagle SB A3</a>	E2B compass sunshade	A.109
<a href="#">Beagle SB A4</a>	Rudder operating lever lubrication	A.109
<a href="#">Beagle SB A5</a>	Starboard magneto cooling duct, increased strength door hinge bearings and revised door catch	A.109
<a href="#">Beagle SB A6</a>	Engine lubricating oil recommendations	A.109 and A.61
<a href="#">Beagle SB A7</a>	Designation of Gipsy Major 10 Mk 2 engines	6A, A.61 & A.61/2
<a href="#">Beagle SB A8</a>	Main fuel tanks	A.109
<a href="#">Beagle SB A9</a>	Engine mounting attachment bolts	A.61/1 & A.61/2
<a href="#">Beagle SB A10</a>	Fuel and oil vent restriction requirement for AC lightweight fuel pumps	A.109
<a href="#">Beagle SB A11</a>	Generator attachment bolts	A.109 & D5/180
<a href="#">Beagle SB A12</a>	Fabric testing	A.61, A.61/2 & A.109
<a href="#">Beagle SB A13</a>	Use of carburettor mixture control	A.109
<a href="#">Beagle SB A14</a>	Replacement of toxic fire extinguishers	A.61, A.61/2 & A.109
<a href="#">Beagle SB A15</a>	Limitations on operations with wood propellers	6A, A.61 & A.61/2
<a href="#">Beagle SB A16</a>	Withdrawal of approval of propeller type Z8010 and HR671	Gipsy Major 10 Mk 1- 1, 1-3, & 1-7, Auster 6A, Beagle A.61/1 & A.61/2
<a href="#">Beagle SB A17</a>	Unusable fuel	A.109
<a href="#">Beagle SB A18</a>	Elevator trim tab wires	D Series, A.61/1 & A.61/2

In the absence of any over-riding LAA classification, inspections and modifications published by the manufacturer should be satisfied according to the recommendation of the manufacturer. It is the owner's responsibility to be aware of and supply such information to their Inspector.

### 3.4 Special Inspection Points

2487 PRE 80 Rear seat loading limitations amendment



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The full notes for the above AD listed in the AD table above are as follows:

Applicability: Auster Models Mk 4, 5, 5C, 5D, J1, J1B, J1N, J1S, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R, J5V, D5 & D6 which are fitted with a forward fuselage fuel tank.

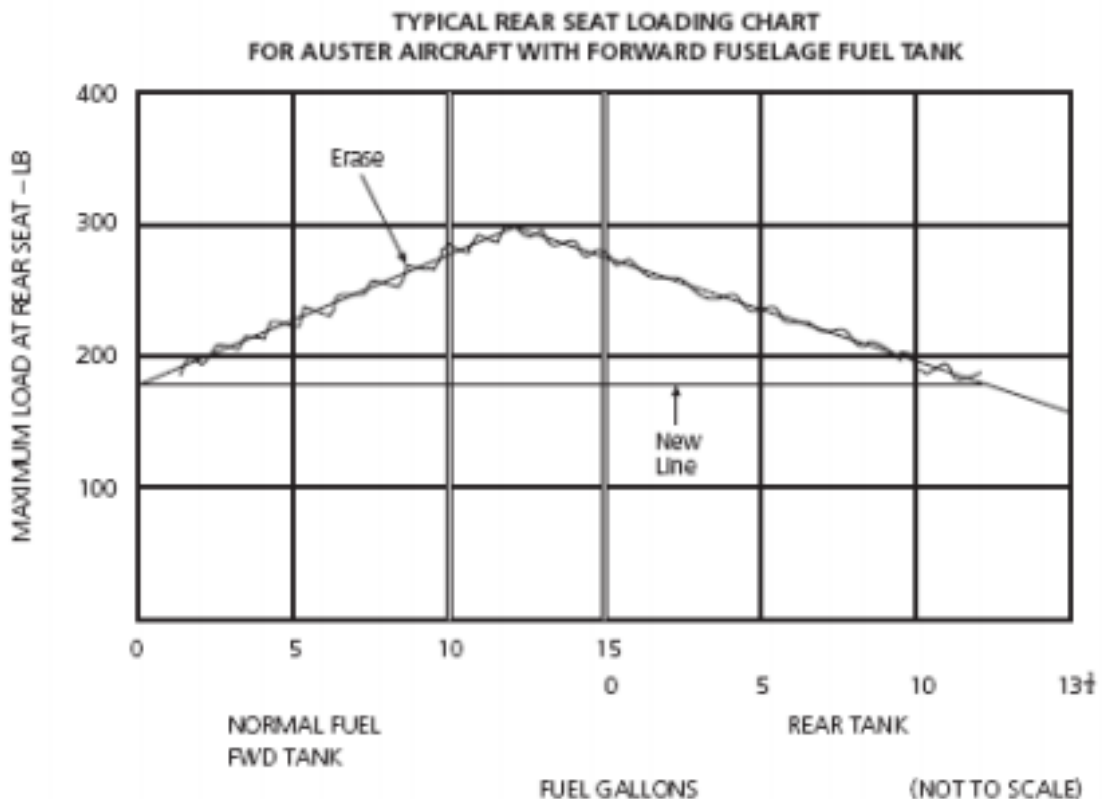
Compliance is required prior to the next flight on which it is intended to carry passengers on the rear bench seat, but in any case not later than 30 Sep 1976.

Amend the loading limitation chart which is displayed in a plastic holder on the rear cabin bulkhead, as follows:

(1) Draw a line, parallel to the base line of the chart, from the rear seat load at zero fuel, i.e. the intersection of the loading limitation line with the left-hand vertical axis of the chart, and continue this horizontal line to intersect with the right-hand slope of the loading limitation line.

(2) Erase all that part of the original loading limitation line, which lies above the new line (drawn in accordance with 1).

NOTE 1: The following sketch illustrates an amended loading chart. If the existing loading chart should differ significantly from this illustration, advice must be obtained from the CAA prior to amendment. This Directive hereby authorises the Operator to make an entry in the aircraft Log Book, quoting the AD number, and this entry must be made when the loading chart has been amended in accordance with these instructions.



NOTE 2: This requirement was previously issued under CAA Letter Reference 9/92/LTO/1, dated 16 August 1976.

1. Auster Shock Cord Reference Guide



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An [Auster Shock Cord Cross Reference Guide](#) was produced in 1987 detailing the equivalent American shock cords for Austers. Note: the relevant part numbers may have changed since the guide was produced.

2. Recovering of Auster Aircraft With Synthetic Fabric

In 1974, the CAA issued [CAA AP AAU108](#) which is basically a letter permitting the use of a synthetic polyester covering in place of the original natural cotton or linen fabric on all types of Auster and Beagle-Auster aircraft.

3. Auster Upholstery Screw Note

The potential dangers of using upholstery attachment tacks and canopy screws that are too long was highlighted in an internal letter: [Auster Upholstery Screw Note](#). It may be that if they are too long, screws and tacks can pass through the wooden members and contact the steel fuselage tubes causing corrosion.

3.5 Operational Issues

The following *Safety Spot* articles are relevant to Auster aircraft:

*Light Aviation* July 2012

*Engine mount bolt failure*

Auster Kingsland found with failed engine mount bolts through a variety of failure modes. The failures were only spotted when the failed bolts were found at the runway hold. Failed components may not appear to be failed on inspection alone and some load may need to be applied to see a failed component

*Light Aviation* April 2013

*Hidden tailplane corrosion*

Auster J1 Autocrat found with surface corrosion on tailplane tubular structure. Rust was 'staining' on the outside of the elevator leading edge. Modern fabric coverings may look good still but underneath water may be collecting causing corrosion.

*Light Aviation* February 2014

*In-flight aileron cable failure*

Auster J5G wing mounted wind generator moved rearwards on its mounting and contacted aileron cable shorting out across and damaging the cable where it then failed under load of a turn.

*Light Aviation* July 2017

*Tailplane forward attachment point corrosion*

Auster tail plane forward attachment point appeared to just have cracking paint, further inspection and fabric removal showed near complete structural failure. Likely caused by lifting and manoeuvring from the tail.

*Light Aviation* April 2019

*Aileron pushrod failure*

Auster AOP.9 aileron pushrod found not assembled with Chobert rivets and a previous fatal incident where the aileron rod-end fittings had failed. [AWA](#) and [AIL released](#) detailing inspection and possible requirement to replace rivets of the aileron operating rod's end fitting.

There are no special test flying issues, the aircraft performance and handling being typical of the type.

----- END -----

Please report any errors or omissions to LAA Engineering: [engineering@laa.uk.com](mailto:engineering@laa.uk.com)