

Avro Anson Mk. I 'Anti-submarine Annie'

1/48

CZ

V roce 1933 Imperial Airways zveřejnily své požadavky na nový dvoumotorový letoun pro své dálkové trasy. Firma Avro zkonstruovala dle těchto požadavků typ 652, dvoumotorový dolnoplošník s celodřevěným křídlem a trupem z ocelových trubek s převážně plátěným potahem. V dubnu 1934 byla objednána stavba dvou prototypů. První z nich byl zalétán 7. ledna 1935. Šlo o první kus dlouhé řady letounů Anson. Ty se přestaly vyrábět až v roce 1952!

V dubnu 1934 se na firmu Avro a na další firmy obrátilo Ministerstvo letectví, které vypsaló soutěž na nový pobřežní protiponorkový hlídkový letoun. K realizaci byly vybrány projekty de Havilland DH-89M a Avro 652A. Oba byly konstruovány na základě civilních verzí. Avro 652A byl navržen jako třímístný, s výzbrojí jednoho pevného předového a jednoho pohyblivého kulometu ve střelecké věži. V centropláně byly umístěny pumovnice na protiponorkové pumy. První prototyp vojenské verze vzletěl 24. března 1934. Vykázal vynikající dolet a vytrvalost a celkově vyšší výkony než DH-89M a stal se vítězem soutěže. Sériové stroje dostaly označení Anson Mk.I a RAF je dostávalo od začátku roku 1935. Ansony byly také exportovány do Austrálie, Finska, Irska, Egypta a dalších zemí. RAF je používala k protiponorkovému hlídkování, během let 1939-40 je v této roli začaly pomalu nahrazovat výkonnější Hudsony. Později během války byl hlavní náplní Ansonů letecký výcvik. V rámci Commonwealthu se stal Anson jedním ze standardních strojů pro letecký výcvik. Rozmontované Ansony se také dodávaly do Kanady, kde do nich byly montovány různé typy motorů. Stroje se pak označovaly podle typu motoru Anson Mk.II a III. Část odebralo i letectvo USA, kde sloužily pod označením AT-20. V Kanadě se nakonec rozeběhla licenční výroba a vlastní vývoj. Další kanadské verze měly trup jiné konstrukce, potažený překližkou. Verzi Mk.I odpovídala vzhledově neozbrojená transportní Mk.X se zesílenou podlahou trupu. Poslední válečné verze Mk.XI a XII dostaly vyšší trup, poválečné verze dostaly i nové celokovové křídlo

Technická data:

Rozpětí: 17,20 m; délka: 12,90 m; max. rychlost (v 2 150 m): 300 km/h; dostup: 5 800 m; počáteční stoupavost: 3,7 m/s; dolet: 1060 km

EN

In 1933 Imperial Airways issued specifications calling for new long range two engined aircraft. Avro Company according to these specifications designed Type 652; two engined aircraft with fabric covered wooden wings in low-wing position, fuselage structure made of metal tubing mainly fabric covered, too. In 1934 the manufacture of two prototypes was ordered. The first one was test flown on January 7, 1935. It was the first aircraft from the long Anson series that was drawn out of production not until 1952!

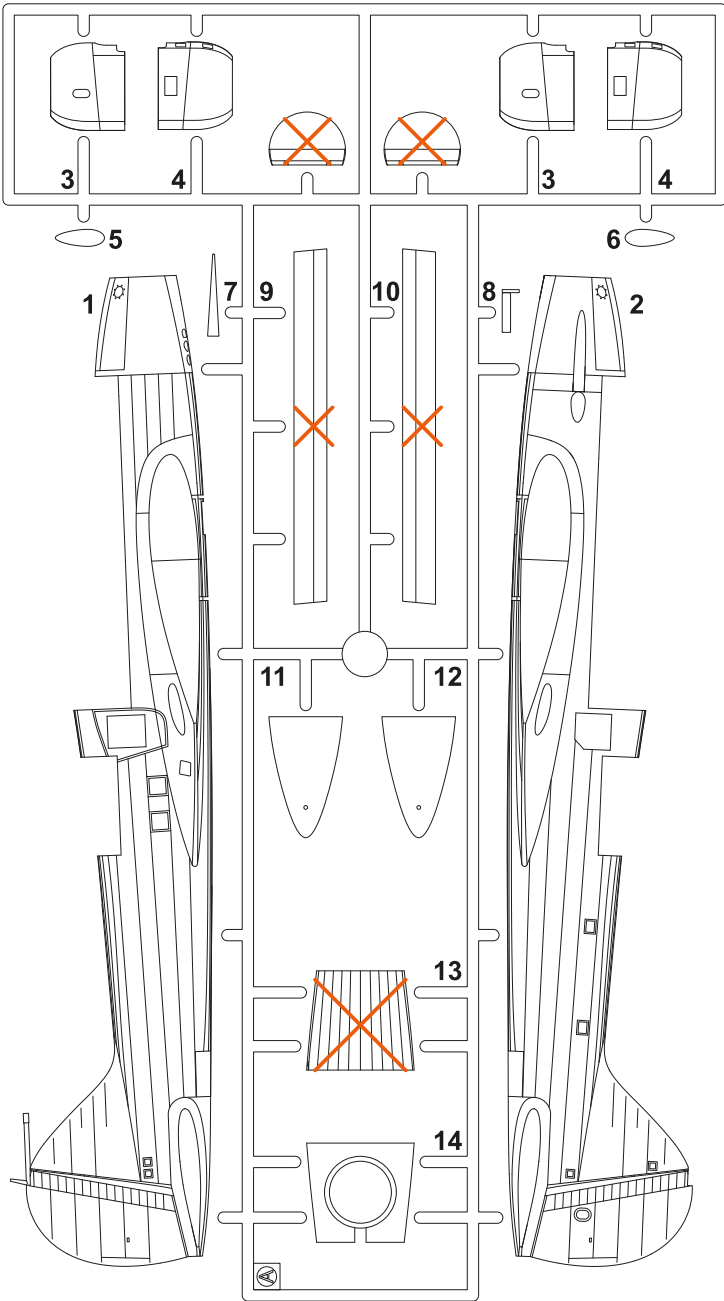
In April 1934 Air Ministry issued specifications for new coastal anti-submarine patrol aircraft. It was addressed to several companies but also to Avro. The chosen designs were De Havilland DH-89M and Avro 652A. Both aircraft were derived from civilian version. Avro 652A was designed for crew of three with one fixed machine gun in nose and one flexible in dorsal turret. The bomb bay designed to carry anti-submarine bombs was located in center wing section. The first prototype of the military version took off on March 24, 1934. It showed excellent range, endurance and generally higher performances than DH-89M. Avro won the competition. The production machines were designated Anson Mk.I and were delivered to RAF from the beginning of 1935. Ansons were also exported to Australia, Finland, Ireland, Egypt and others. They were used by RAF for anti-submarine patrols. Since 1939-40 they were started to be replaced by Hudsons. During the war the main Ansons' main role was crew training. Considering Commonwealth the Ansons were standard aircraft for aerial training. Ansons were in dismantled state also delivered to Canada where it got several types of engines. According to the used engines the aircraft were designated Anson Mk.II and III. Some aircraft were also taken over by USAAF and designated them as AT-20. Later on a license production was started in Canada and further development. Newer Canadian versions got different fuselage with plywood skinning. The unarmed transport Mk.X version was generally Mk.I version with strengthened fuselage floor. The last war versions Mk.XI and XII got heightened fuselage and the post war versions got new all metal wings.

Technical Data:

Wingspan: 17,20 m, Length: 12.90 m, Max. Speed: 300 km/h at 2 150 m, Ceiling: 5 800 m, Leading Climb Rate: 3,7 m/s,

PLASTIC PARTS

A



B

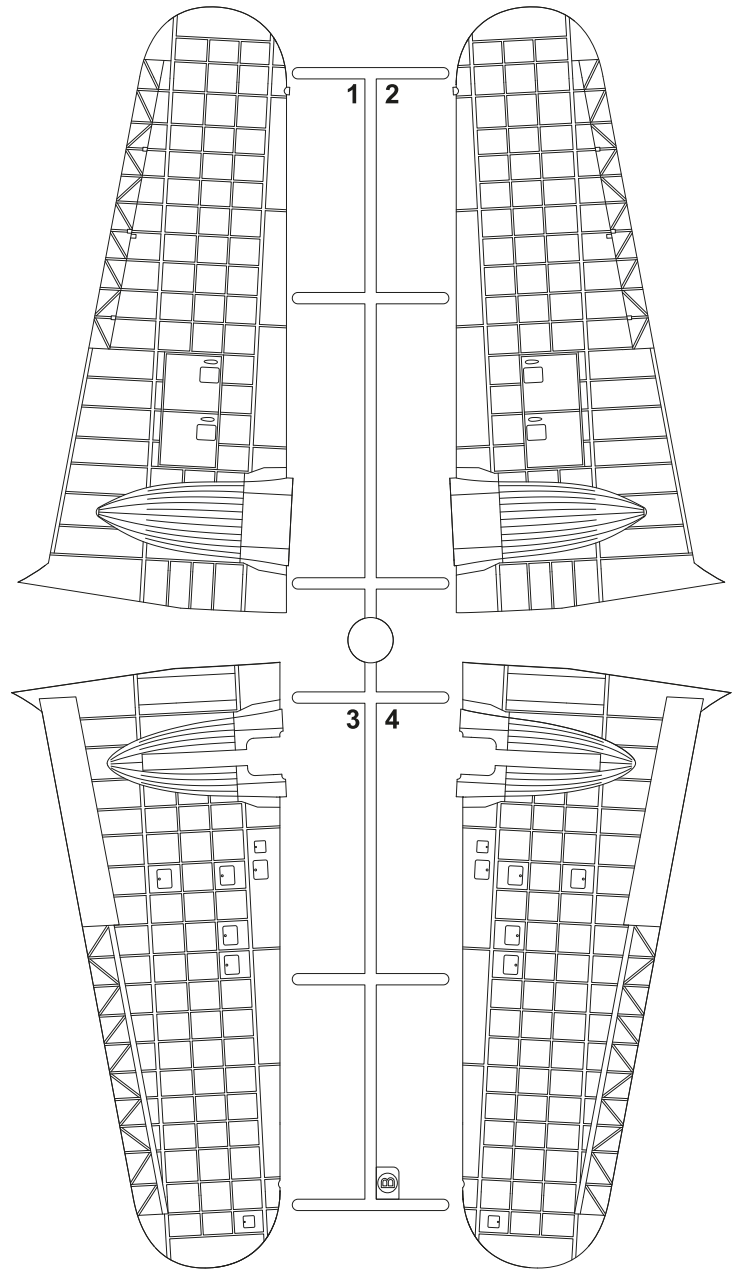
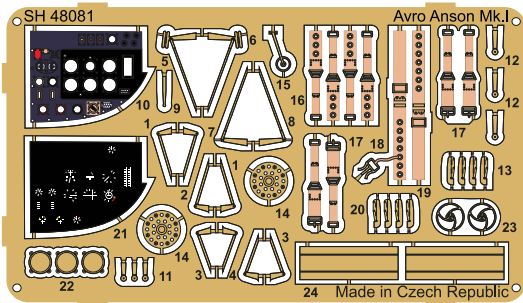
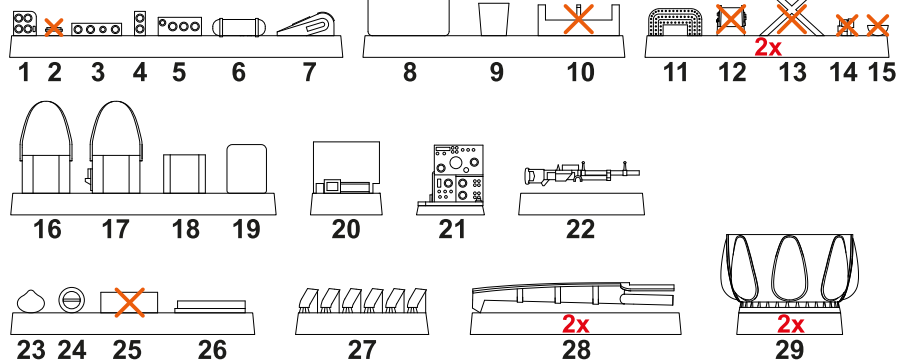


PHOTO-ETCHED PARTS (PP)



PUR PARTS (PUR)

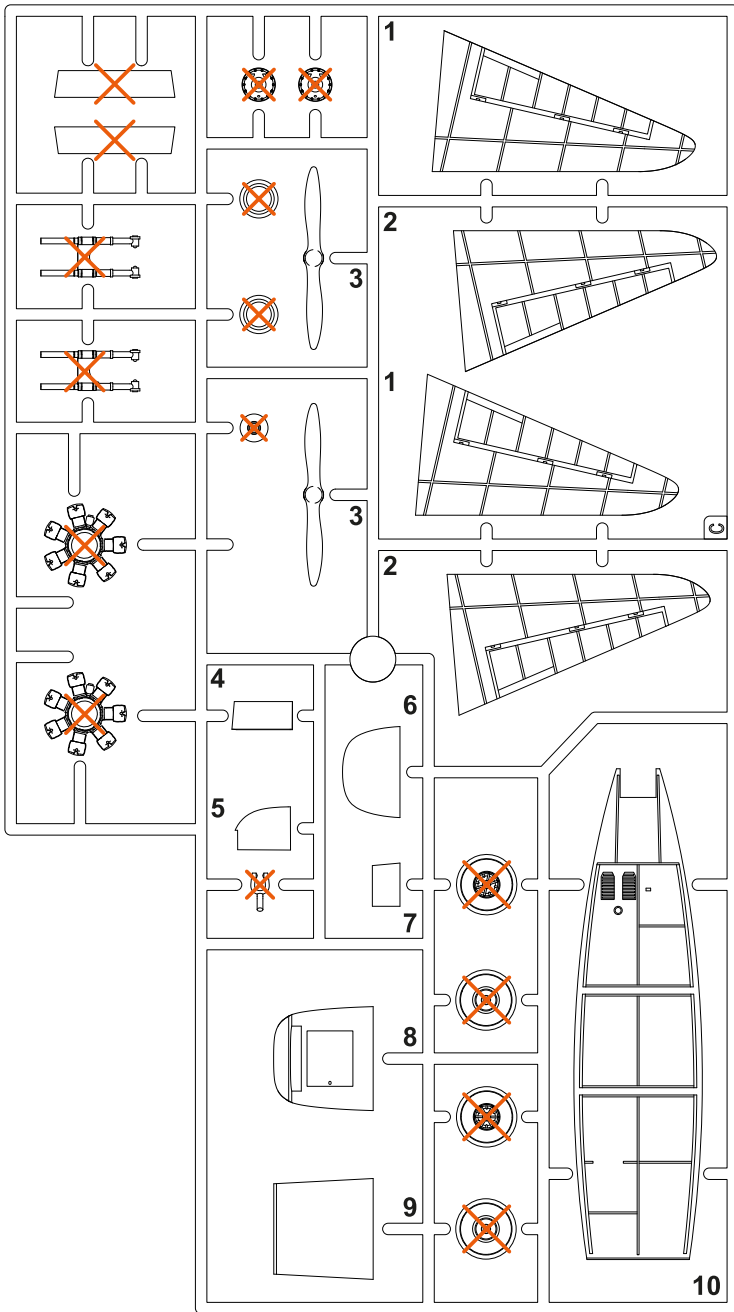


Barvy GUNZE/ GUNZE Colour No.

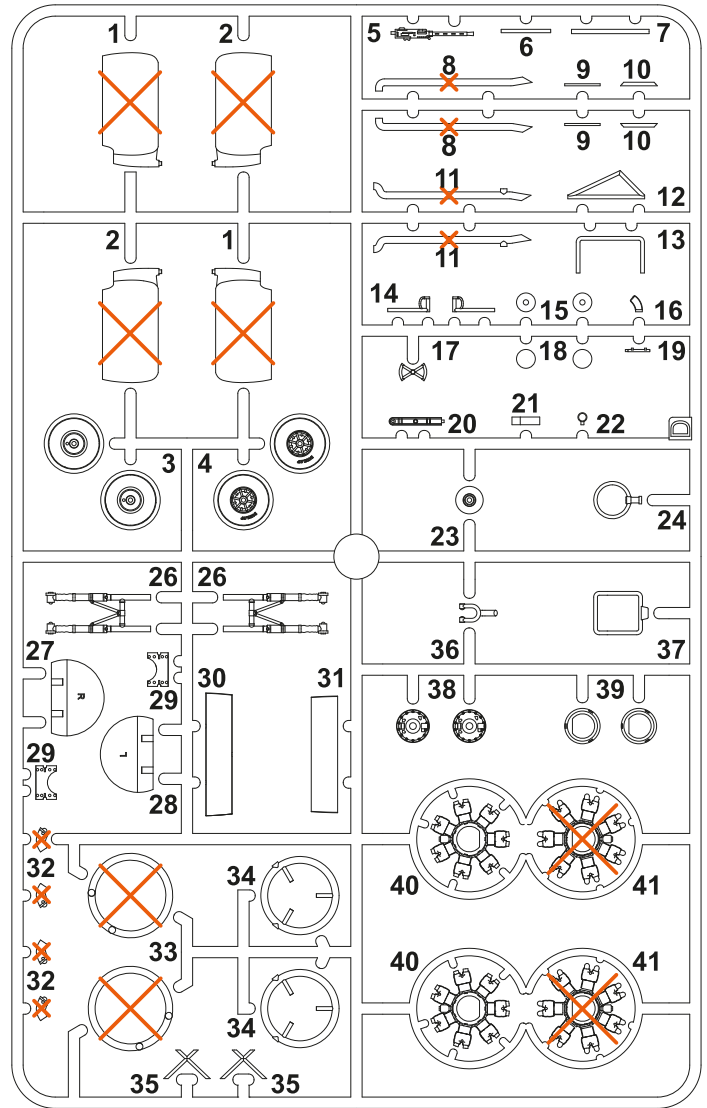
A Černá / Black	H2 / C2	F Plátno / Linen	H85 / C45
B Barva pneu / Tire Black	H77 / C137	G Kůže / Leather	H17 / C29
C Hliník / Aluminium	MC218	H Inter. šedo-zelená / Interior Grey-Green	H364 / C364
D Tmavý kov / Dark Iron	MC214	I Červená / Red	H3 / C3
E Opálený kov / Burnt Iron	H76 / C61	J Dřevo / Wood	H37 / C43

PLASTIC PARTS

C



D

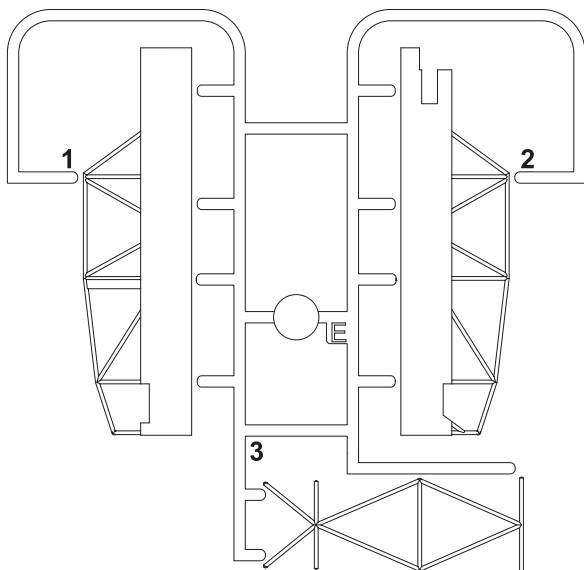


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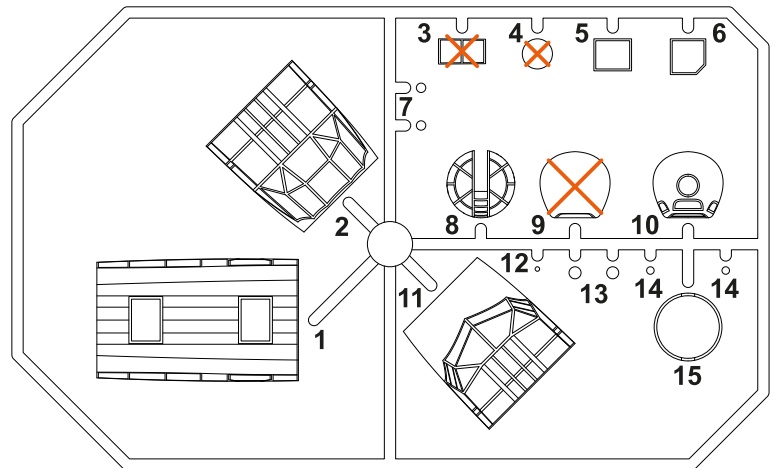


*Do not use
this part*

E



CLEAR PARTS (CP)



SYMBOLS

MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
COLLE CYANOACRYLAT

OHNOUT
BEND
BIEGEN
COURBER

ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

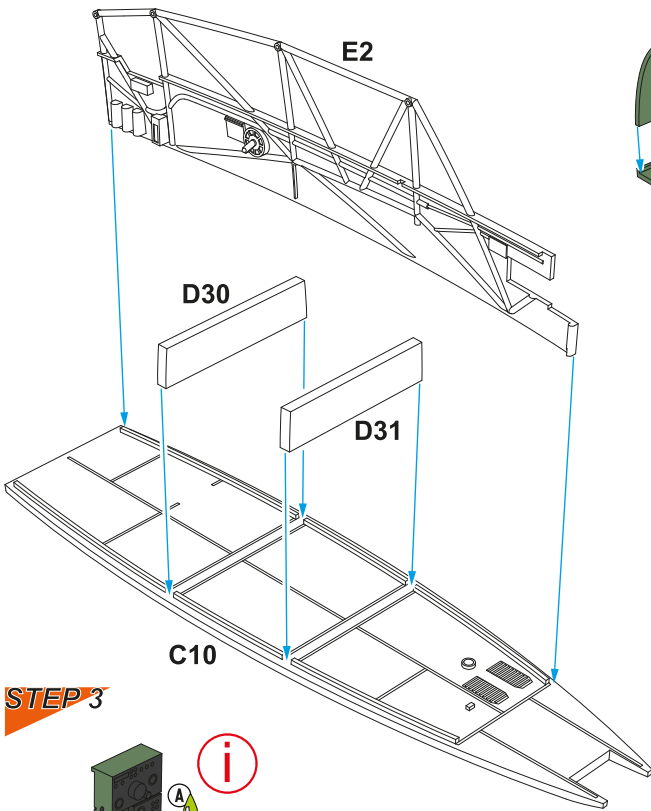


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

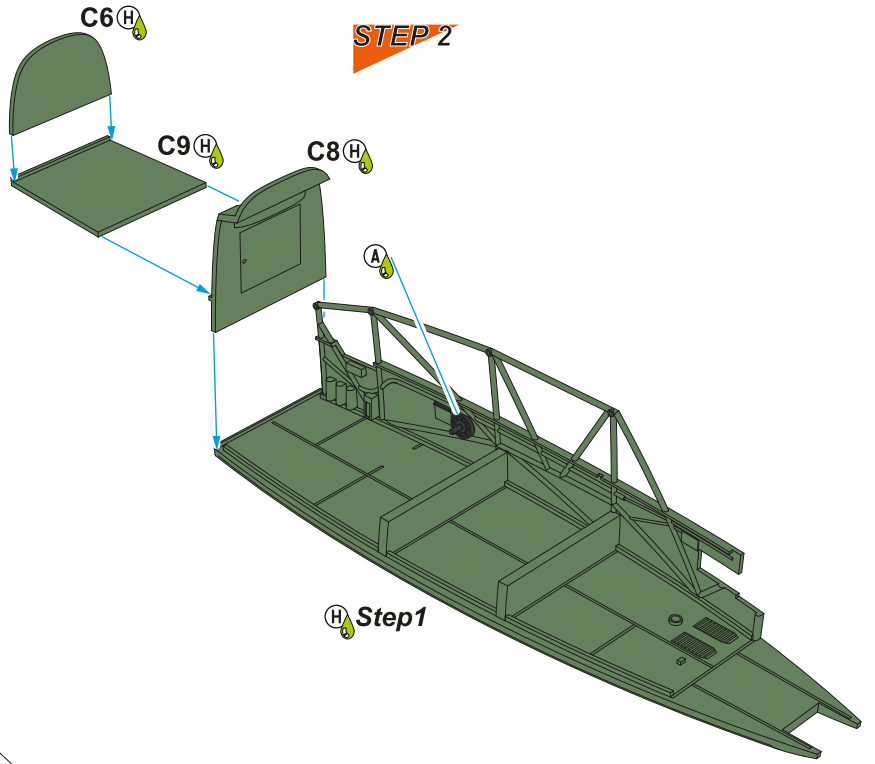
GSI
colour code

NATRÍT
COLOUR
FARBEN
PEINDRE

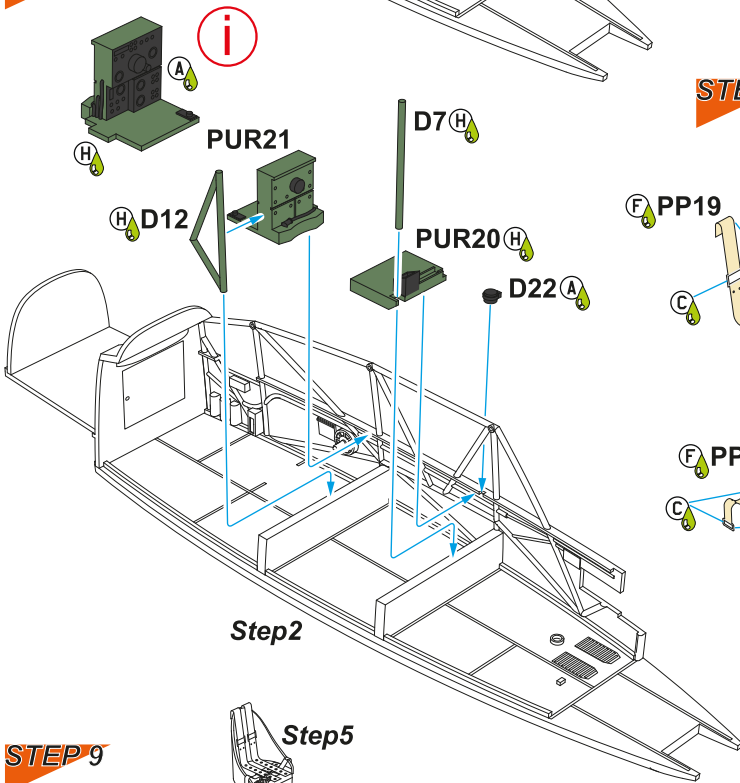
STEP 1



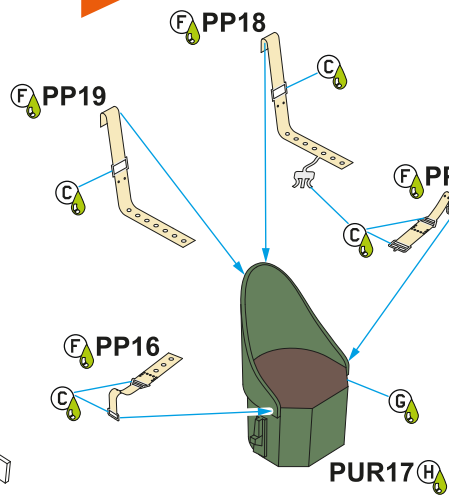
STEP 2



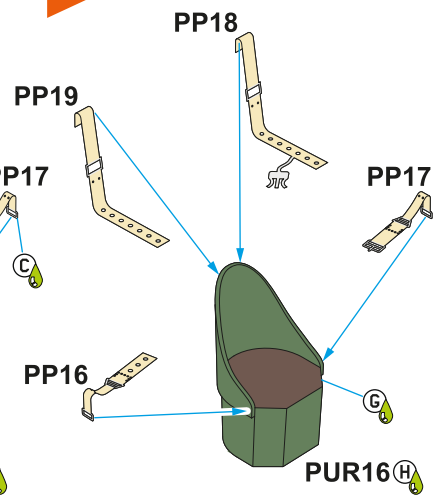
STEP 3



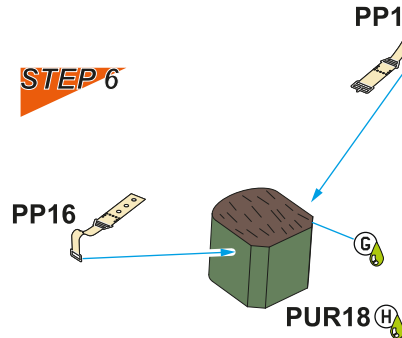
STEP 4



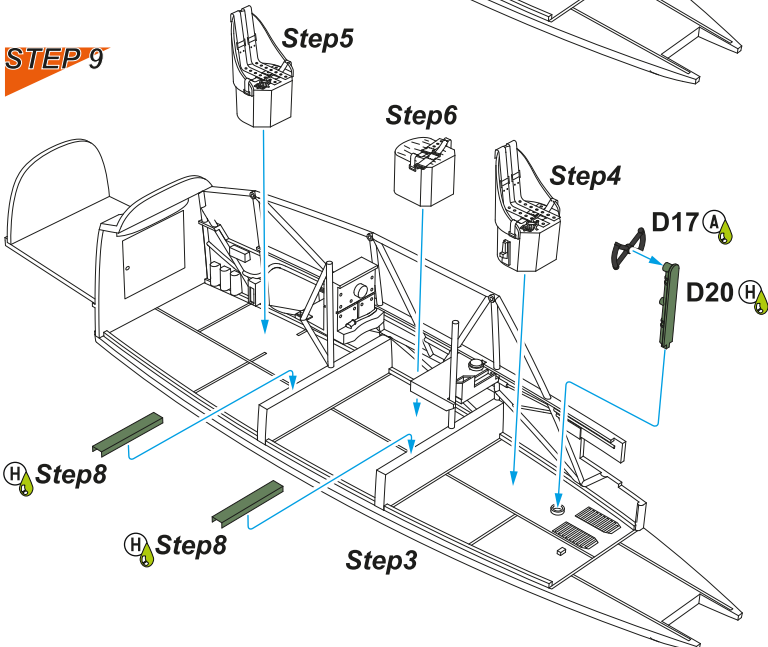
STEP 5



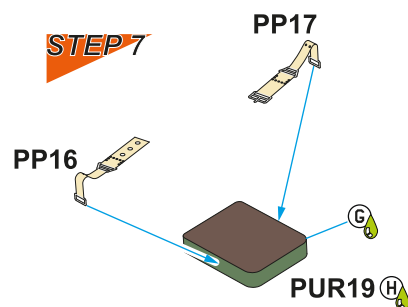
STEP 6



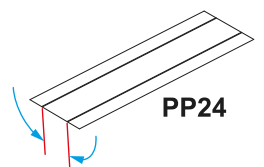
STEP 9



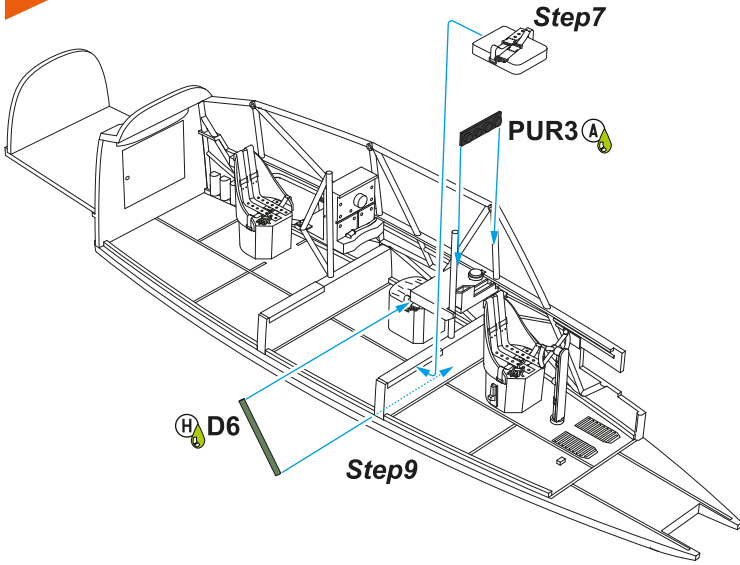
STEP 7



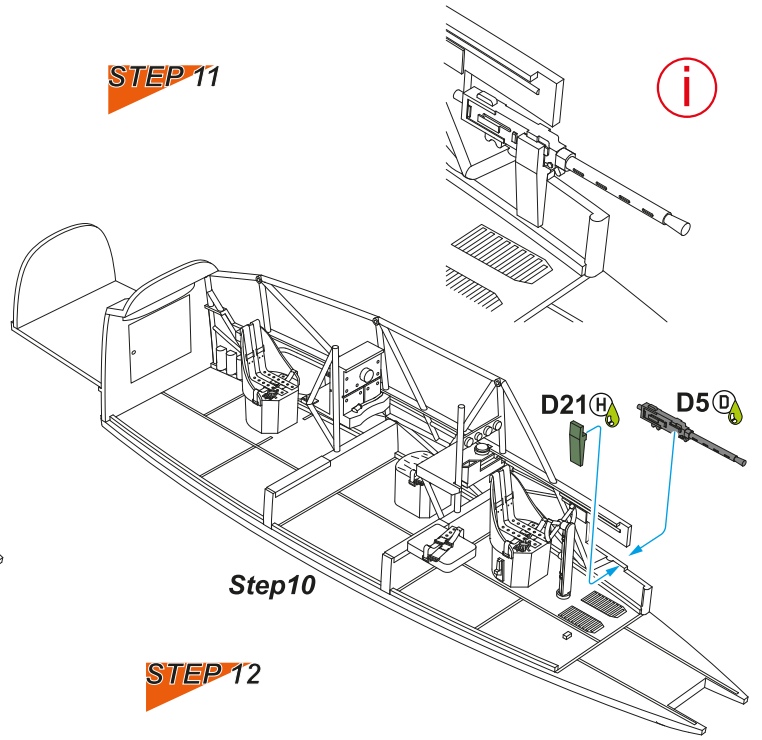
STEP 8 2x



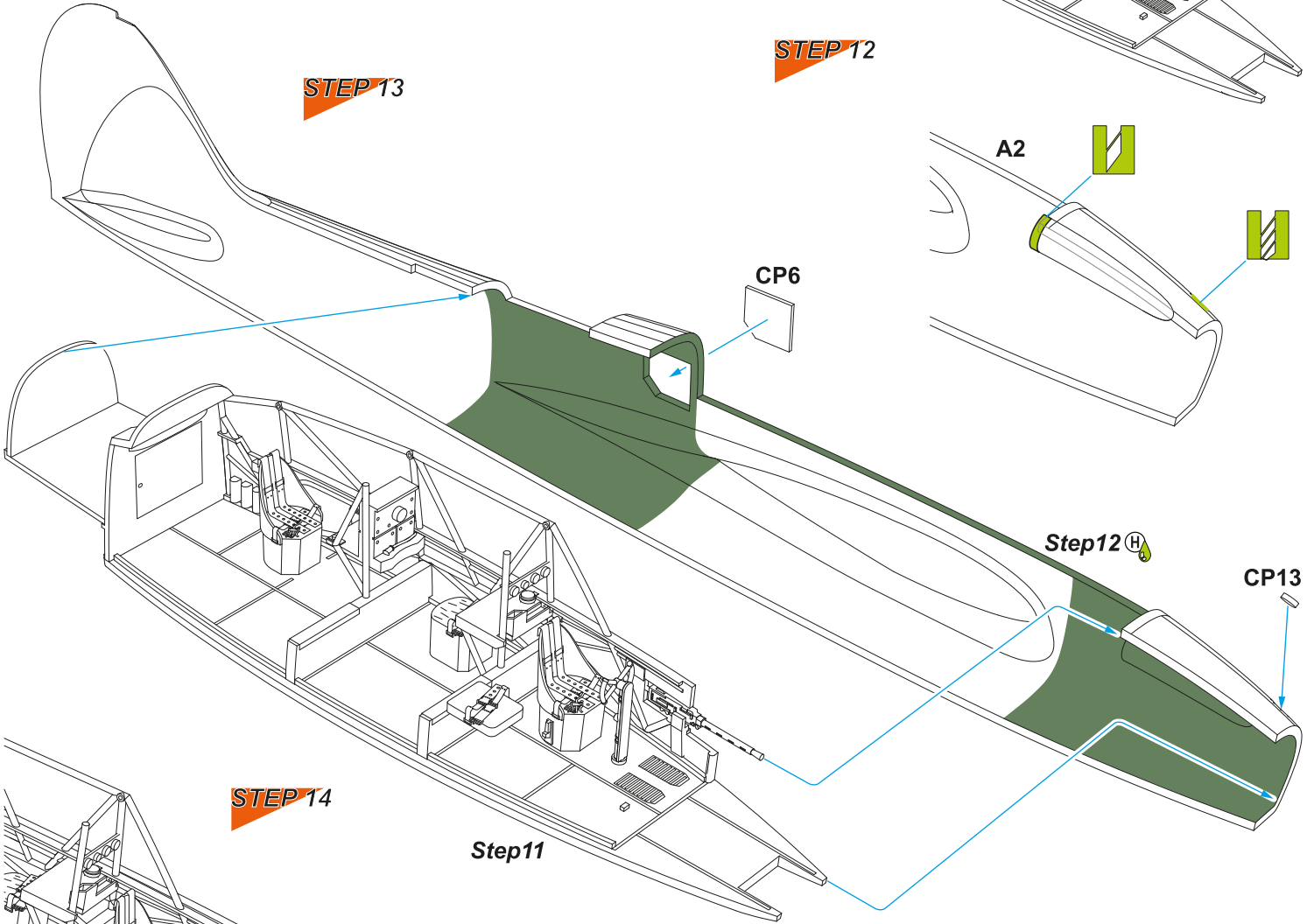
STEP 10



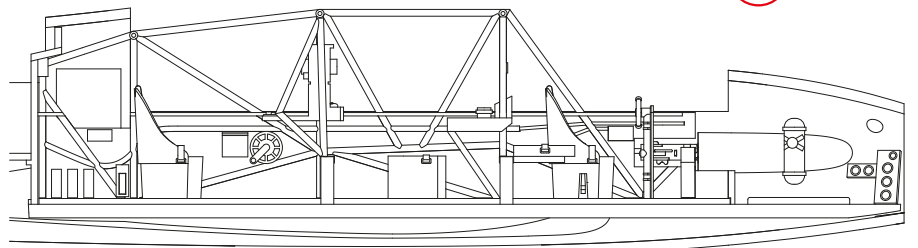
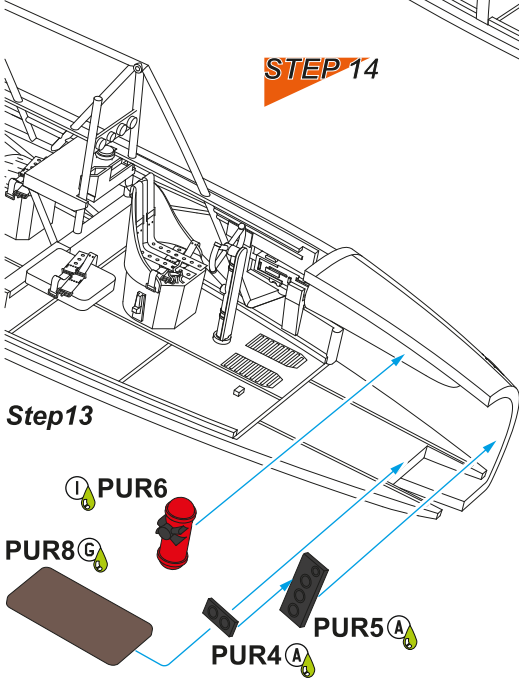
STEP 11



STEP 13



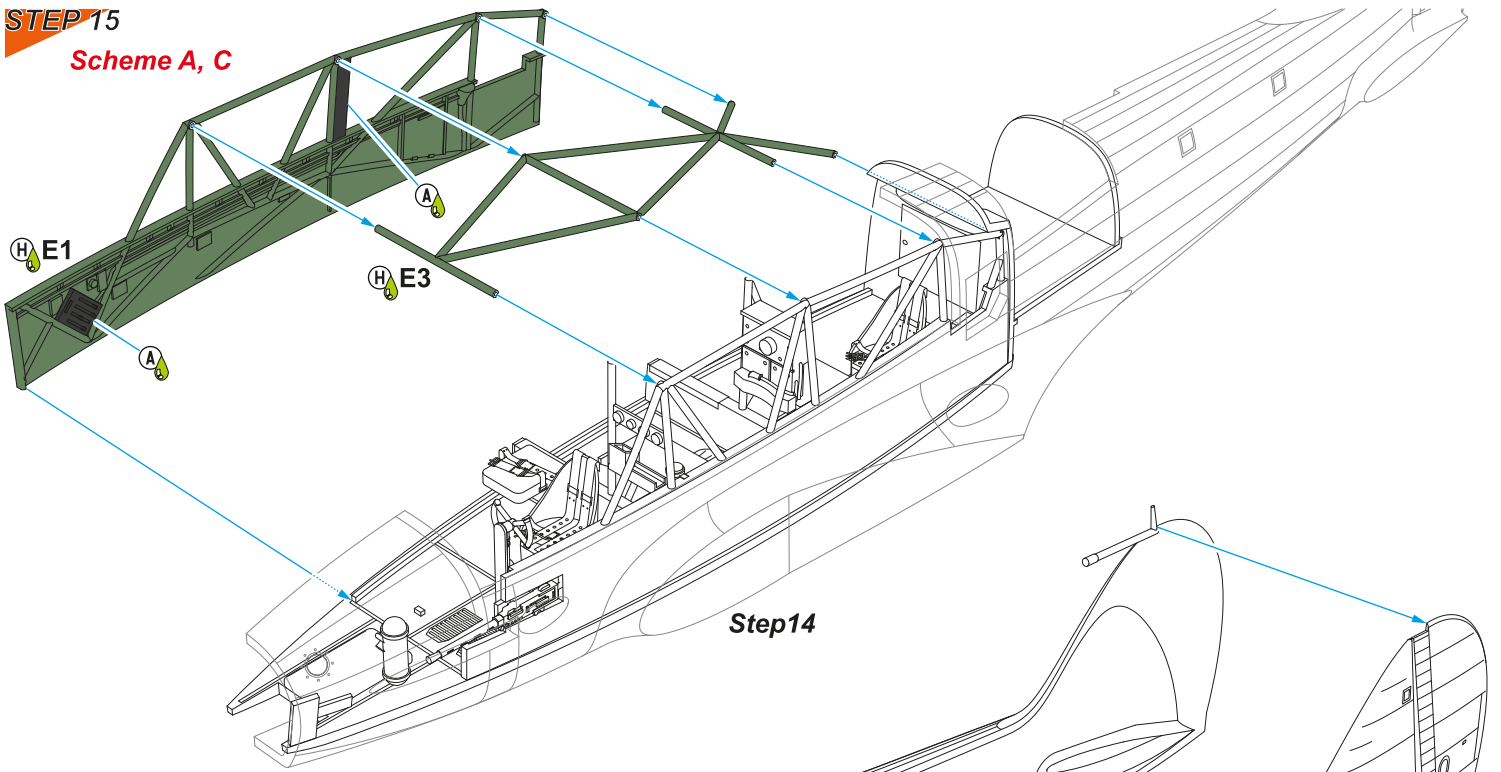
STEP 14



Step14

STEP 15

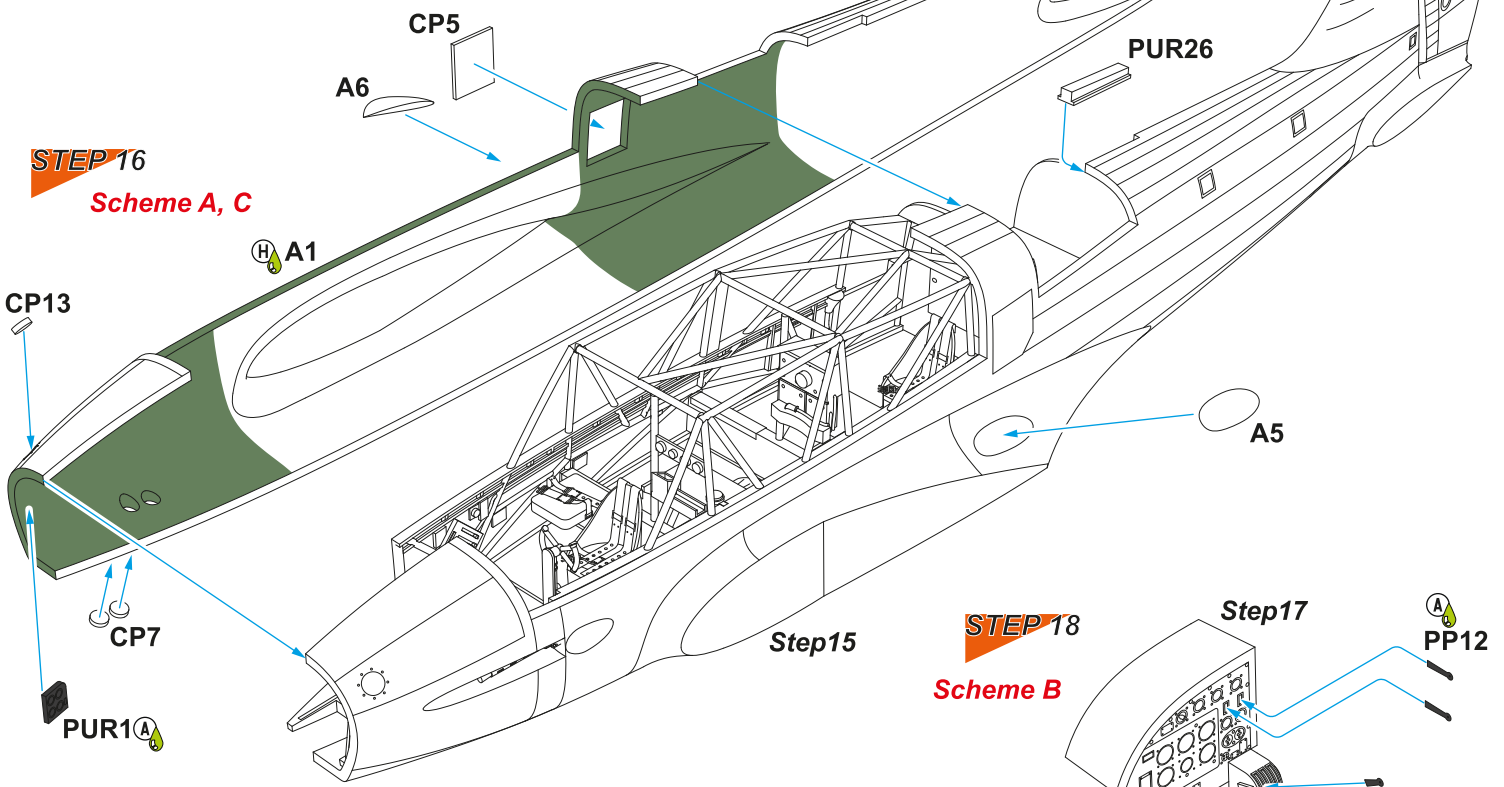
Scheme A, C



Step14

STEP 16

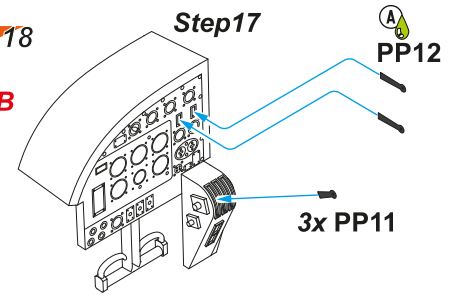
Scheme A, C



Step15

STEP 18

Scheme B

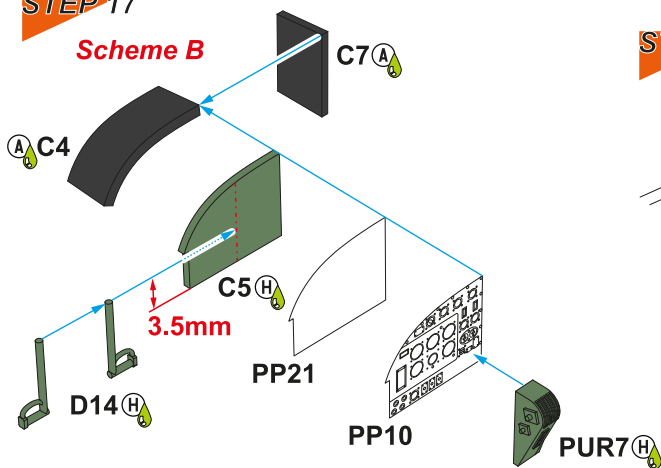


Step17

3x PP11

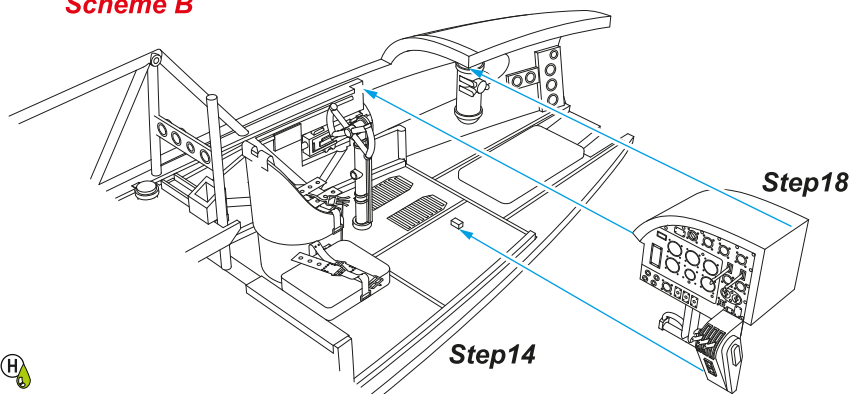
STEP 17

Scheme B



STEP 19

Scheme B

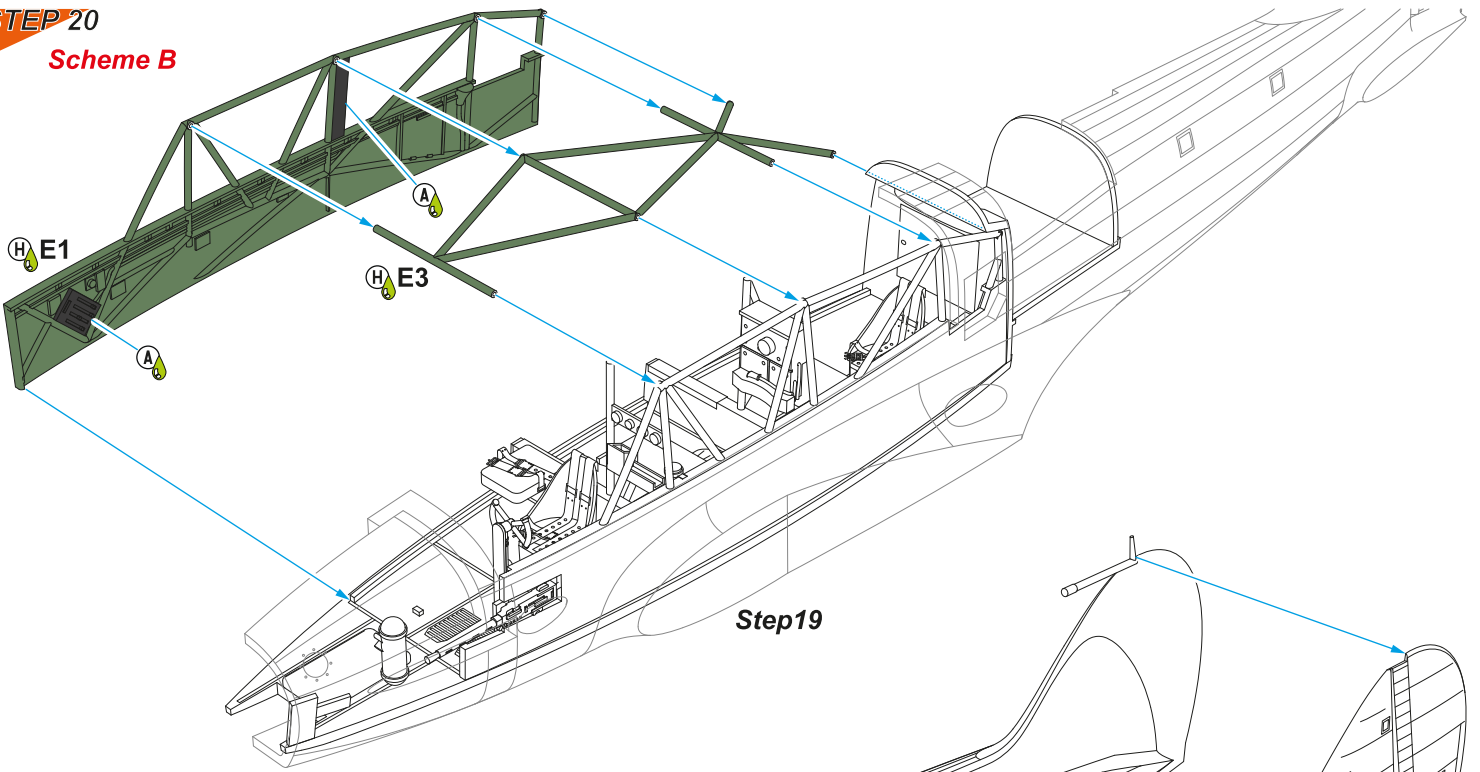


Step18

Step14

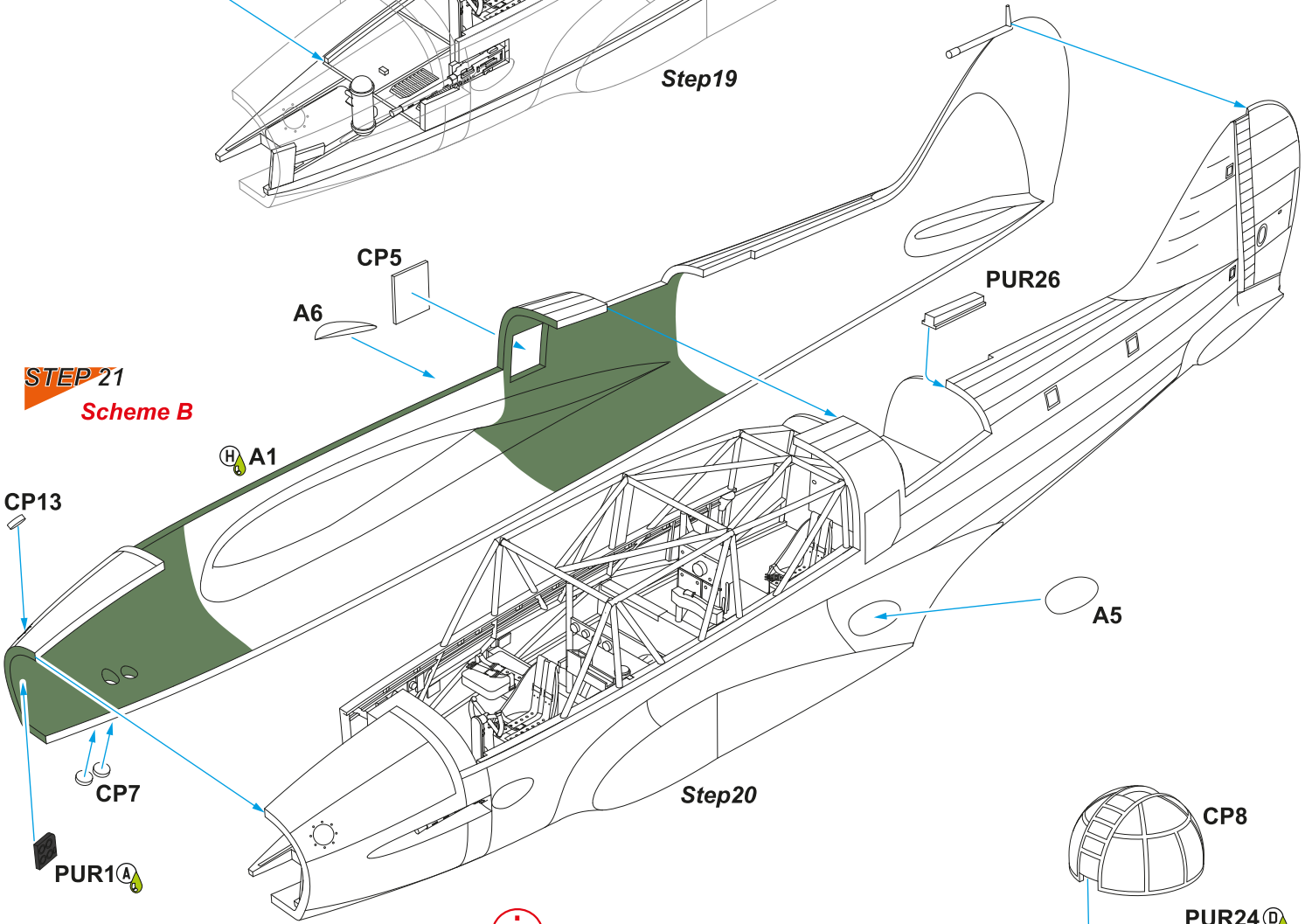
STEP 20

Scheme B



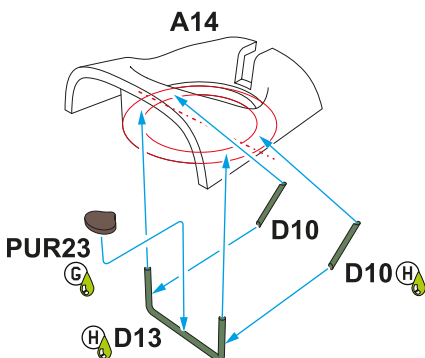
STEP 21

Scheme B

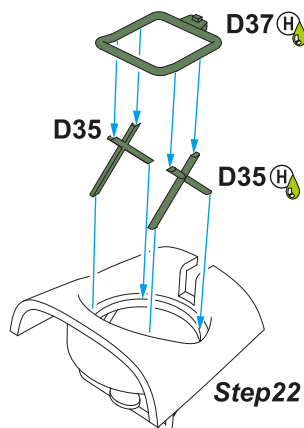


i Step 23 and 24 after painting the model

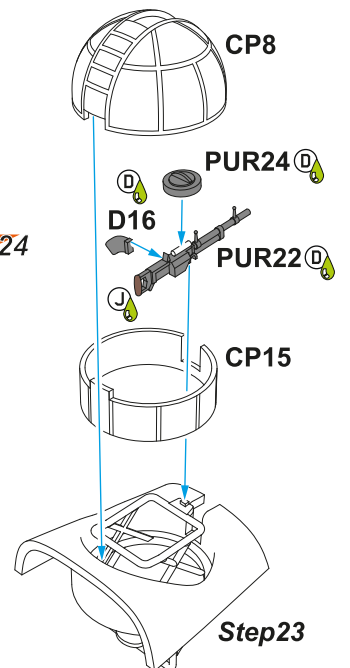
STEP 22



STEP 23

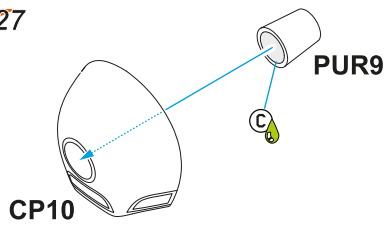
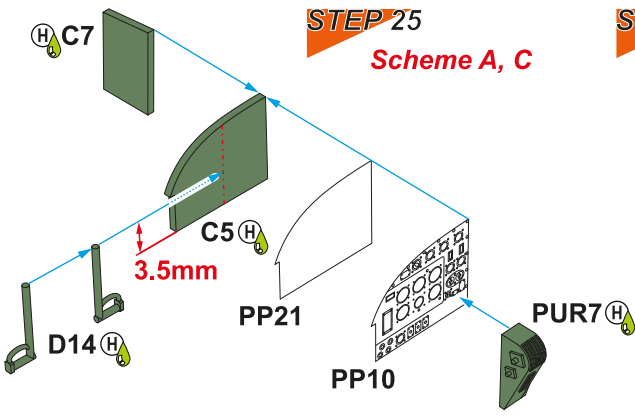


STEP 24

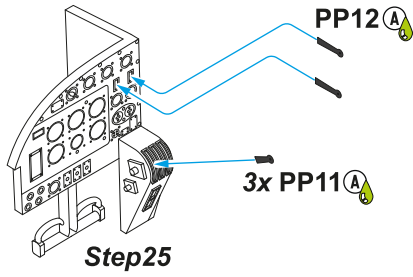


STEP 25
Scheme A, C

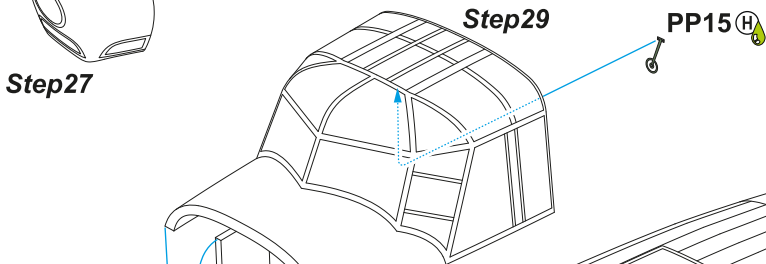
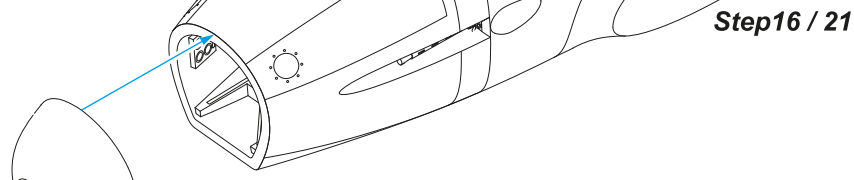
STEP 27



STEP 26
Scheme A, C

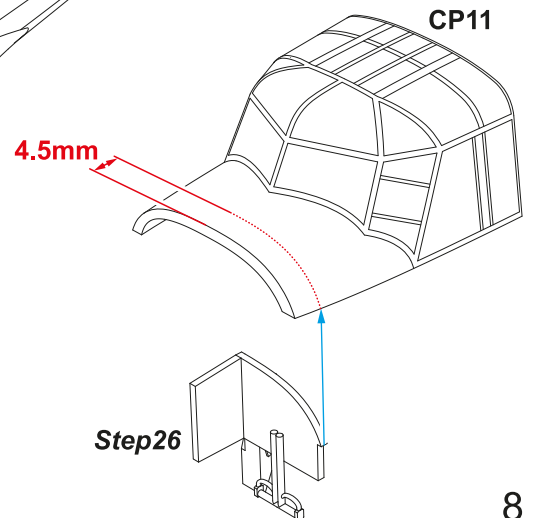


STEP 28



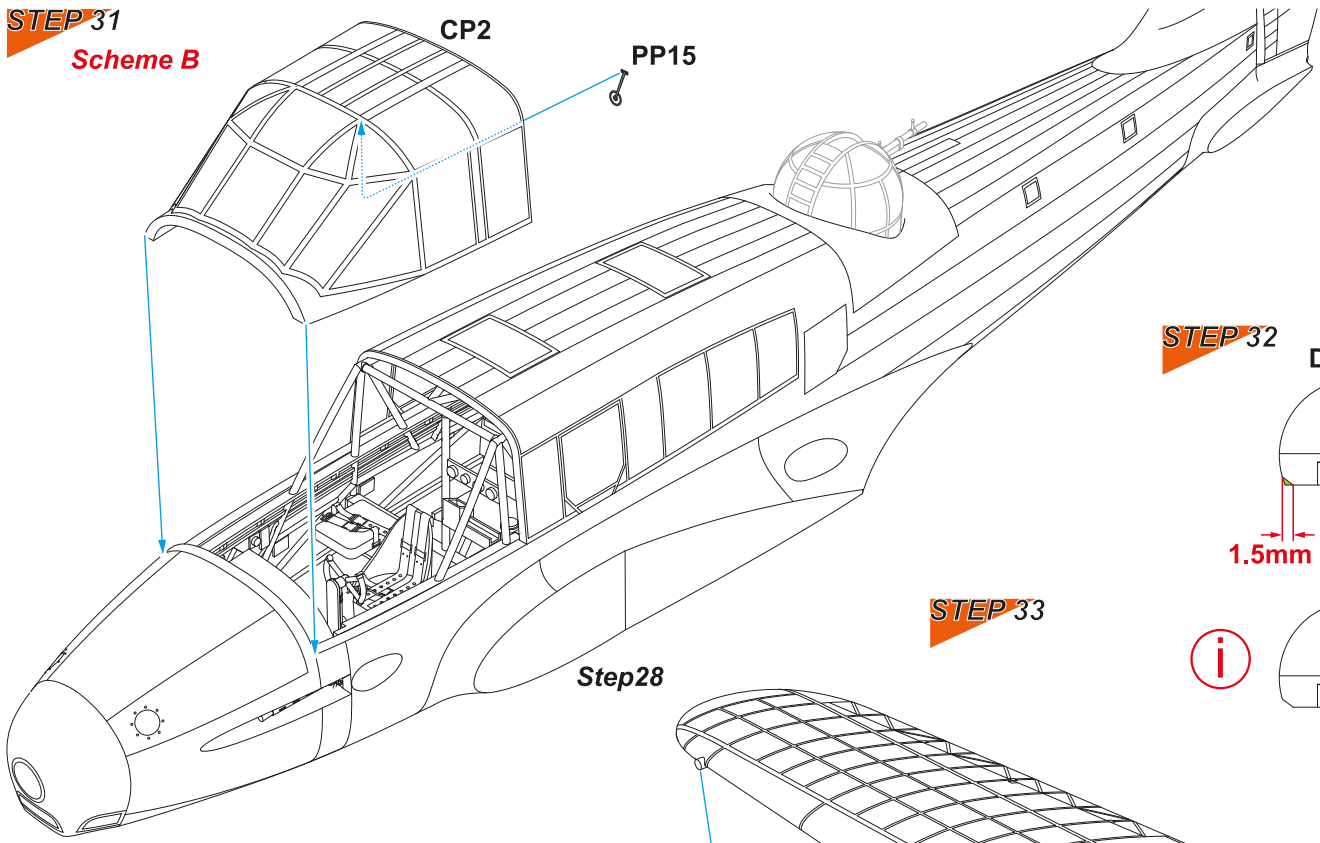
STEP 29
Scheme A, C

STEP 30
Scheme A, C



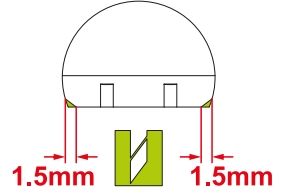
STEP 31

Scheme B

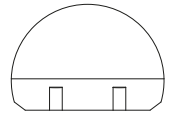


STEP 32

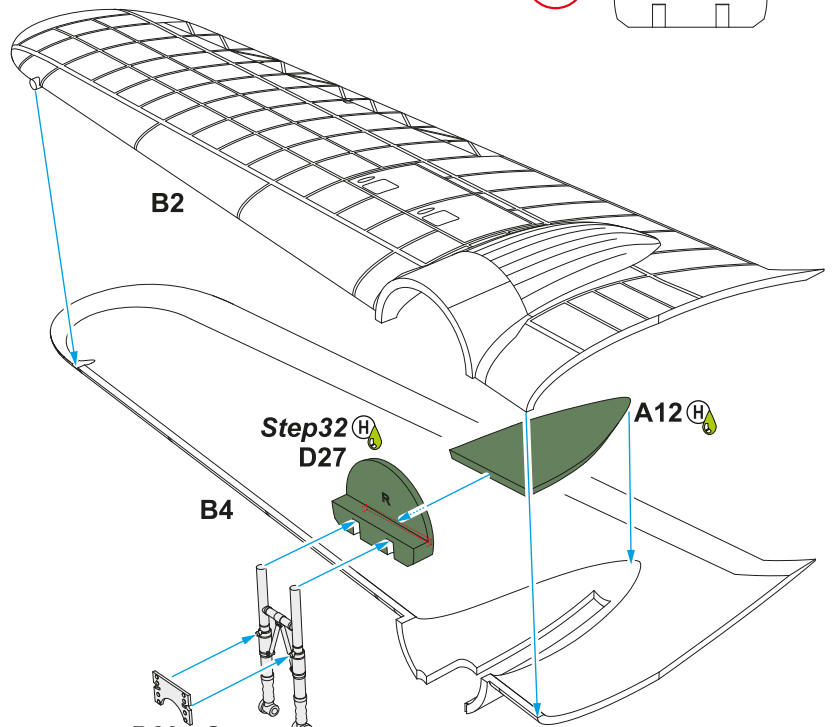
D27/ 28



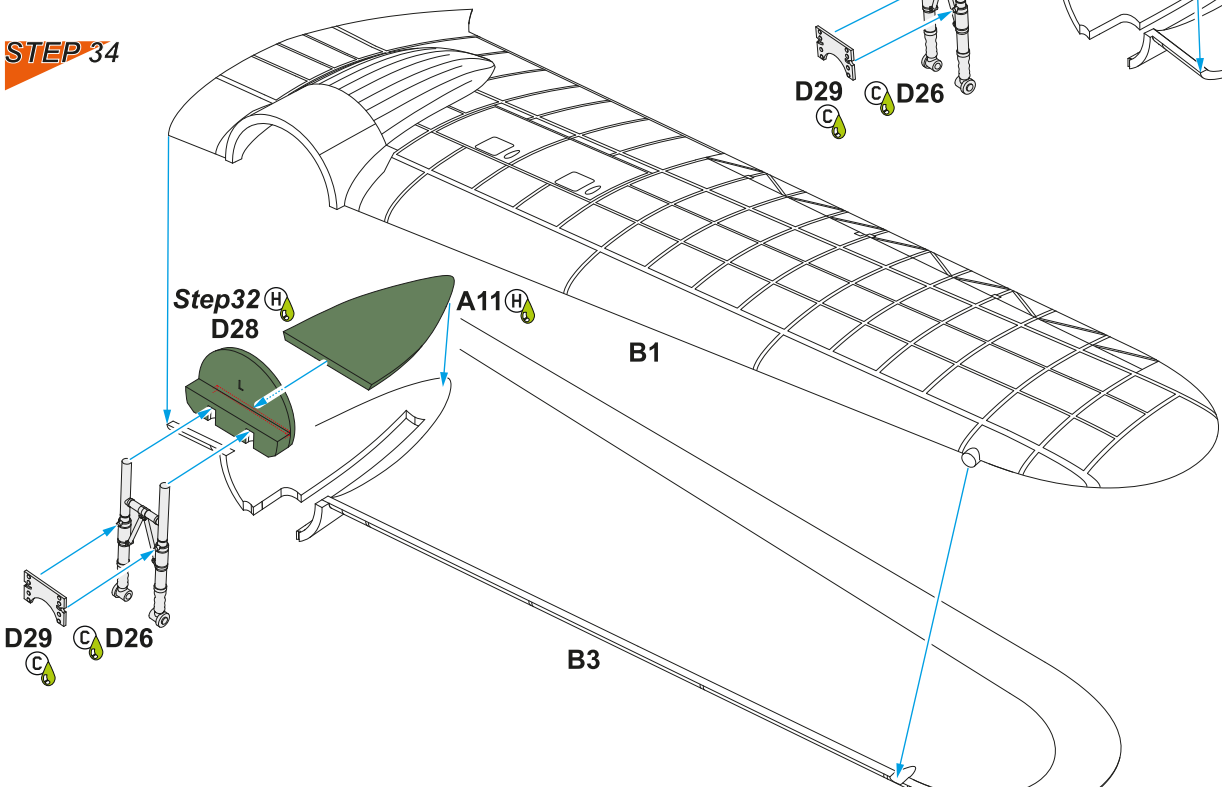
STEP 33



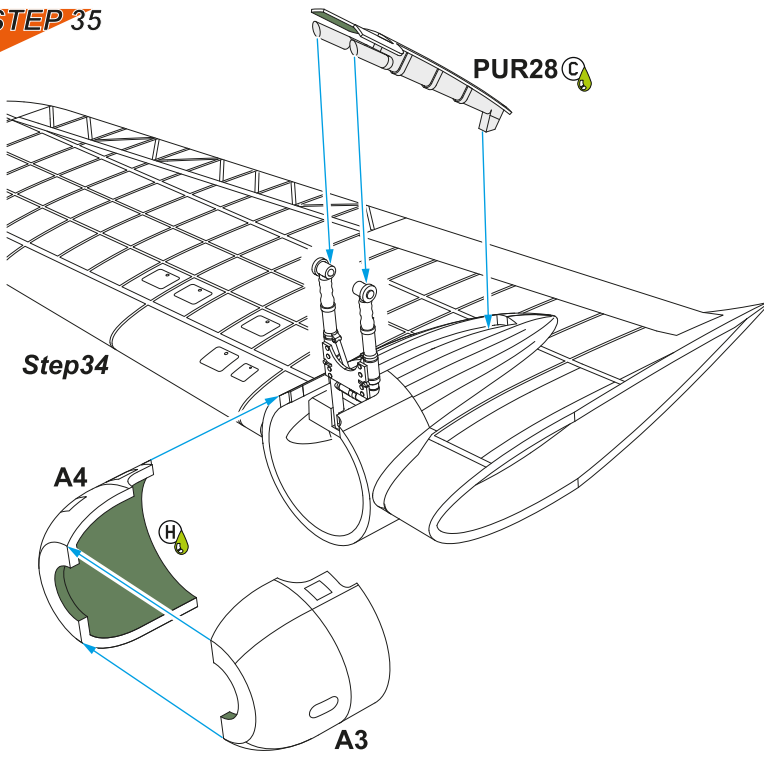
Step28



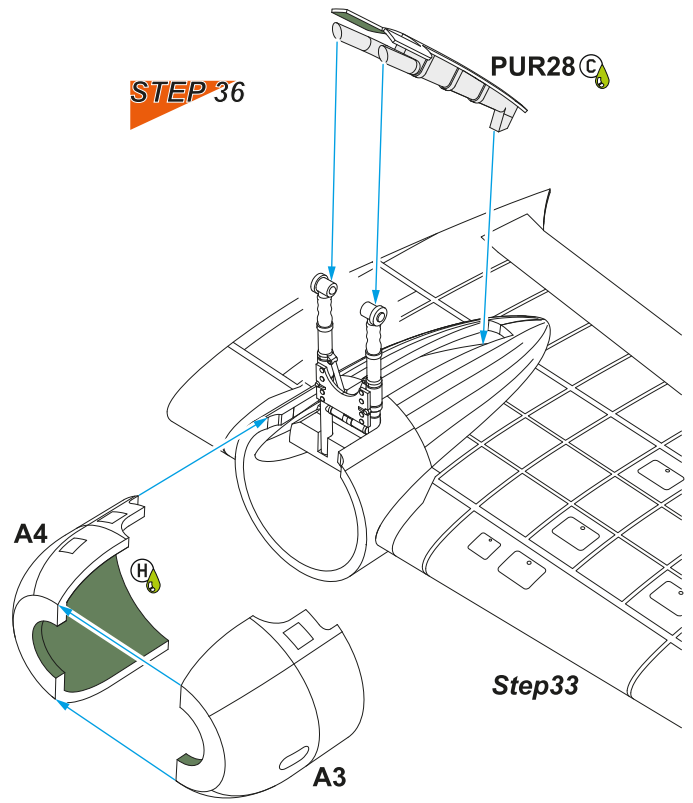
STEP 34



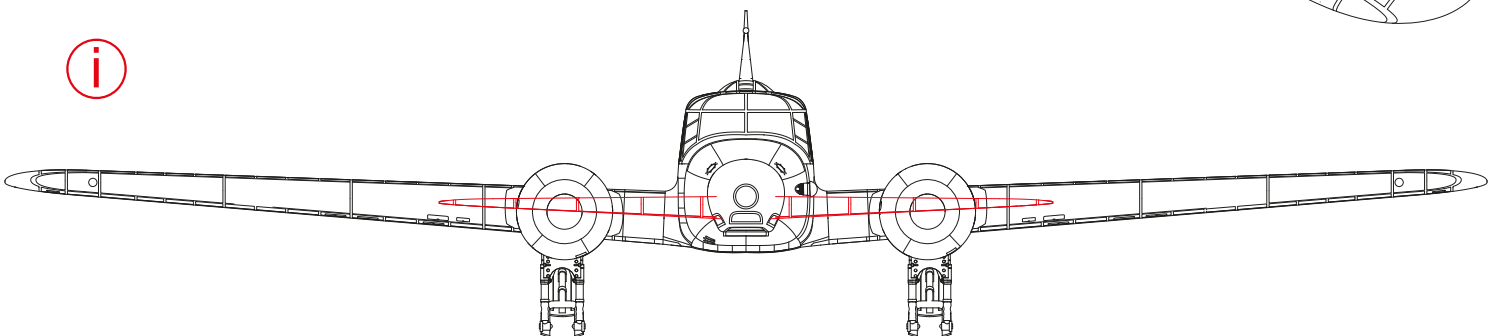
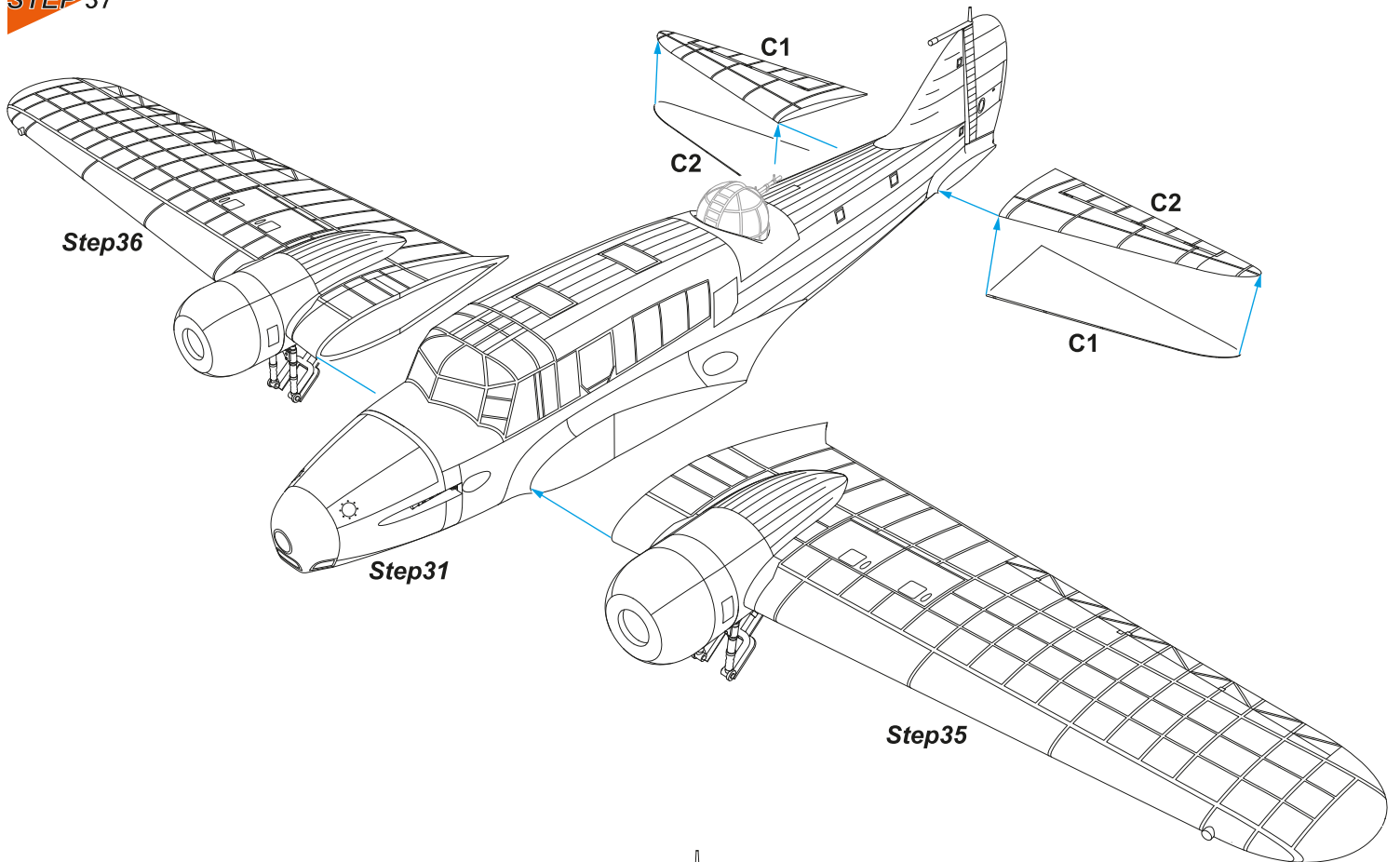
STEP 35



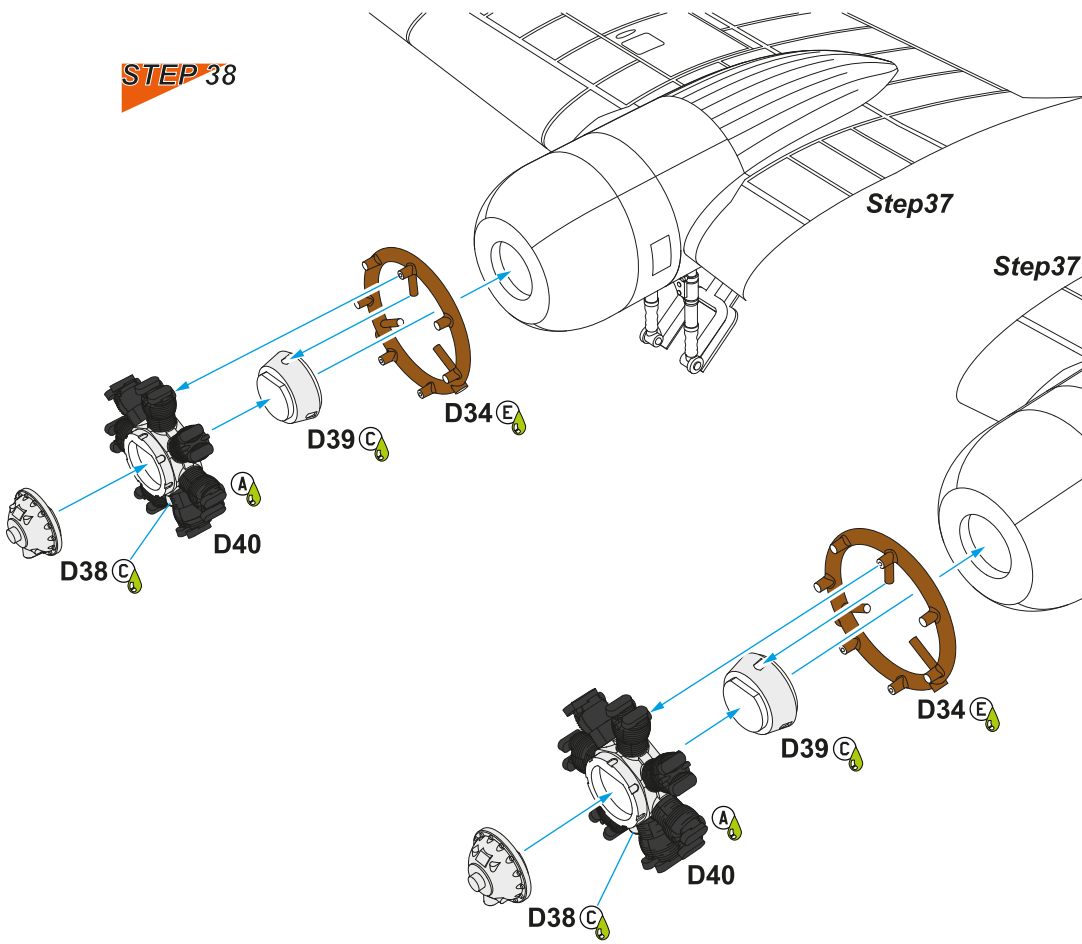
STEP 36



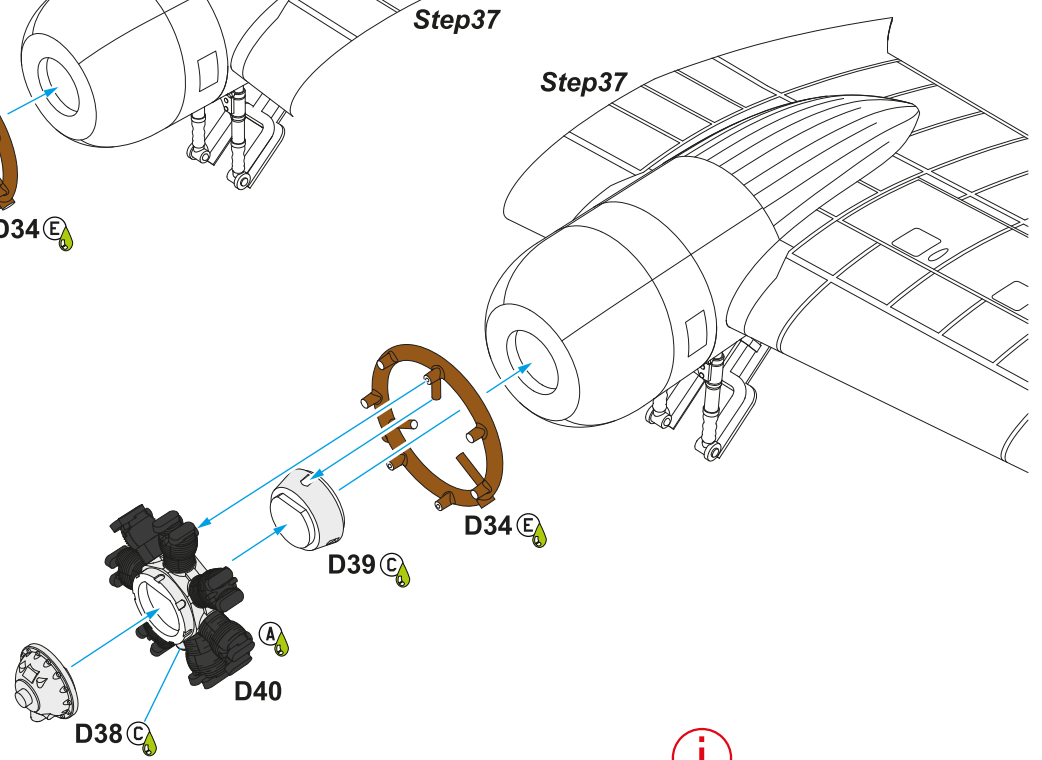
STEP 37



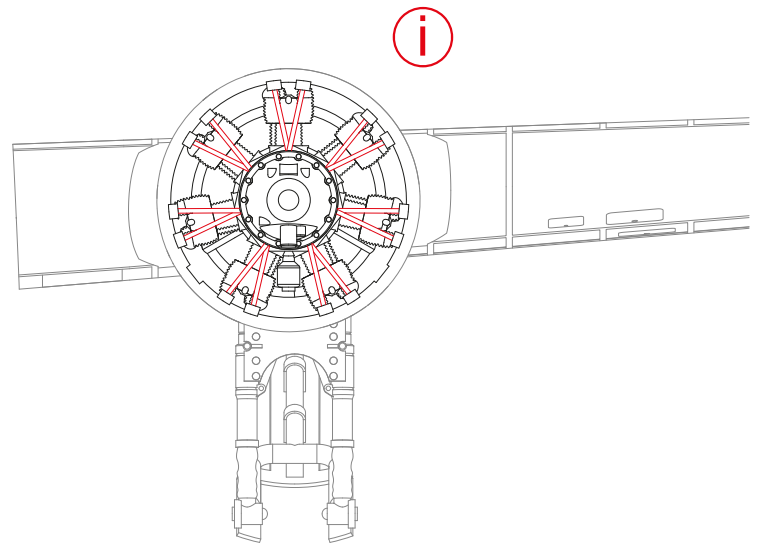
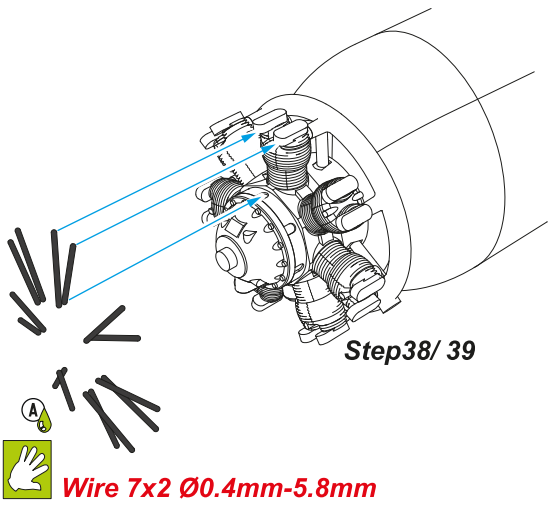
STEP 38



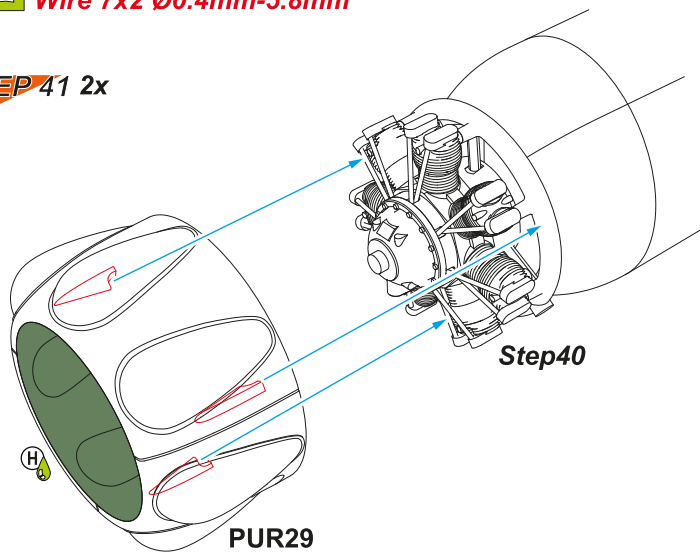
STEP 39



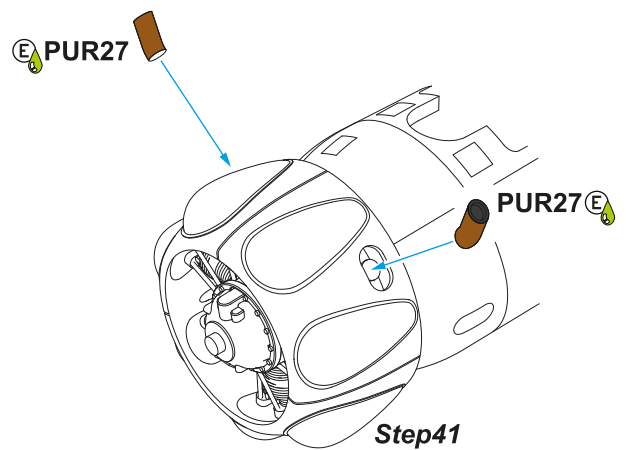
STEP 40 2x



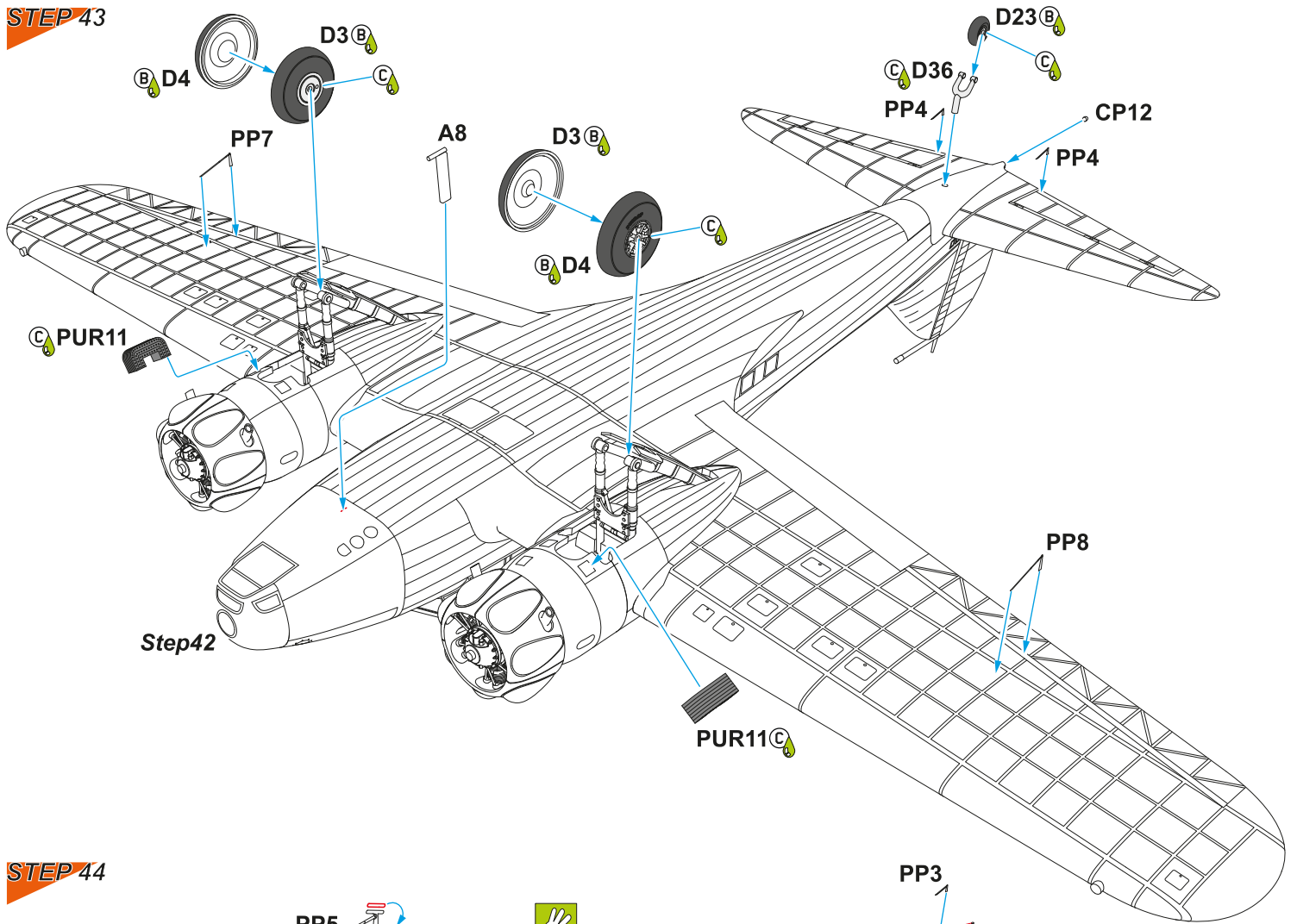
STEP 41 2x



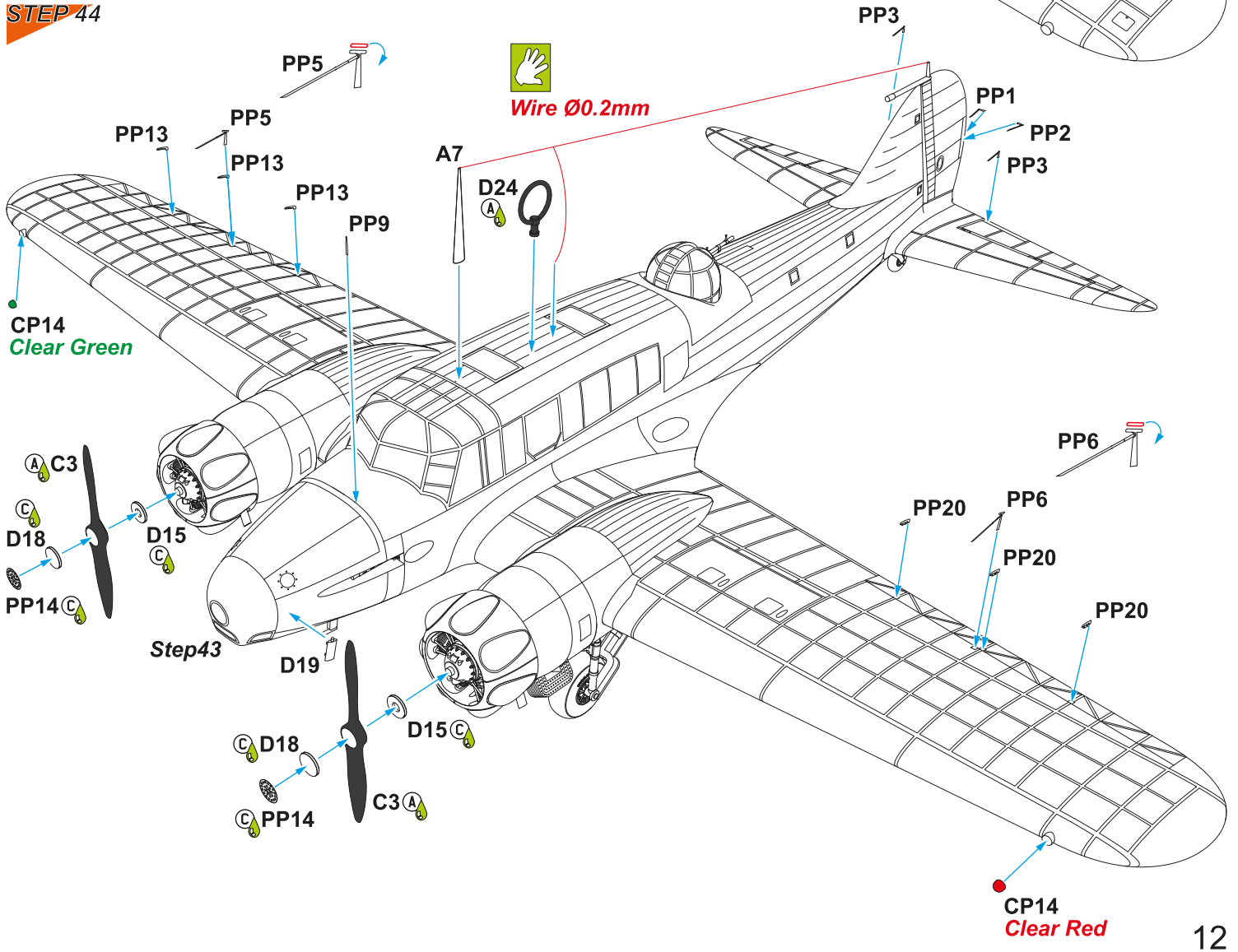
STEP 42 2x



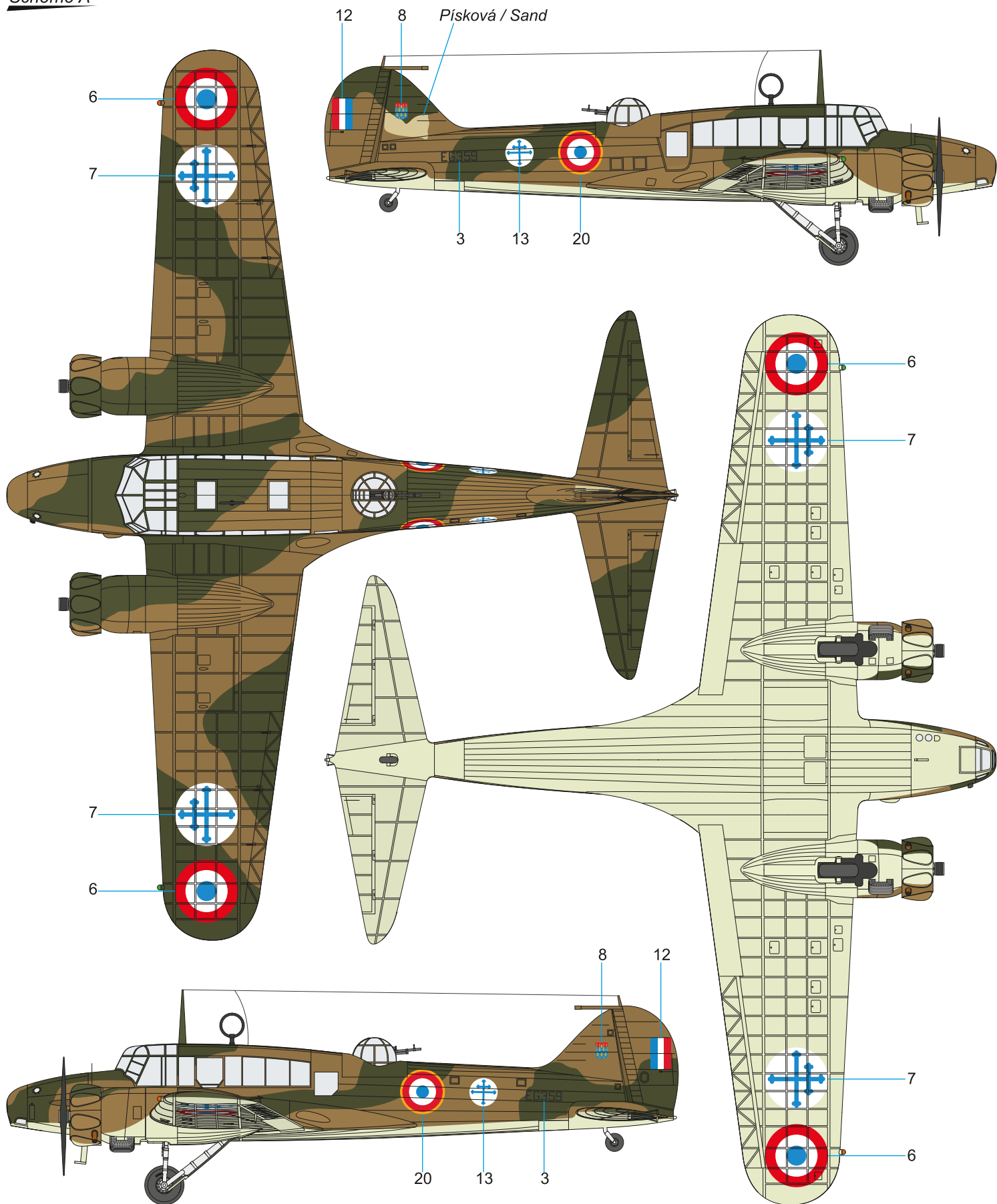
STEP 43



STEP 44



Scheme A



 Tmavá zelená
Dark Green
H73 / C23

 Tmavá zemitá
Dark Earth
H72 / C22

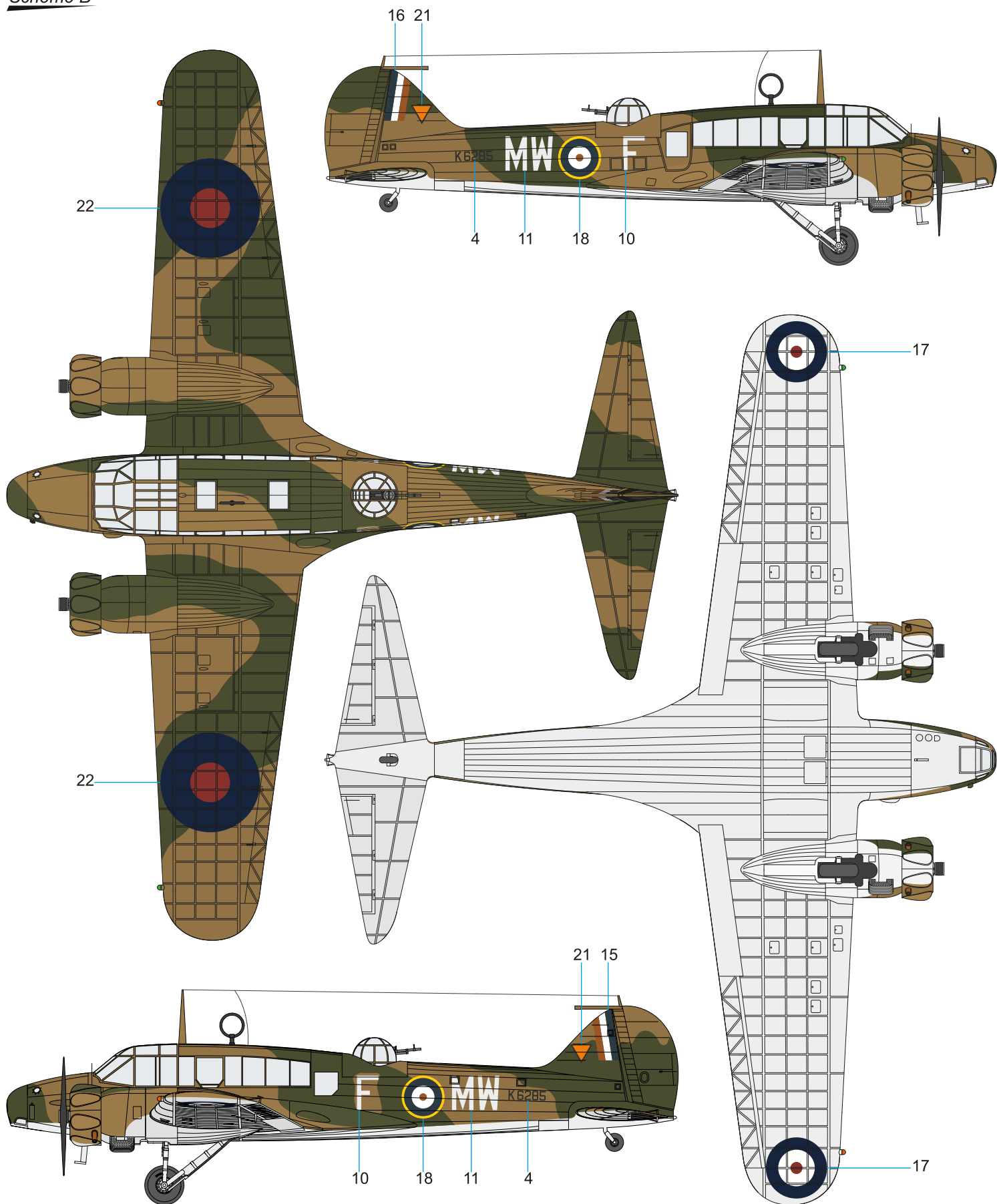
 Sky
Nebeská modrá
H74 / C26



Avro Anson Mk.I, K6285/MW-F, No. 321 (Dutch) Sq. RAF, základna RAF Carew Cheriton, druhá polovina roku 1940. Holandský personál squadrony vyjádřil svou národní příslušnost malými holandskými znaky na kýlovce. Podklady se neshodnou v barvě spodních ploch. Uváděna je nástřik barvou Silver Dope (hliníková) nebo Sky Grey.

Avro Anson Mk.I, K6285/MW-F, No. 321 (Dutch) Sqn, RAF Carew Cheriton, late 1940. Dutch personnel of the squadron expressed their nationality by painting small Dutch national insignias on the fin. The reference materials do not agree on the underside colour, they state either Silver Dope or Sky Grey might have been used.

Scheme B



 Tmavá zelená
Dark Green
H73 / C23

 Tmavá zemitá
Dark Earth
H72 / C22

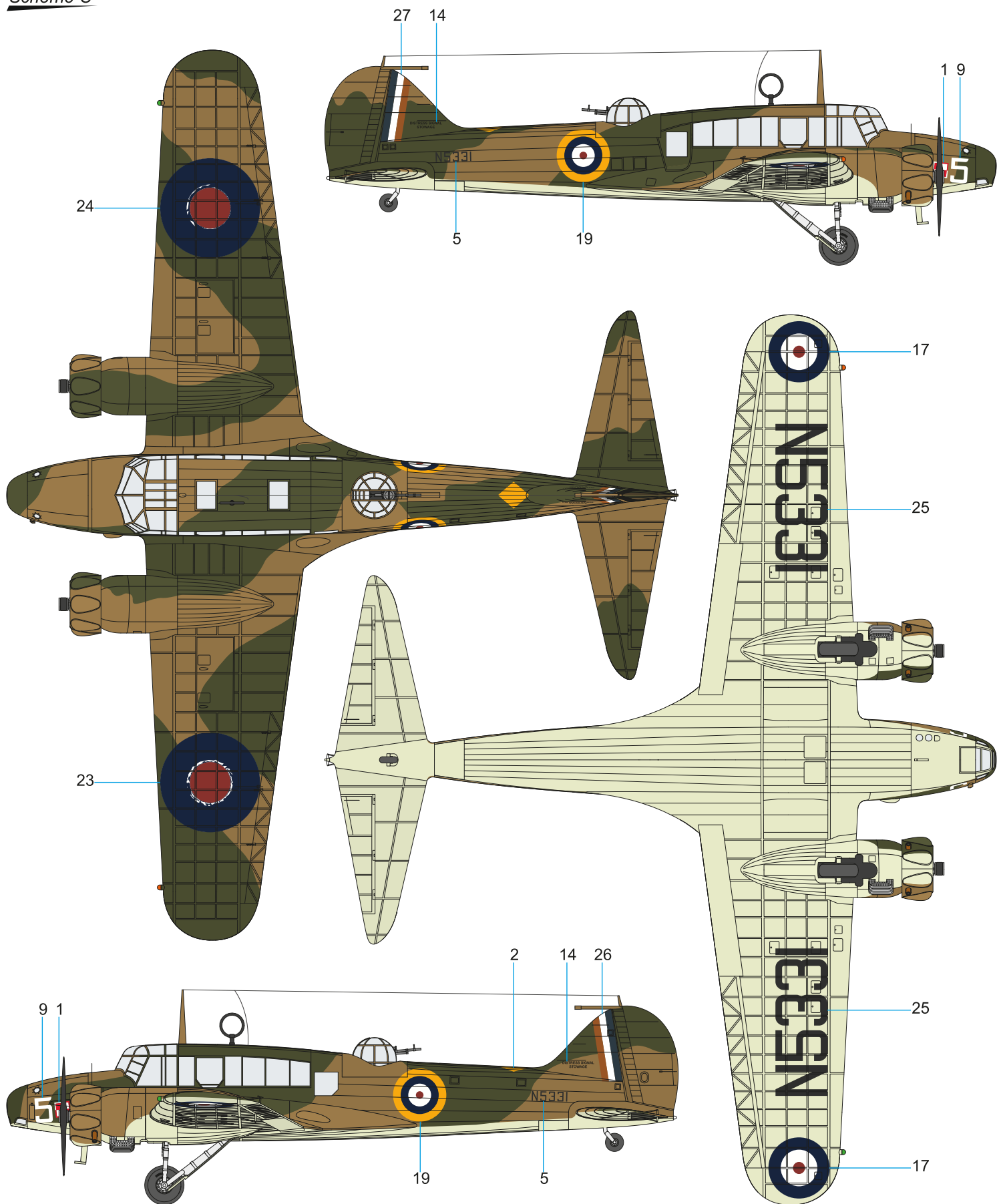
 Stříbrná
Silver
H8 / C8



Avro Anson Mk.I, N5331/ 5, No.6 Air Observer & Navigator School, Staverton, začátek roku 1945. Letoun byl intenzivně používán a to se projevilo opotřebováním povrchu a extrémním ušpiněním zejména spodních ploch.

Avro Anson Mk.I, N5331/ 5, No.6 Air Observer & Navigator School, Staverton, early 1945. The plane was used frequently, which resulted in a lot of wear of the surface and especially the underside was extremely dirty.

Scheme C



Tmavá zelená
Dark Green
H73 / C23

Tmavá zemitá
Dark Earth
H72 / C22

Sky
Nebeská modrá
H74 / C26



ATTRACTIVE 1/48 SCALE MODELS



SH48198
EoN Eton TX.1/SG-38
'Over Western Europe'



HI-TECH KIT
SH48214
Tempest Mk.II *'The Last RAF Radial Engine Fighter'*

Hi-Tech release contains also these extra parts:



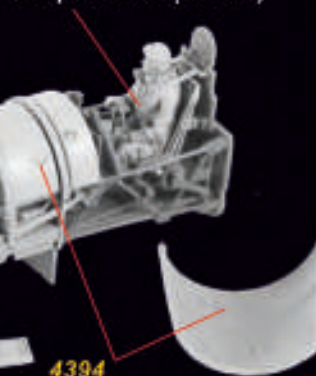
TEMPEST

CMK resin sets for Eduard and Special hobby kits

4393
 Tempest Napier Sabre Engine (Upper Half)



F48355
 Tempest Pilot (seated)



4394
 Tempest Fuselage Fuel and Oil Tanks



4415
 German WWII Aircraft Maintenance Toolbox

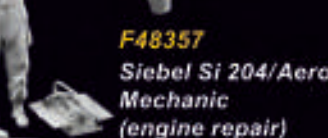
F48358
 Siebel Si 204/ Aero C-3 Airman (cleaning canopy glazing)



F48359
 Siebel Si 204/ Aero C-3 Rigger (prop maintenance)



F48357
 Siebel Si 204/Aero C-3 Mechanic (engine repair)



F4831
 P-51D Mustang Pilot ETO, Seated



F48292
 Commonwealth WWII Fighter Pilot in a Spitfire



F48367
 Luftwaffe WW2 / CS post-war Aircraft Mechanic



F48368
 Bf 109G German Pilot, seated

