Auster J-1 Autocrat Model Guide

The Auster J-1 Autocrat is a single-engine piston aircraft. The only source for this guide is a set of Norwegian airworthiness directives for Auster aircraft. It therefore covers mandatory modifications and inspections, not performance, weights or other specifications, and none are given here.

KEY TAKEAWAYS

- Engine mount parts JA 6662 (left) and JA 6663 (right) were to be replaced or reinforced per drawing EJ.F. 106 Issue K. Confirm this was done.
- Tail wheel fork bolt: confirm the modified bolt (Auster Modification 1683) is fitted, not the original.
- Rudder cables on the J1 variants listed (J1B, J1N, J1U) need a check every 50 hours and replacement at 200 hours or more of running time.
- Fuselage tubes rust easily under the fabric. Check the lower tubes carefully, ideally with the floor removed.

DIRECTIVES NAMING THE J/1 AUTOCRAT

Engine mount: parts JA 6662 and JA 6663 were to be replaced with a reinforced mount or reinforcement (drawing EJ.F. 106 Issue K) before the next airworthiness certificate renewal inspection. Until then, check the mount at every daily inspection. Tail wheel bolt: replace with the modified bolt (Modification 1683) by 1 May 1950, and check it daily until then.

AIRFRAME CHECKS FOR AUSTERS GENERALLY

Tailplane attachment: Modification 2555, with a crack inspection every 250 hours. Check brazed saddle washers in particular. Trim tab piano wire from 1950, 1951 or 1952 may have flaws and should be replaced. Flap mechanism: Modification 3663 applies to J1-B-N-U. Brake cables: check for wear at every 100-hour inspection.

WHAT TO ASK THE SELLER

Ask for records showing the engine mount, tail wheel bolt, tailplane attachment and flap mechanism modifications were done. Ask the age and hours of the rudder cables and the trim tab cable. Ask about any hard landings, and whether the lower fuselage tubes were inspected for corrosion.

SAFETY NOTES

- Rudder cables have broken with no prior sign of wear. Flex the cable to show broken strands, especially where it runs over the small pulleys near the pedals.
- A break in the trim tab cable can have serious consequences. Inspect and lubricate it at short intervals.
- After any very hard landing, check the undercarriage. If the lower strut attachment bolts do not turn fairly easily, damage is likely. Also check the weld near the buffer for cracks.

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