

## 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 vypsal 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 centroplánu byly umístěny pumovnice na protiponorkové pumy. První prototyp vojenské verze vzlétl 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!

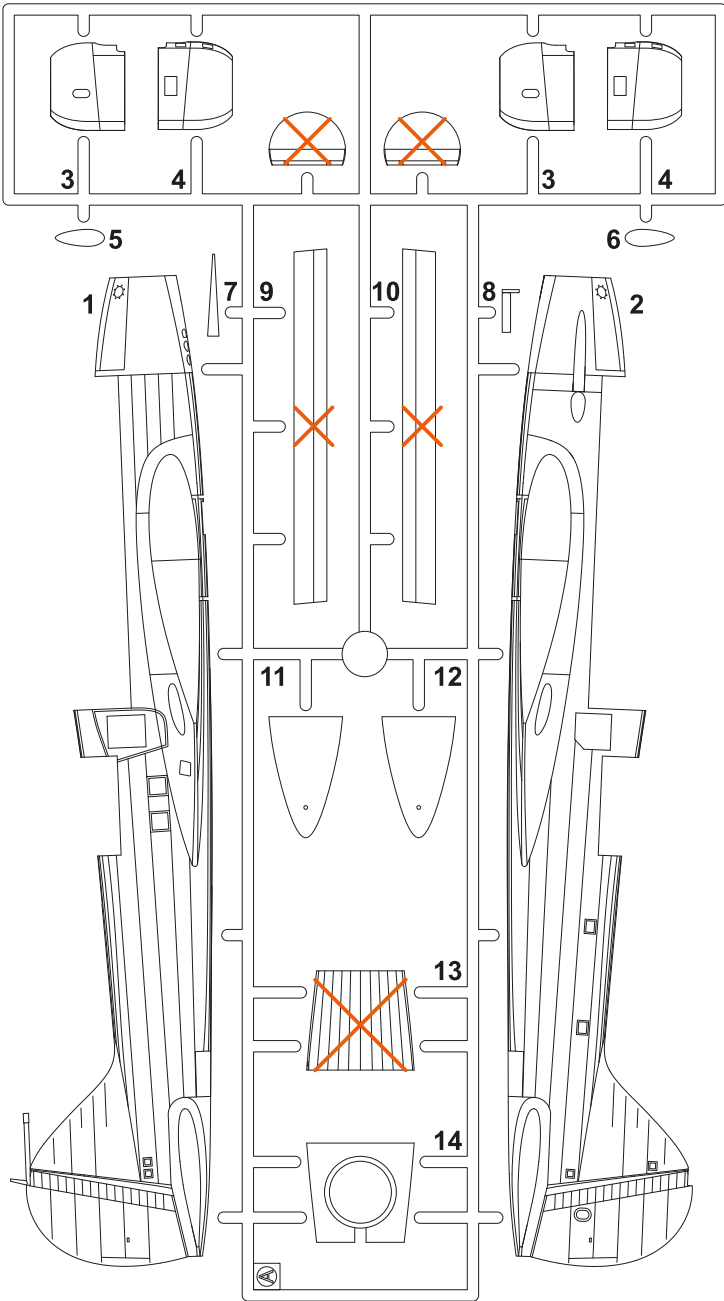
In April 1934 Air Ministry issued specifications for new coastal anti-submarine patrol aircraft. It was addressed to several companies but also to Avro. The chosen designs were De Havilland DH-89M and Avro 652A. Both aircraft were derived from civilian version. Avro 652A was designed for crew of three 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:

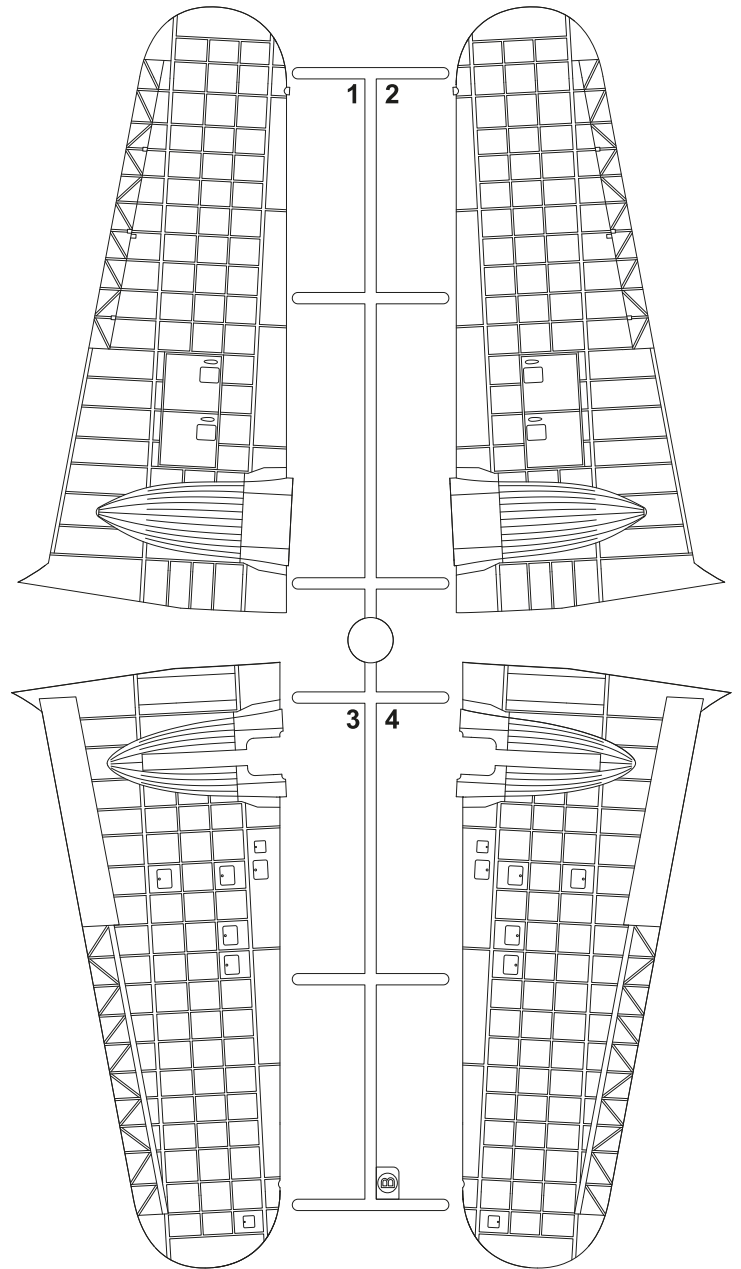
Wingspan: 17,20 m, Length: 12.90 m, Max. Speed: 300 km/h at 2 150 m, Ceiling: 5 800 m, Leading Climb Rate: 3,7 m/s,

# PLASTIC PARTS

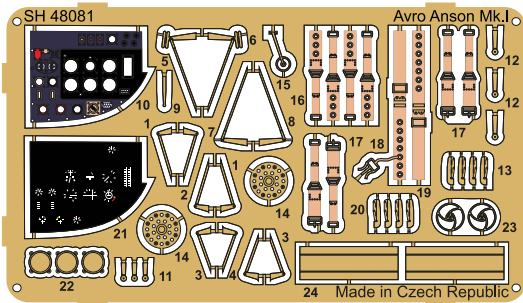
**A**



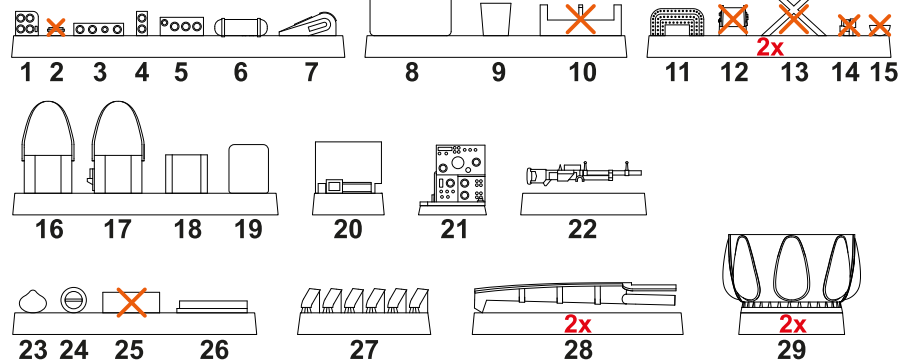
**B**



## PHOTO-ETCHED PARTS (PP)



## PUR PARTS (PUR)

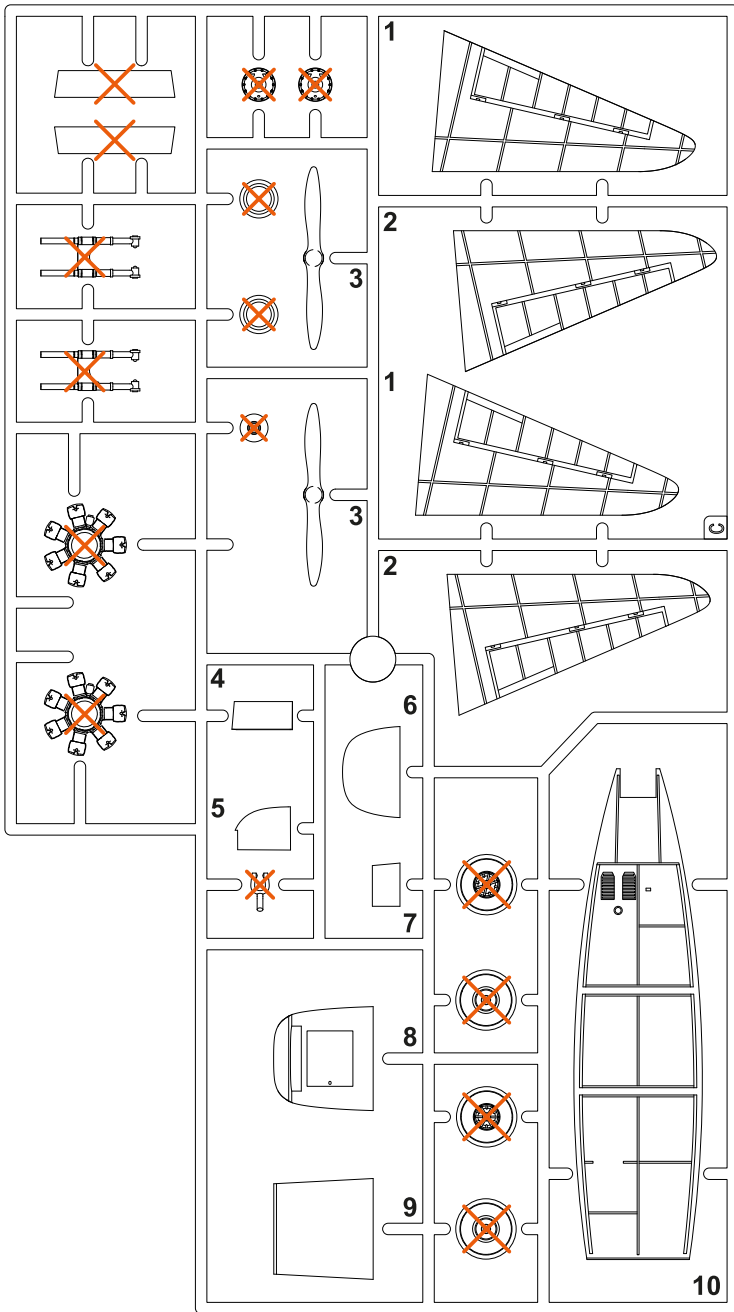


## Barvy GUNZE/ GUNZE Colour No.

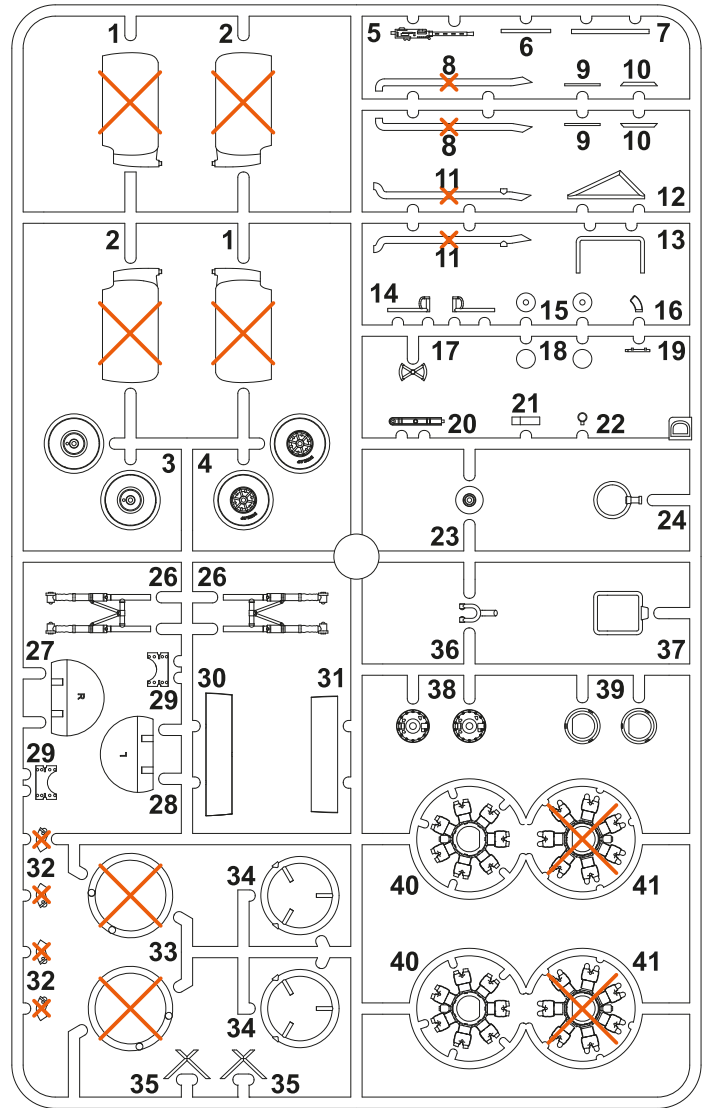
<b>A</b> Černá / Black	H2 / C2	<b>F</b> Plátno / Linen	H85 / C45
<b>B</b> Barva pneu / Tire Black	H77 / C137	<b>G</b> Kůže / Leather	H17 / C29
<b>C</b> Hliník / Aluminium	MC218	<b>H</b> Inter. šedo-zelená / Interior Grey-Green	H364 / C364
<b>D</b> Tmavý kov / Dark Iron	MC214	<b>I</b> Červená / Red	H3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

# PLASTIC PARTS

C



D

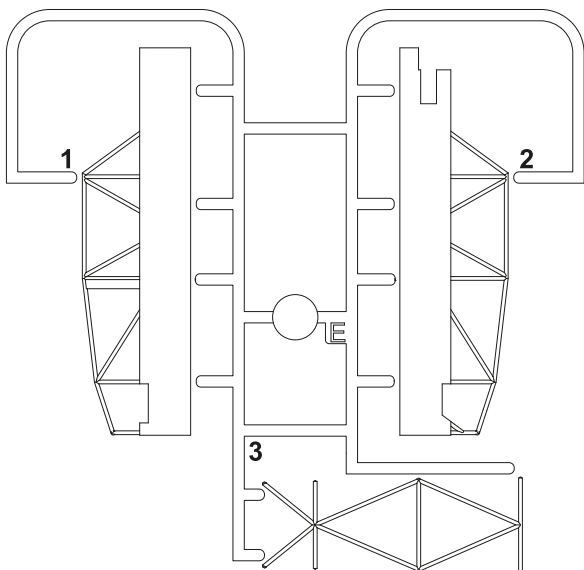


*Tento díl  
nepoužít*

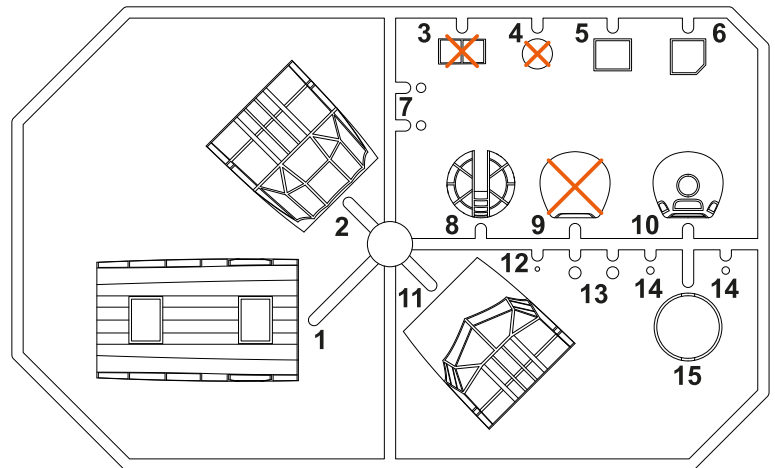


*Do not use  
this part*

E



## CLEAR PARTS (CP)



### SYMBOLS

MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION

POUŽÍTKYANOAKRYLÁTOVÉ LEPIDLO  
INSTANT CYANOACRYLATE GLUE  
ZYANOAKRYLÁTKLEBER  
COLLE CYANOACRYLAT

OHNOUT  
BEND  
BIEGEN  
COURBER

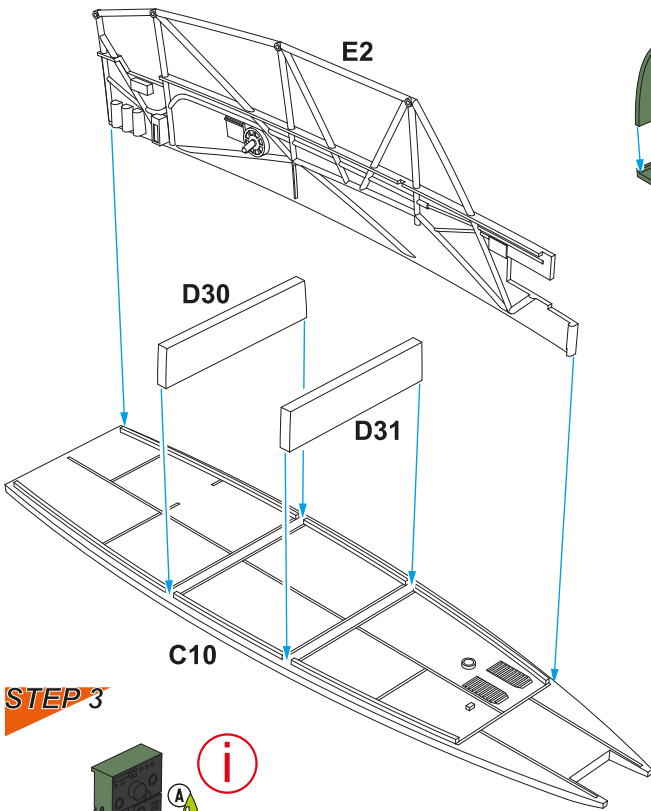
ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER

ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER

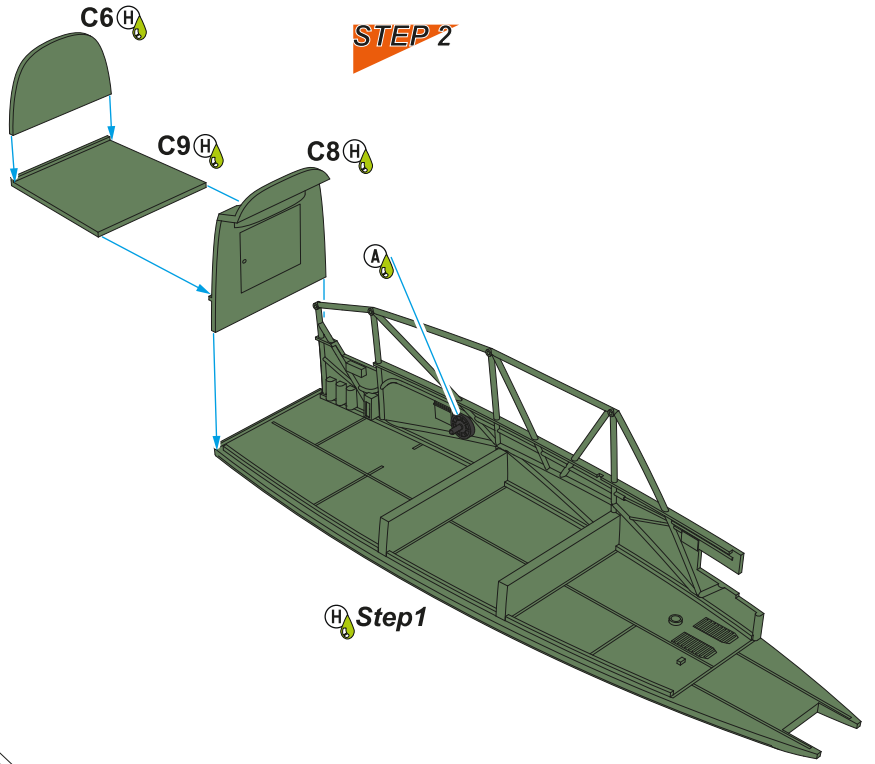
GSI  
colour code

NATŘÍT  
COLOUR  
FARBEN  
PEINDRE

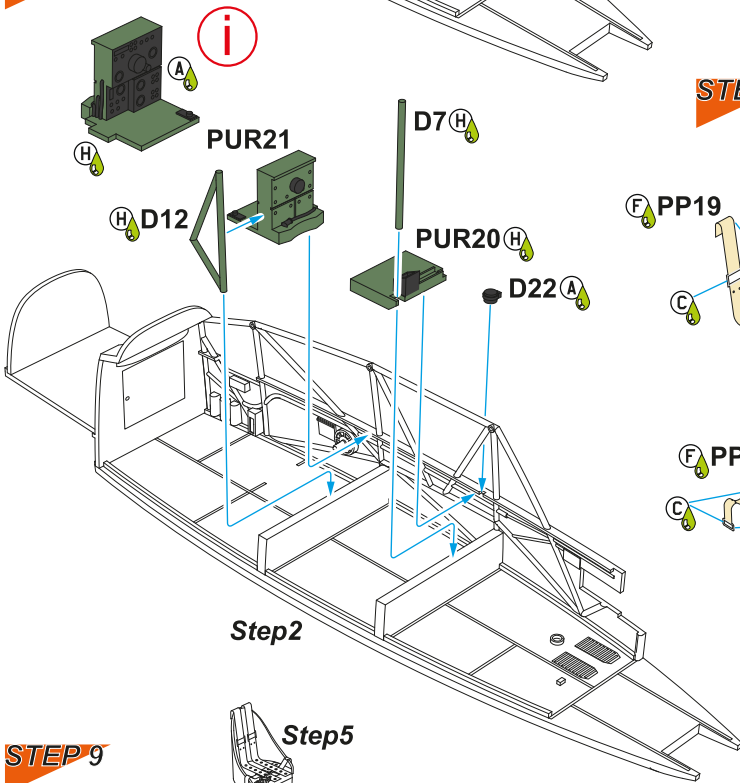
**STEP 1**



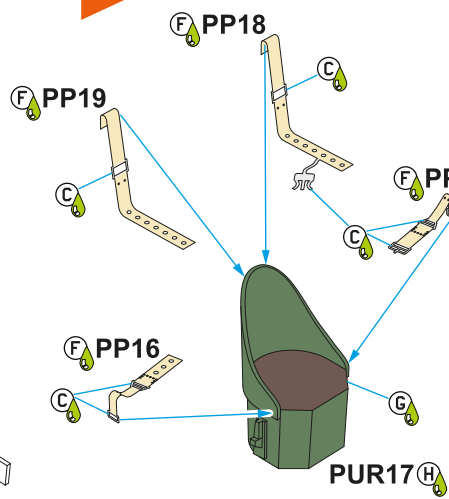
**STEP 2**



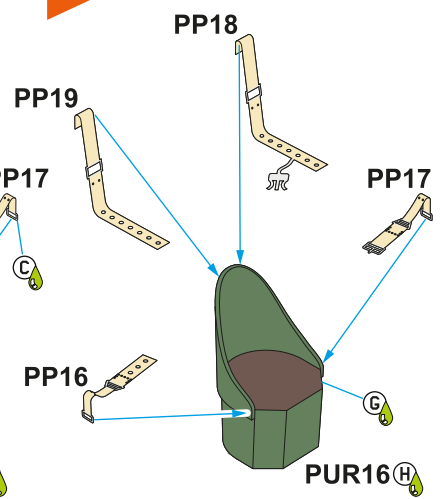
**STEP 3**



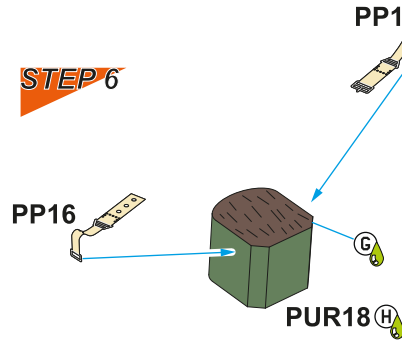
**STEP 4**



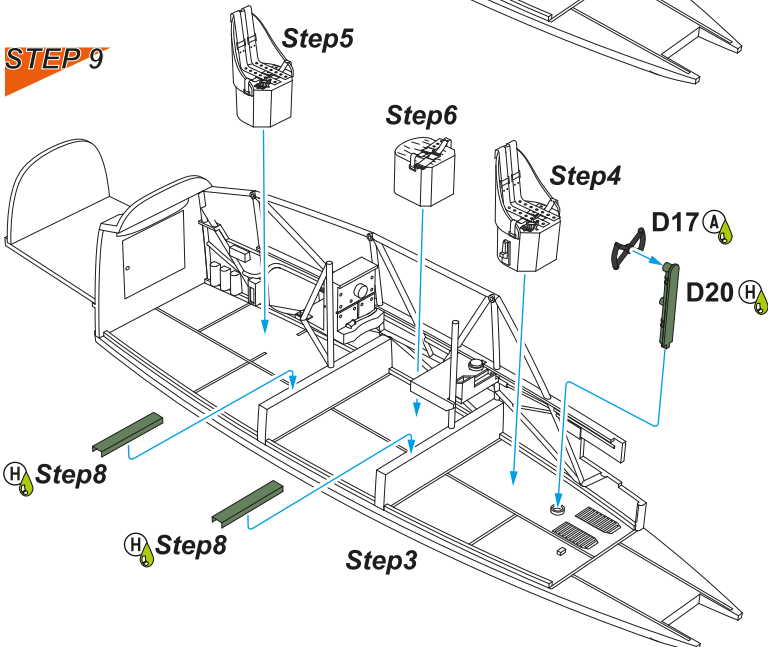
**STEP 5**



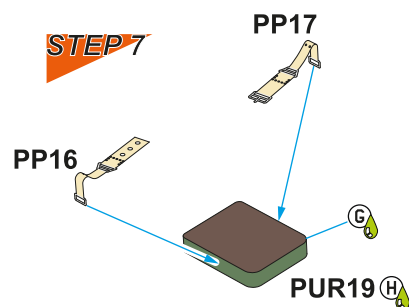
**STEP 6**



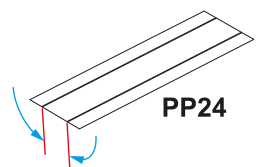
**STEP 9**



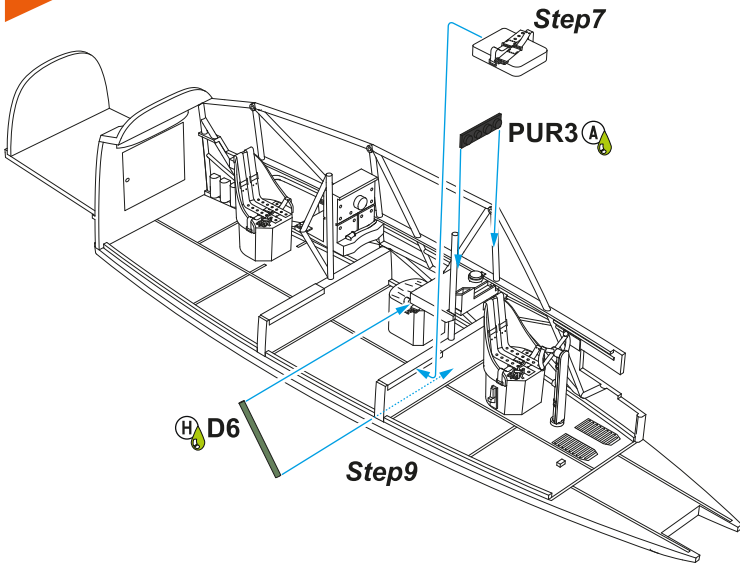
**STEP 7**



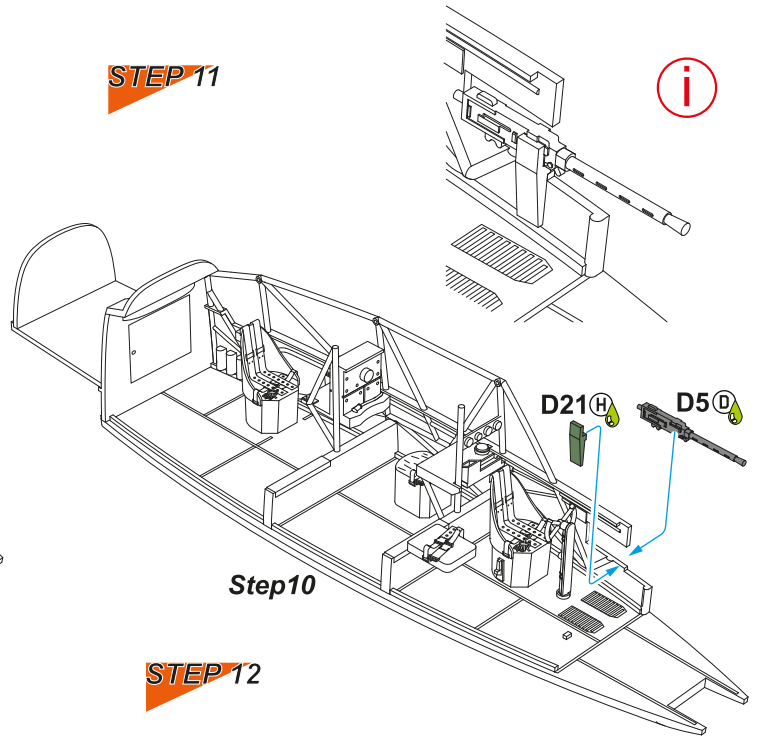
**STEP 8 2x**



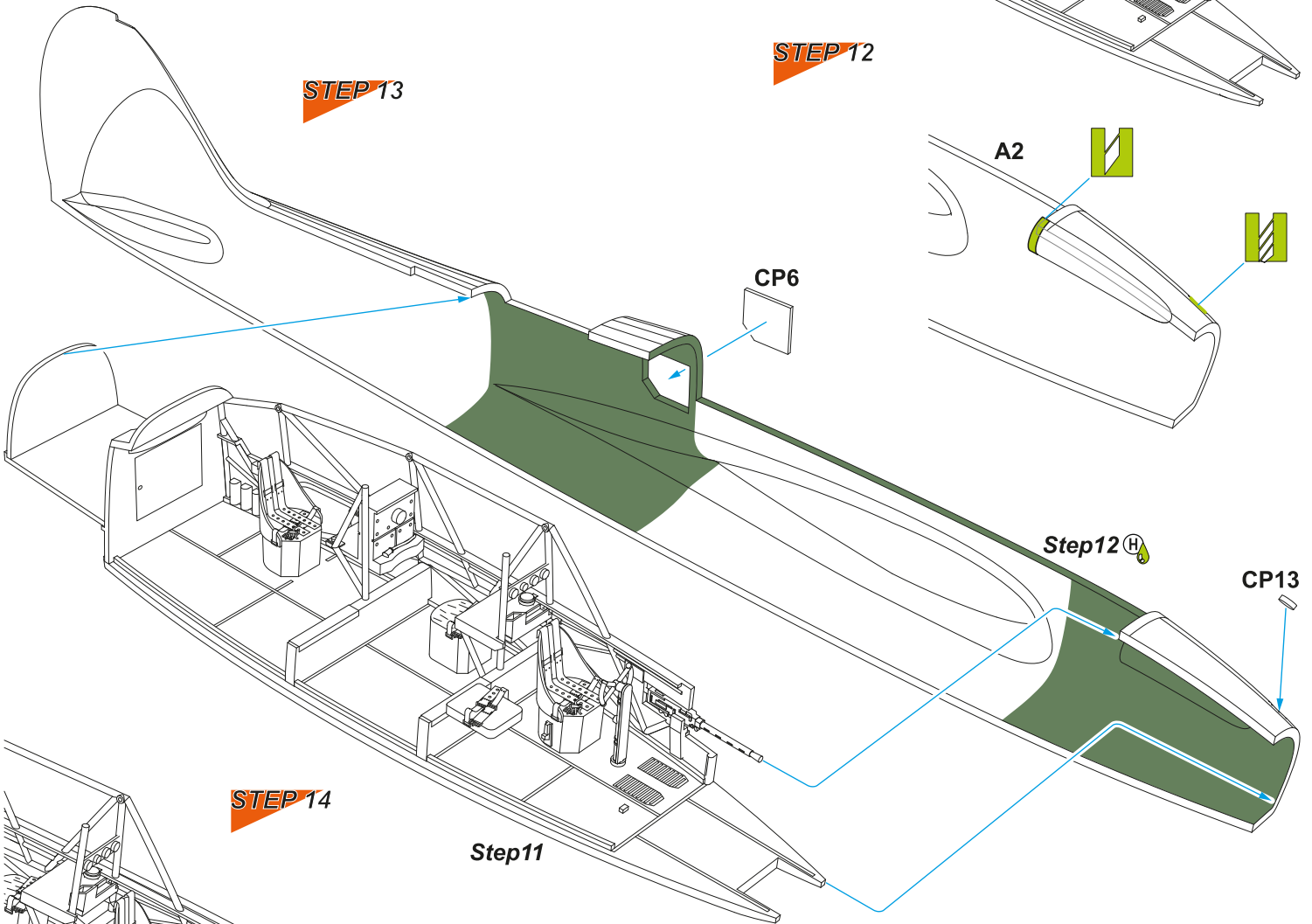
**STEP 10**



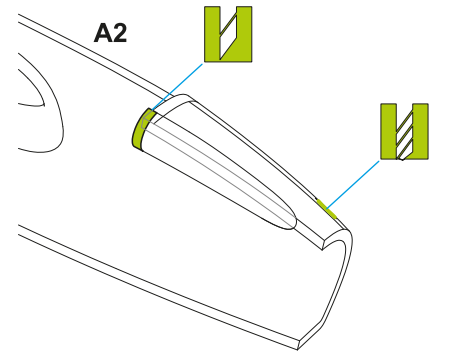
**STEP 11**



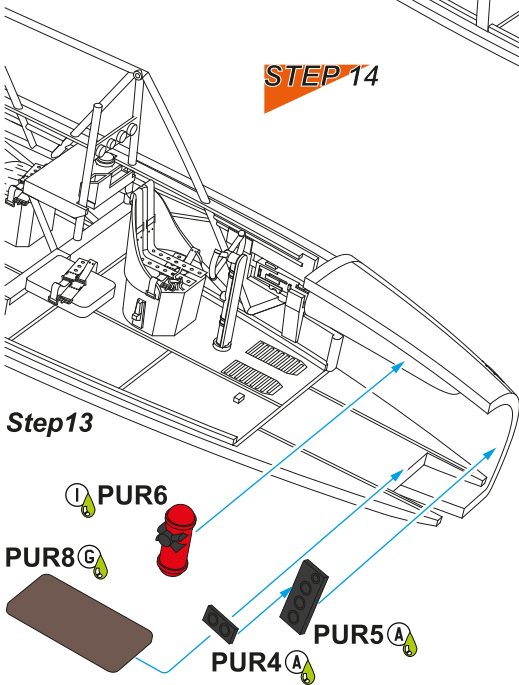
**STEP 13**



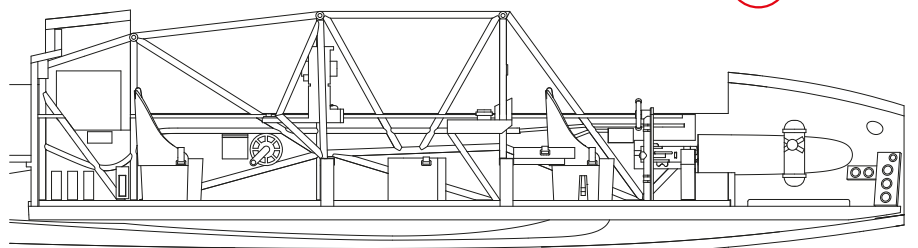
**STEP 12**



**STEP 14**

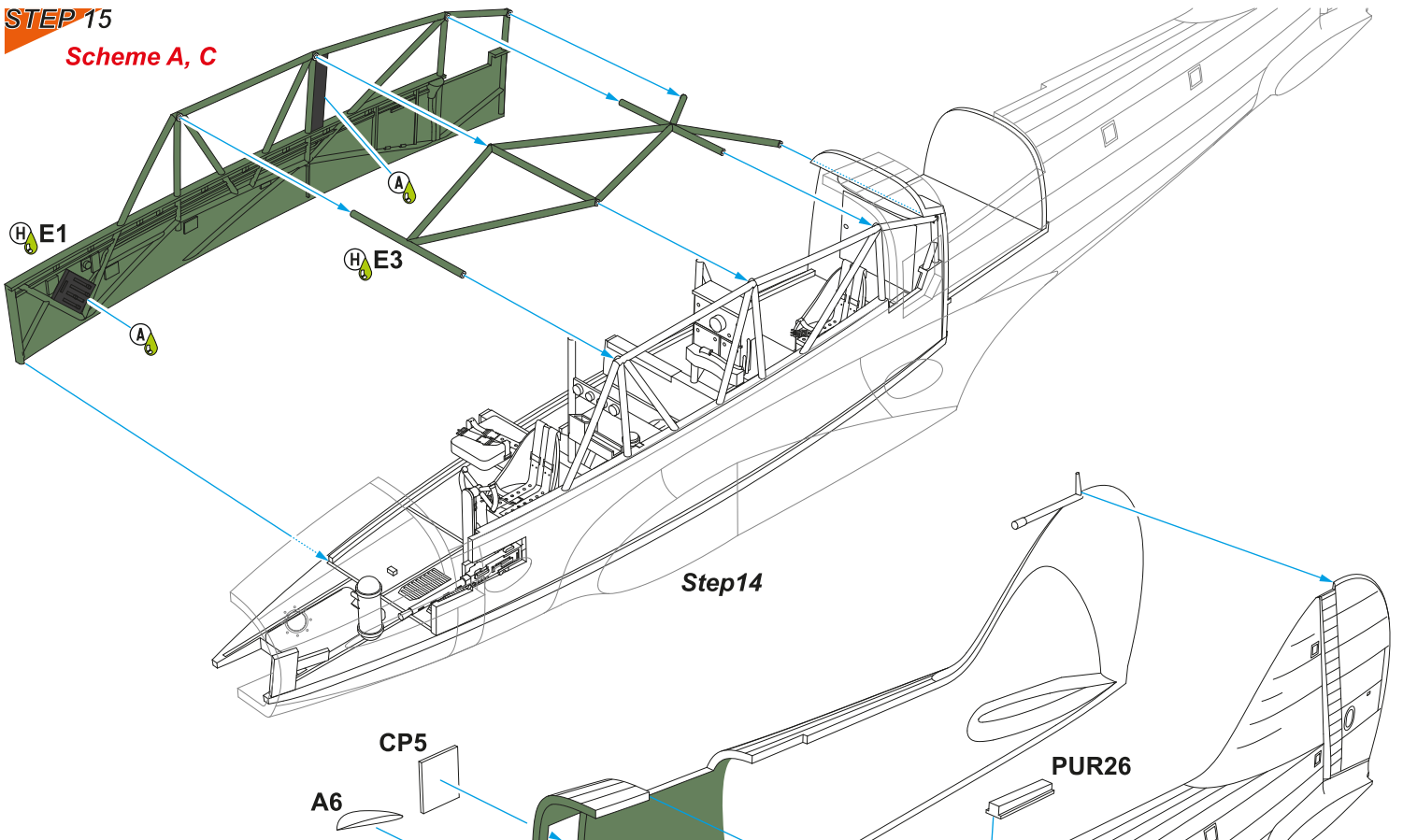


**Step 11**



**STEP 15**

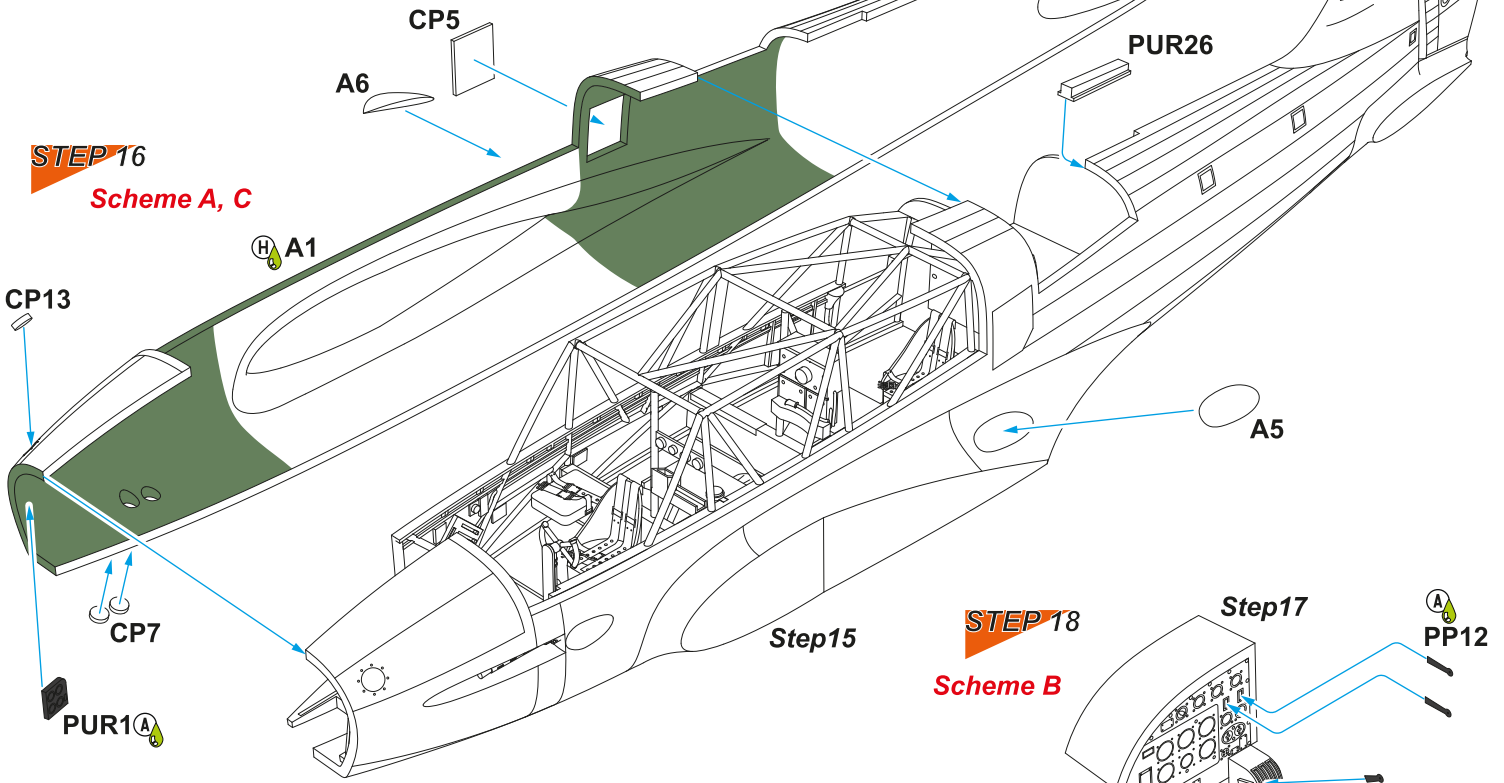
**Scheme A, C**



Step14

**STEP 16**

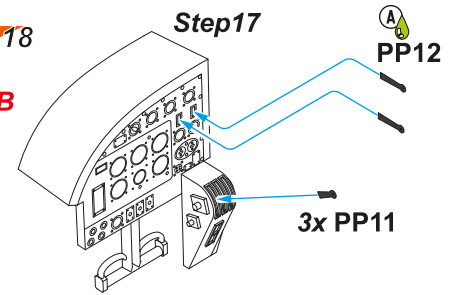
**Scheme A, C**



Step15

**STEP 18**

**Scheme B**

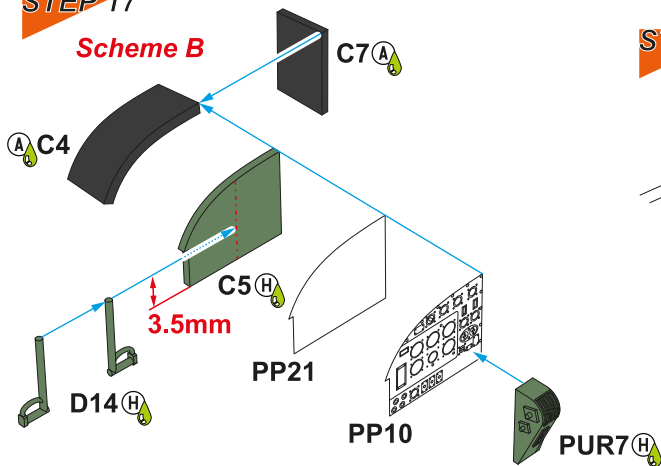


Step17

3x PP11

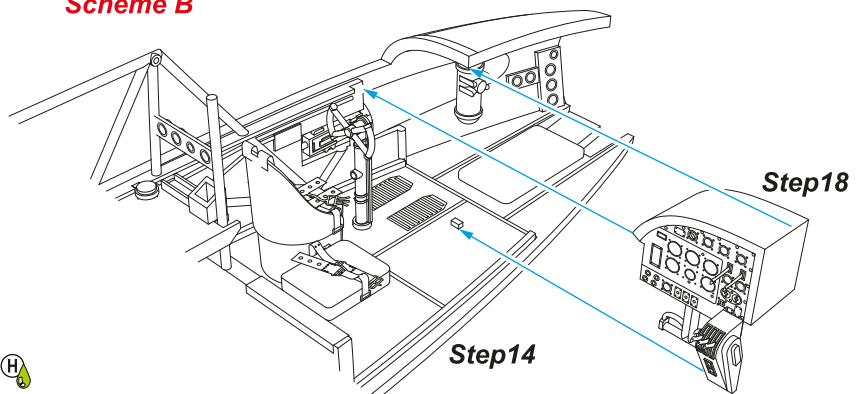
**STEP 17**

**Scheme B**



**STEP 19**

**Scheme B**

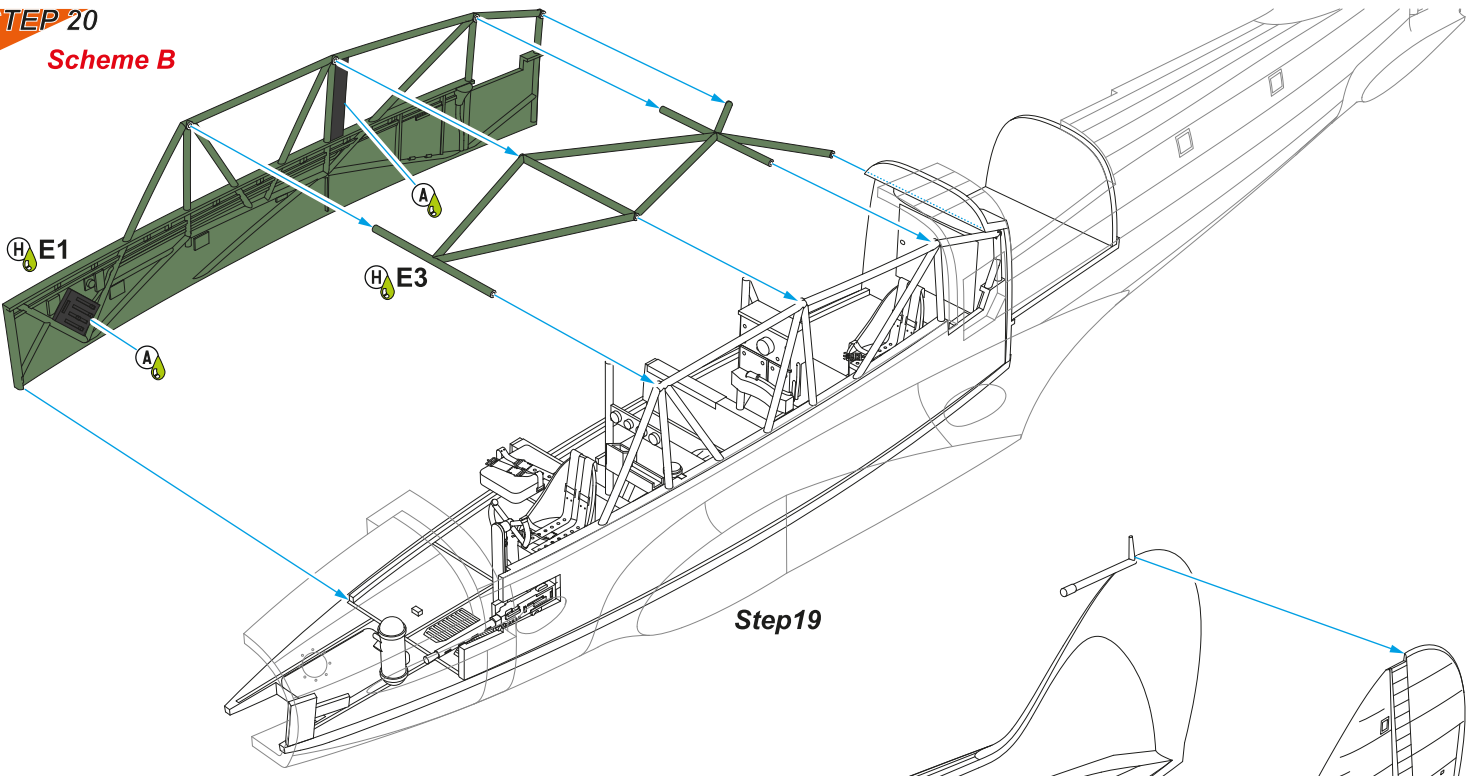


Step18

Step14

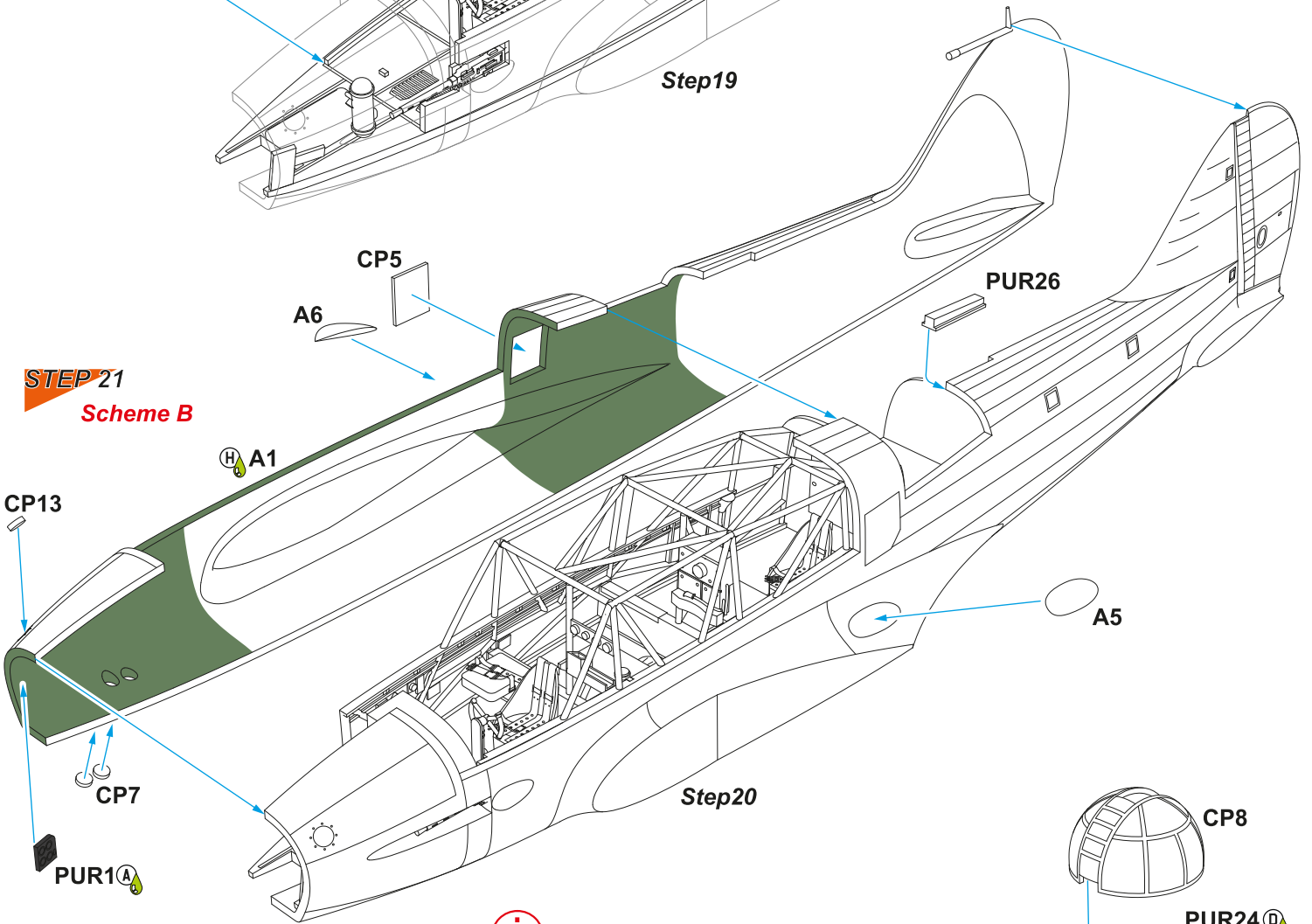
**STEP 20**

**Scheme B**



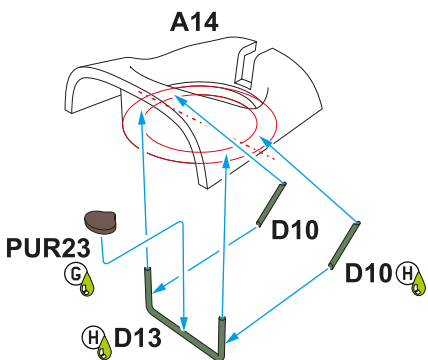
**STEP 21**

**Scheme B**

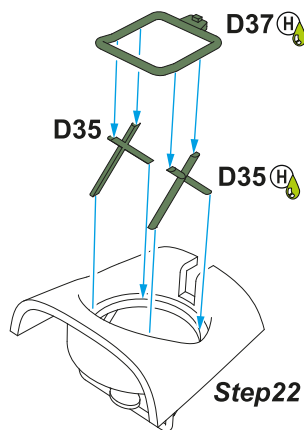


**i** Step 23 and 24 after painting the model

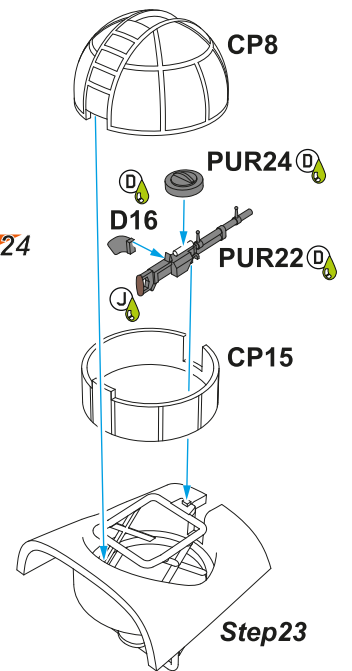
**STEP 22**



**STEP 23**

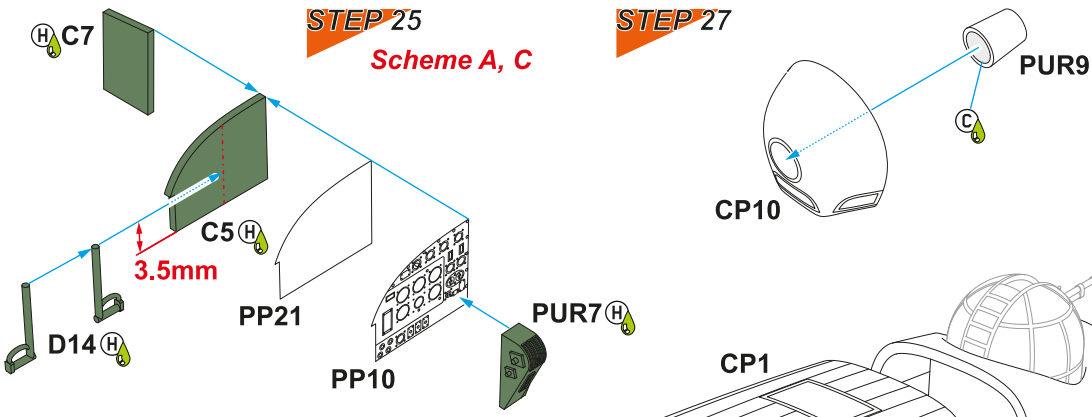


**STEP 24**

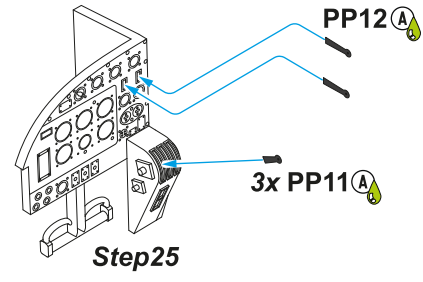


**STEP 25**  
Scheme A, C

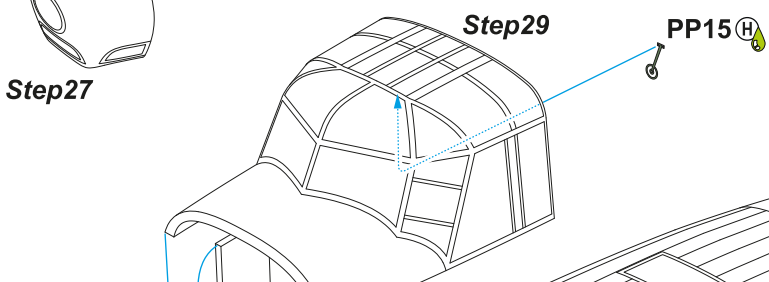
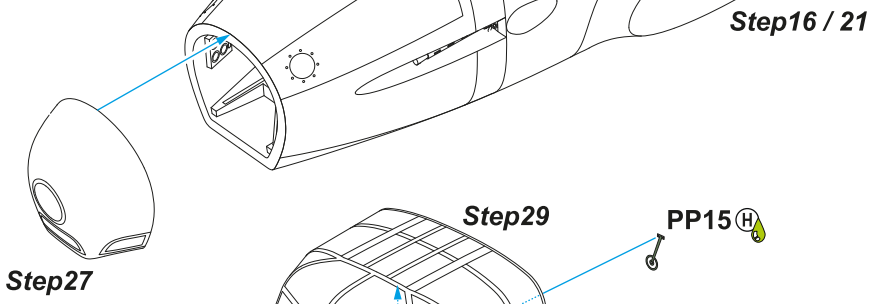
**STEP 27**



**STEP 26**  
Scheme A, C

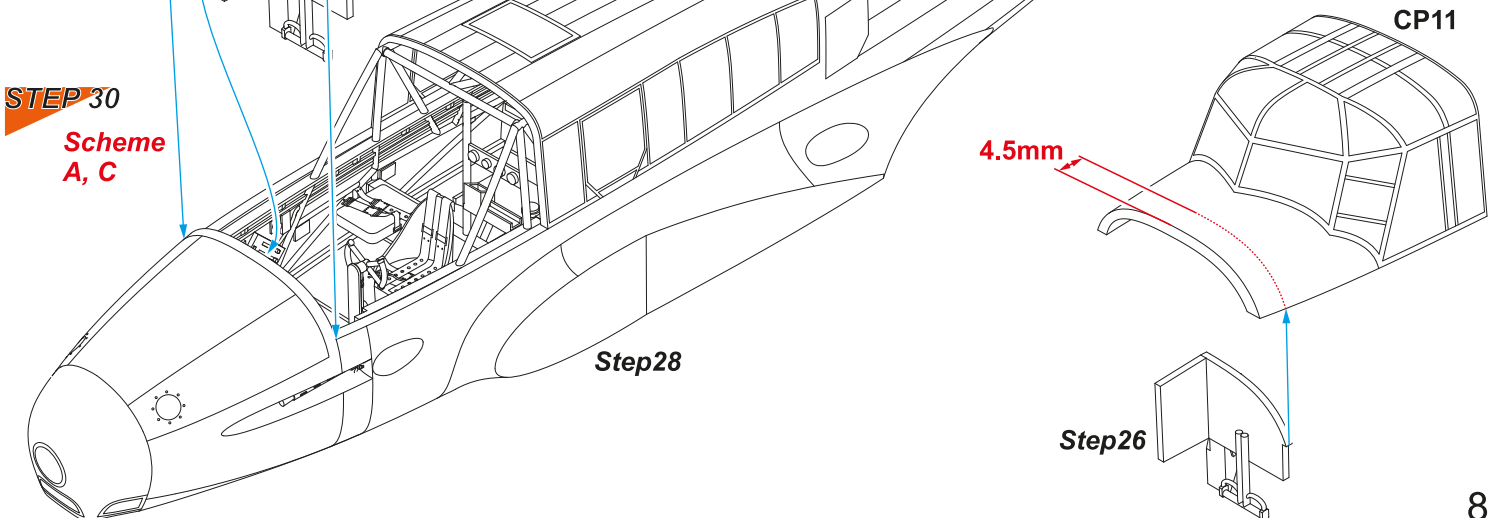


**STEP 28**



**STEP 29**  
Scheme A, C

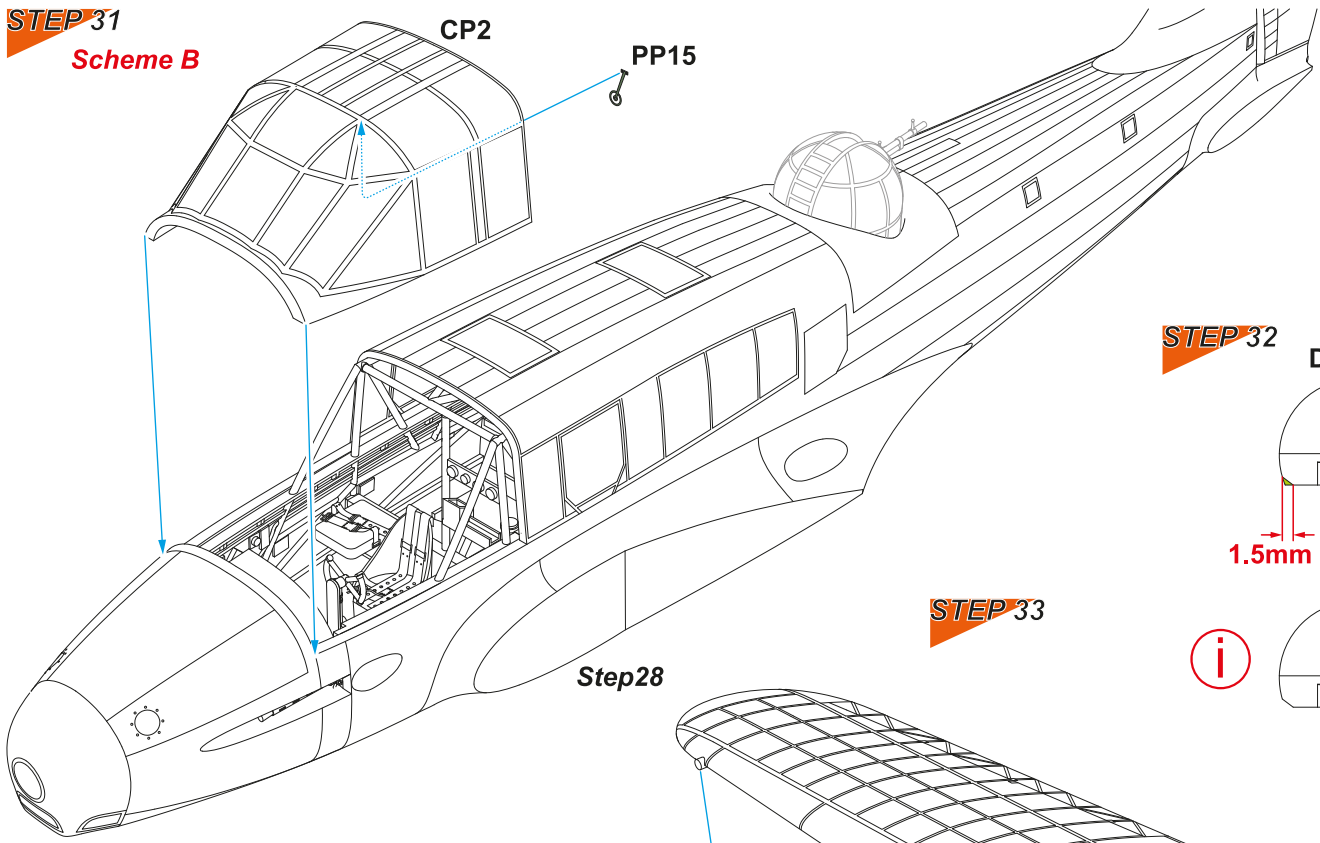
**STEP 30**  
Scheme A, C





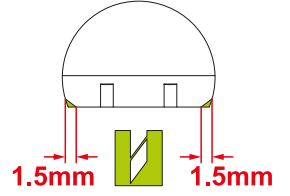
**STEP 31**

**Scheme B**

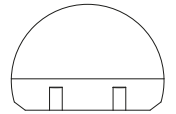


**STEP 32**

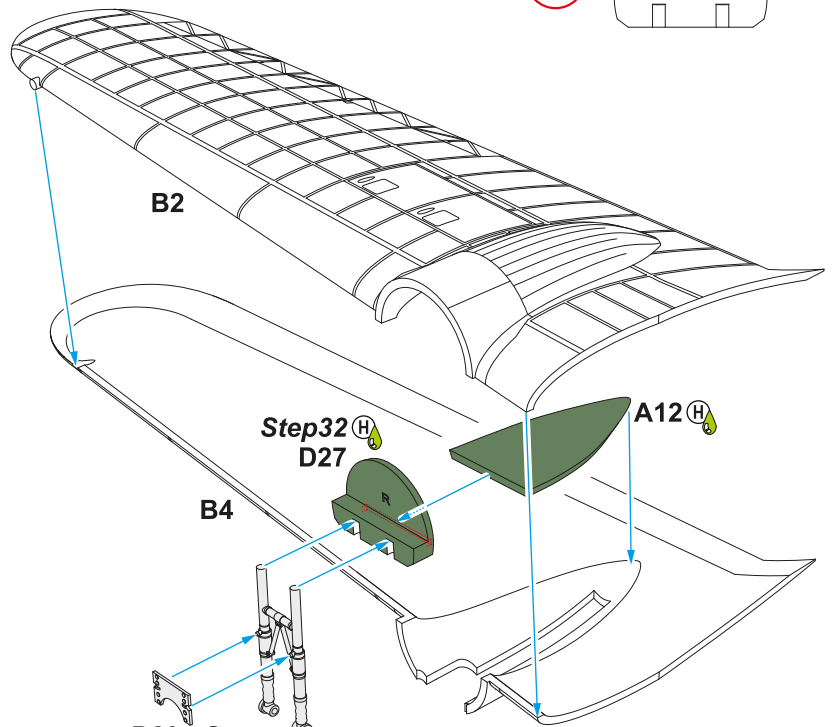
D27/ 28



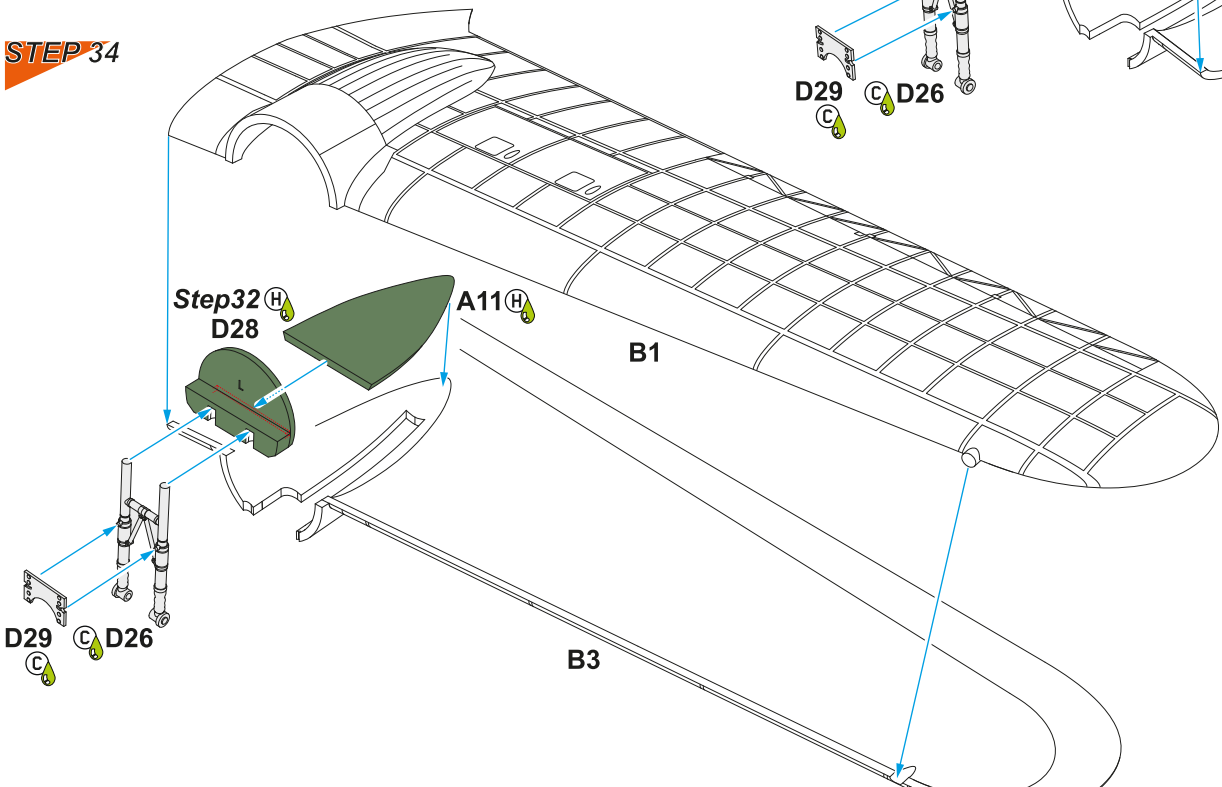
**STEP 33**



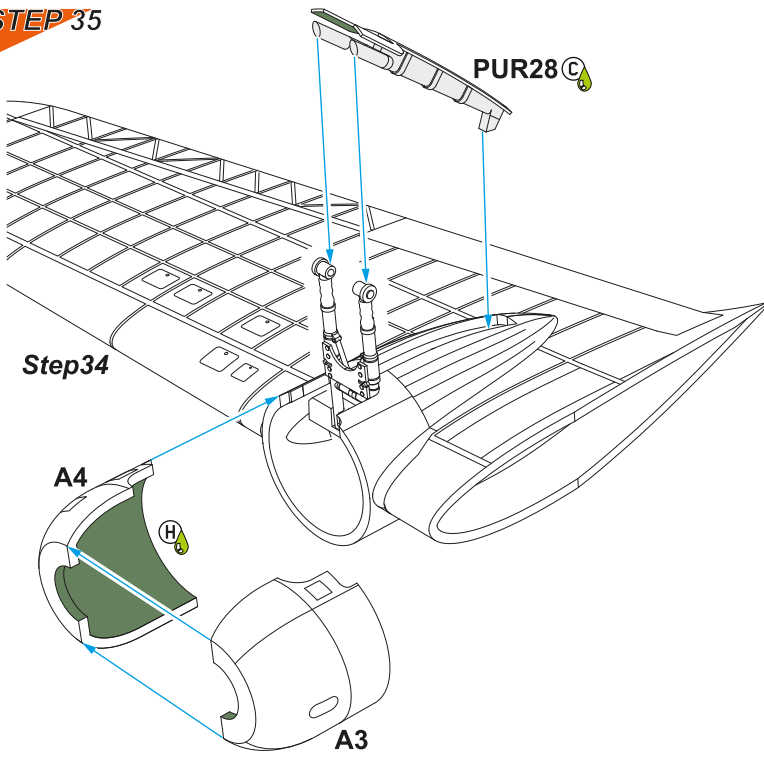
Step28



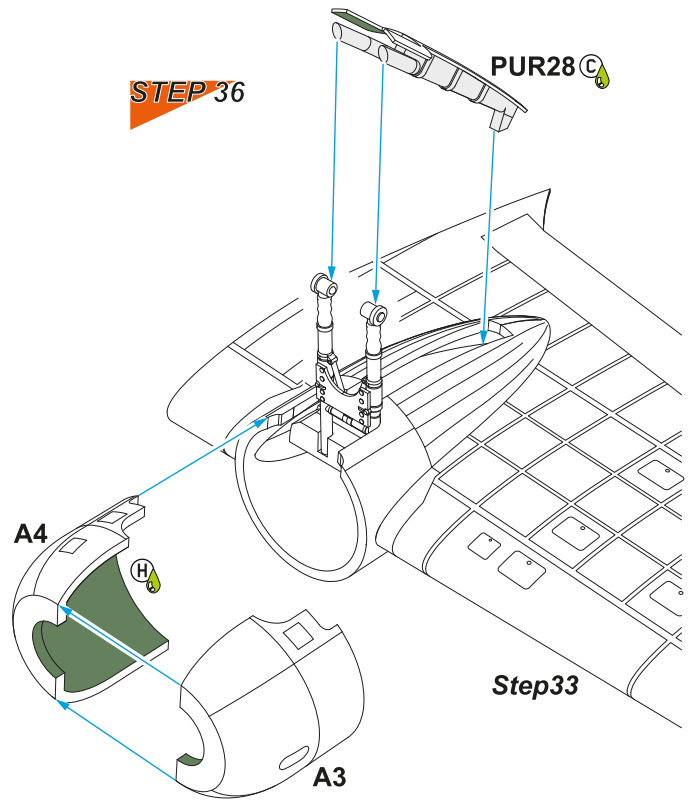
**STEP 34**



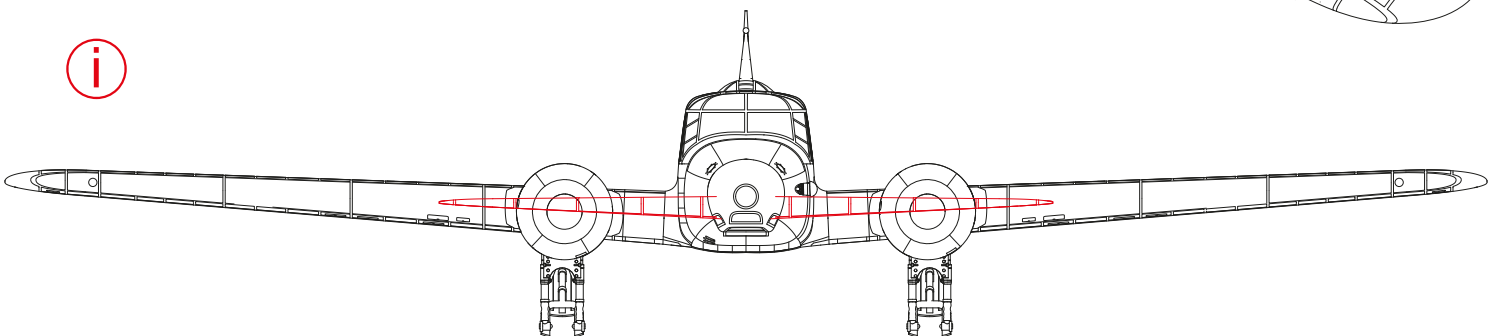
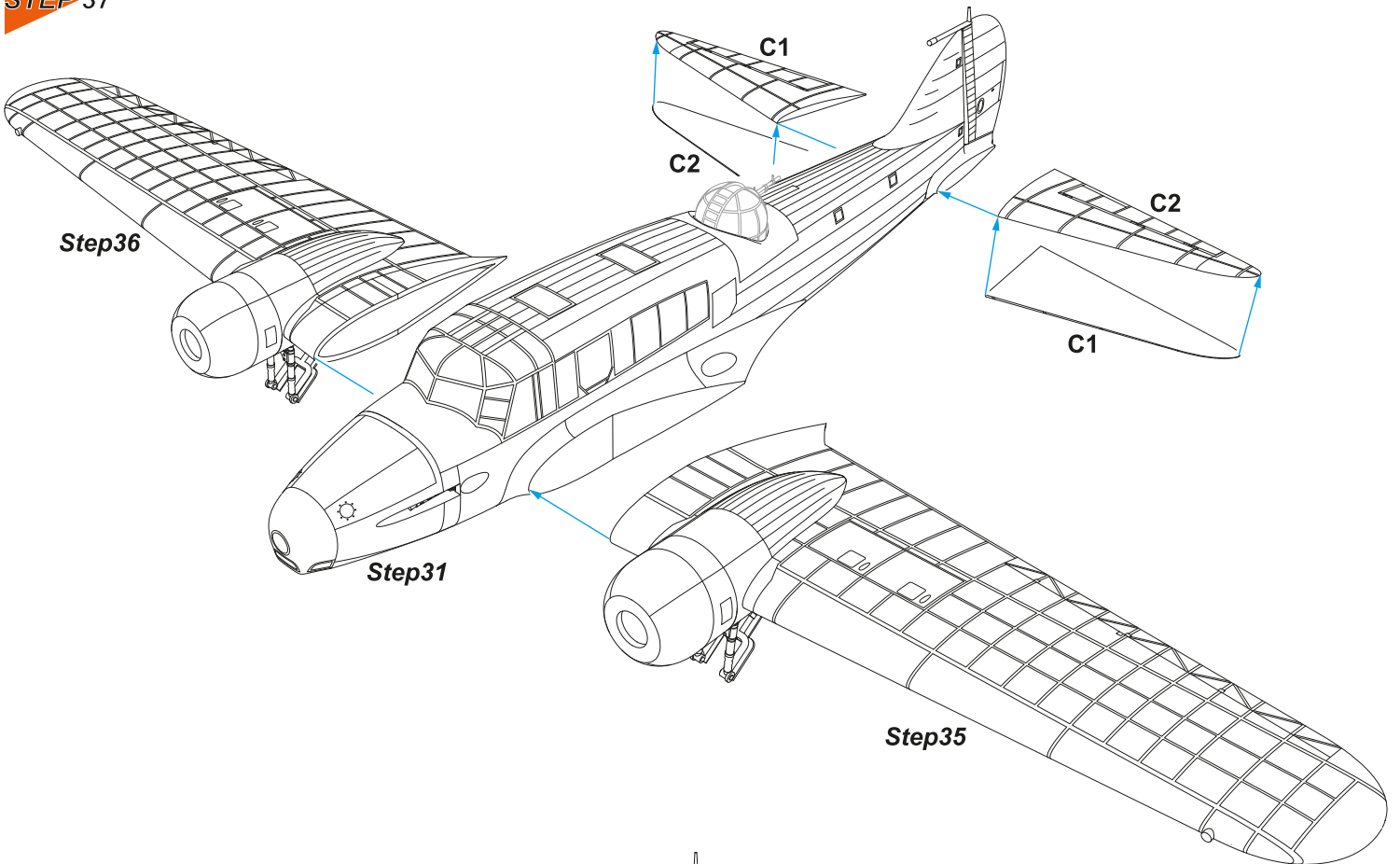
**STEP 35**



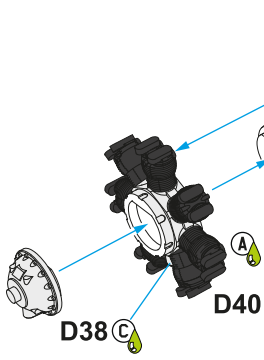
**STEP 36**



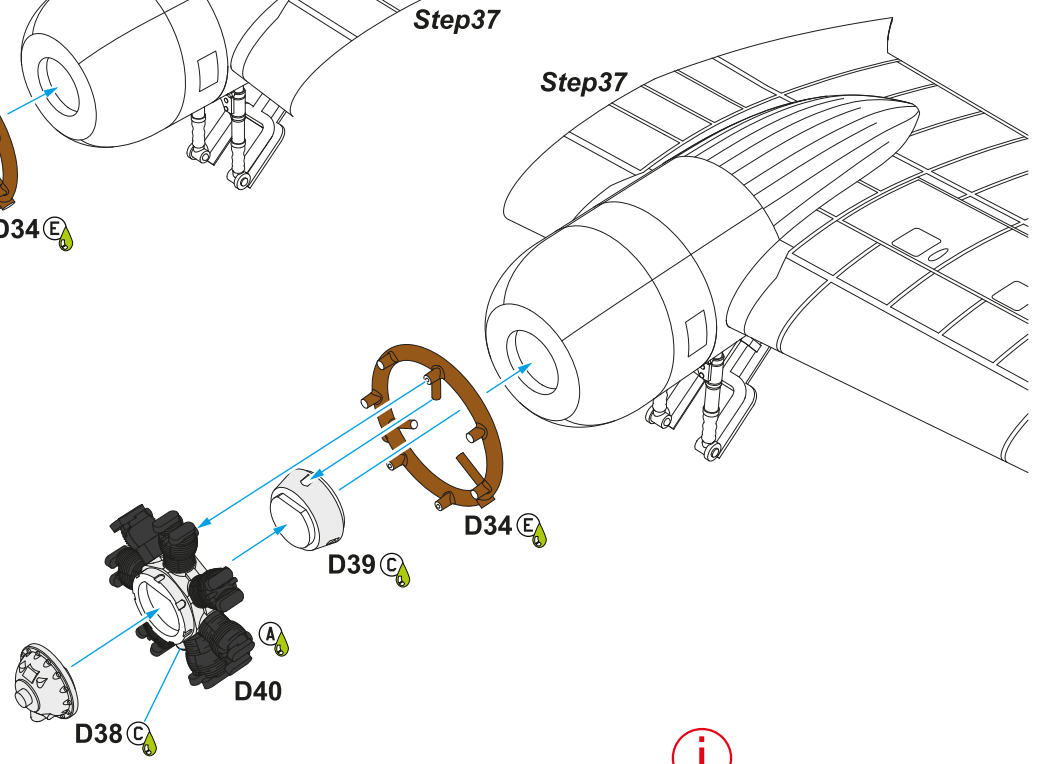
**STEP 37**



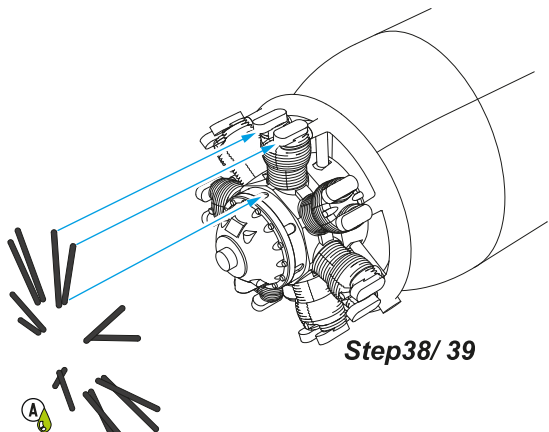
**STEP 38**



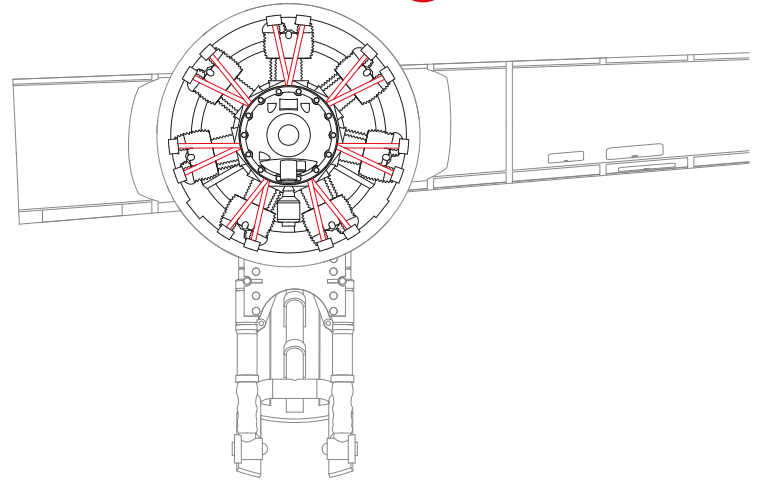
**STEP 39**



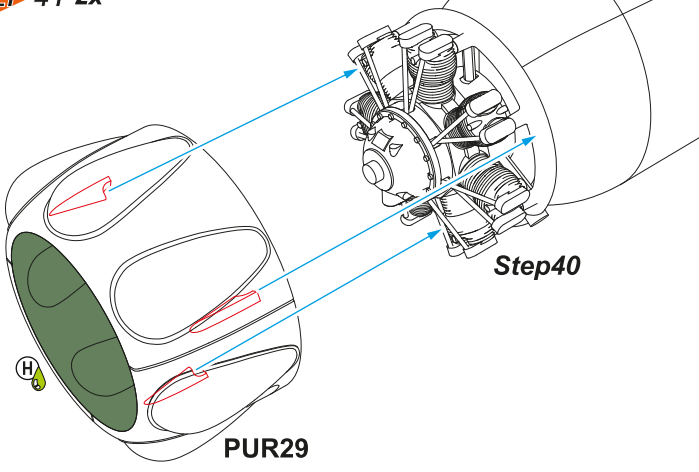
**STEP 40 2x**



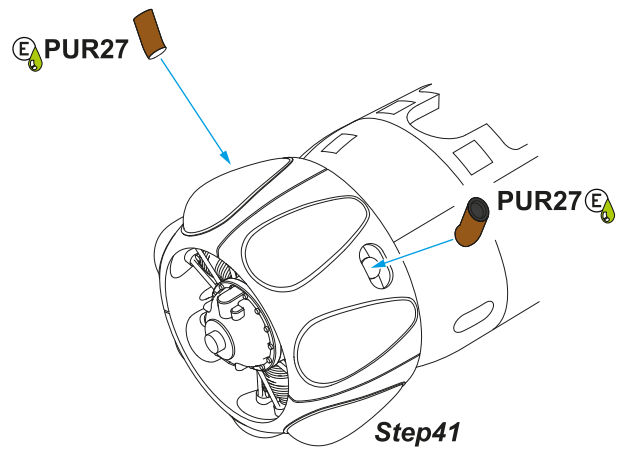
**Wire 7x2 Ø0.4mm-5.8mm**



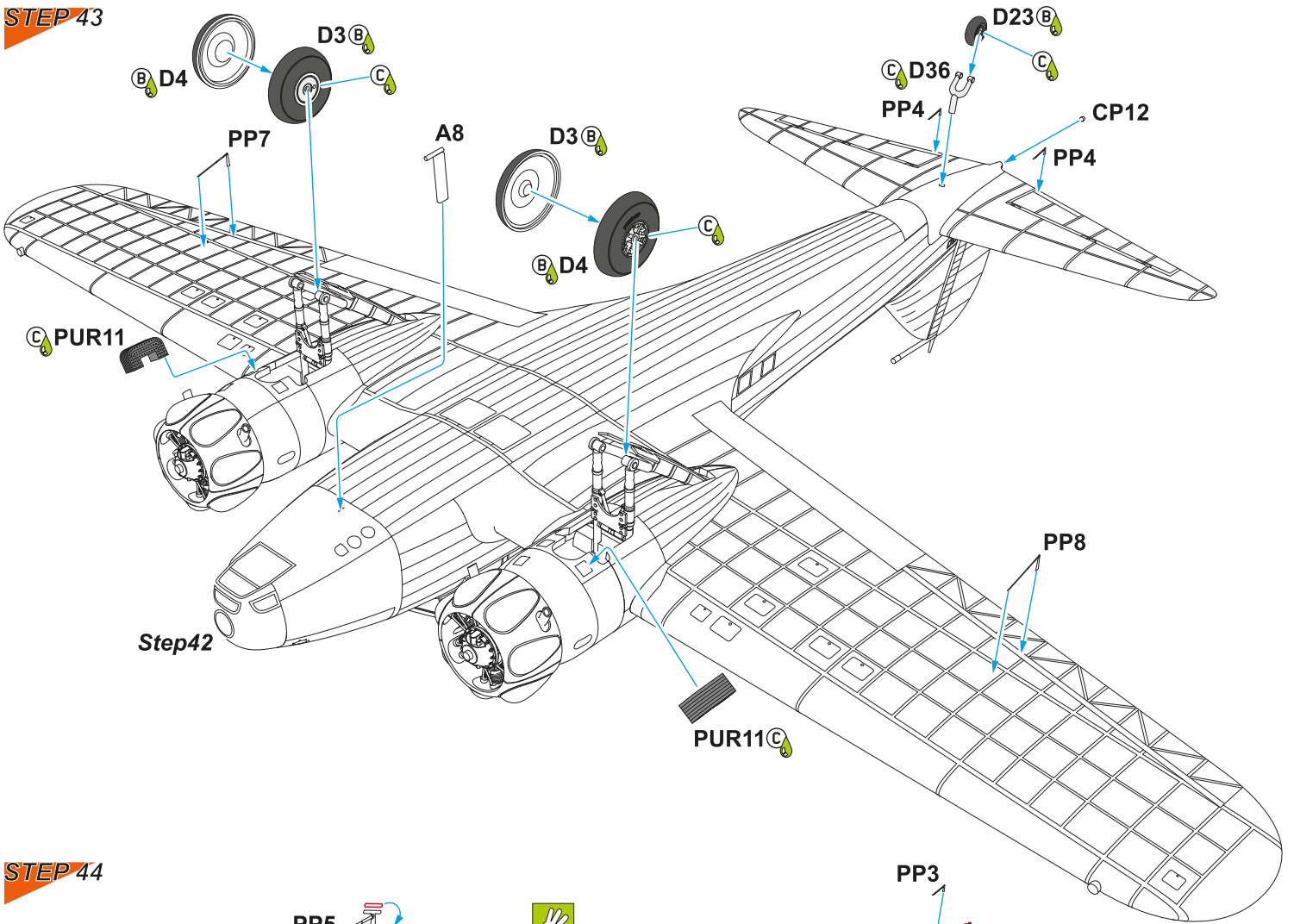
**STEP 41 2x**



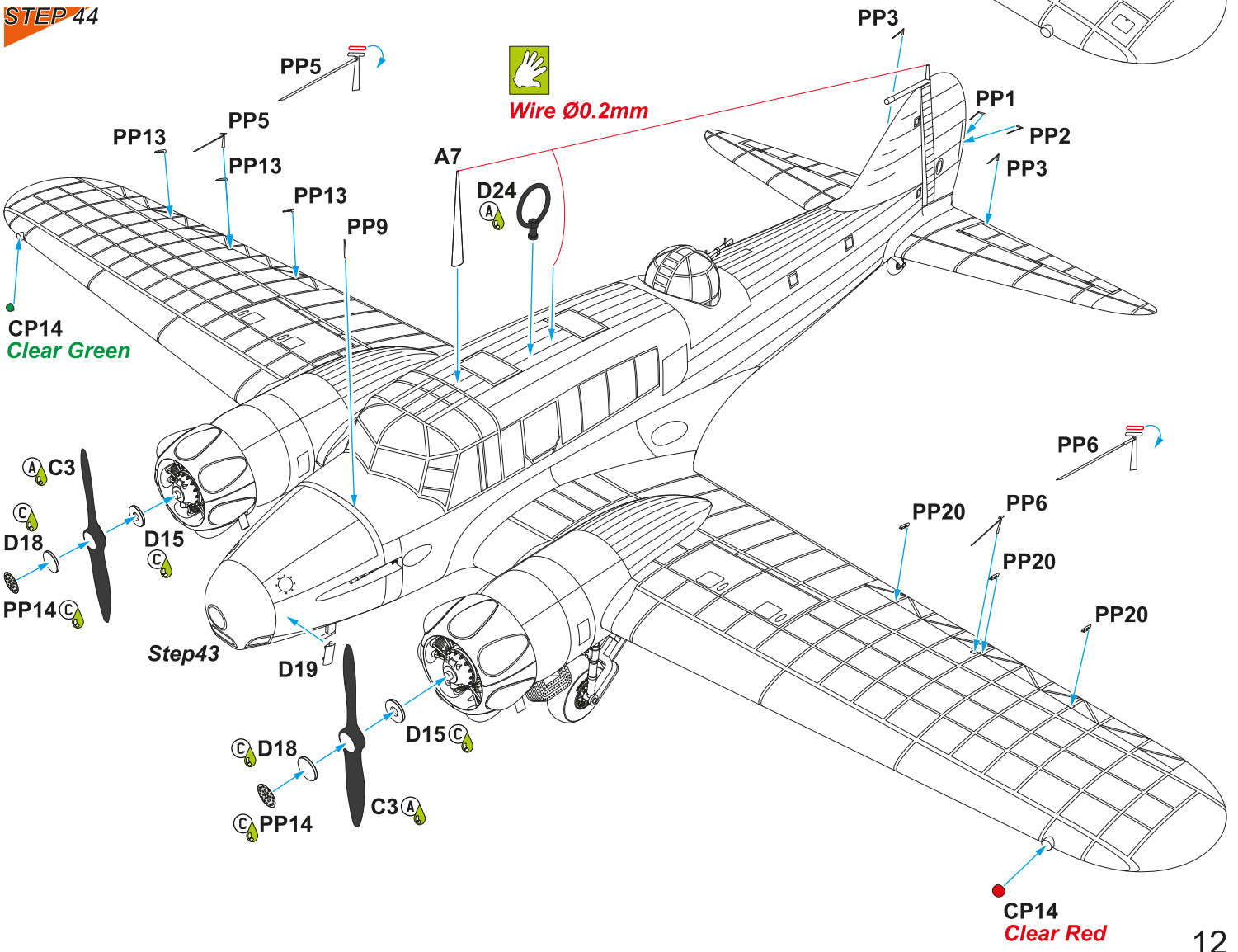
**STEP 42 2x**



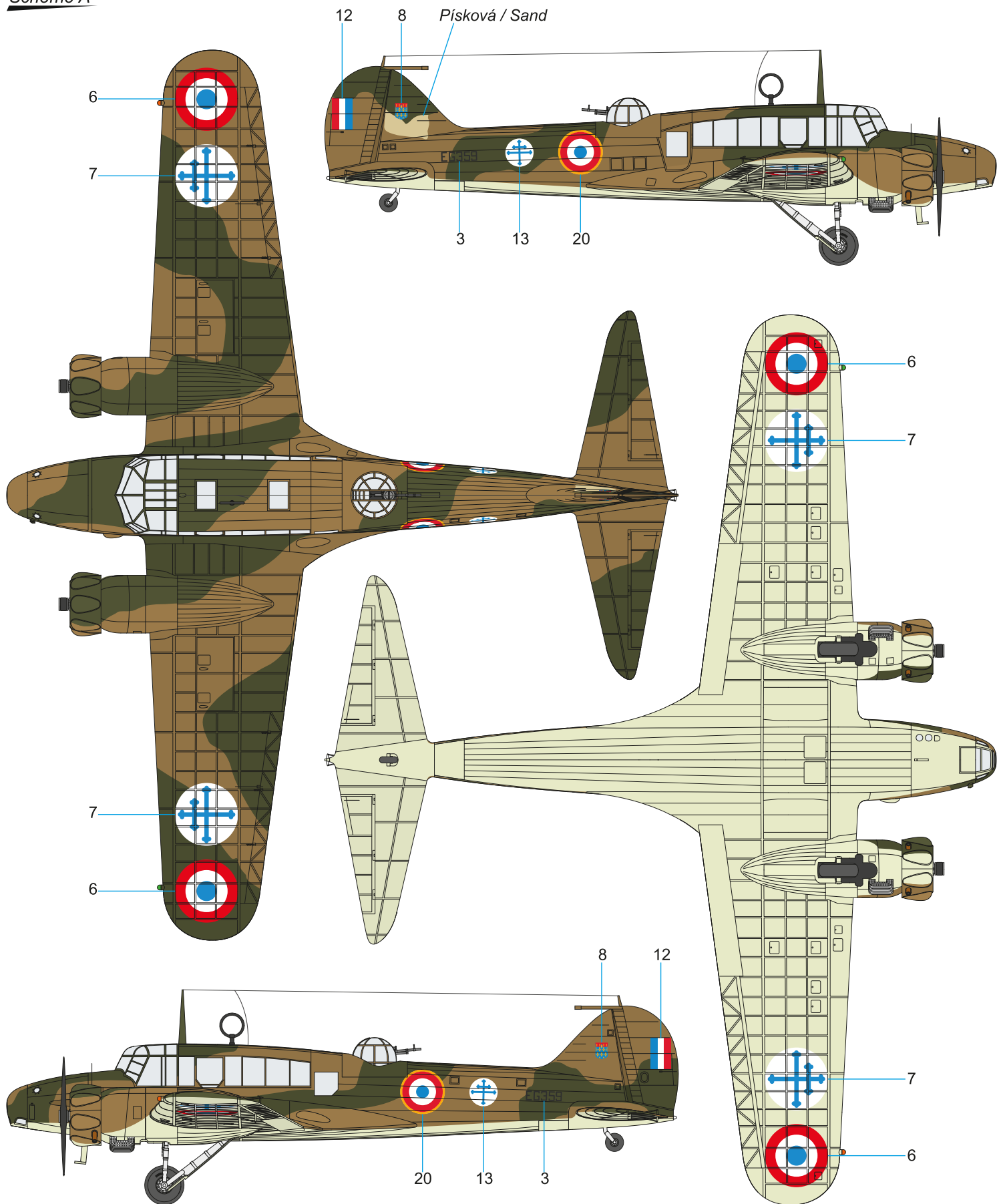
**STEP 43**



**STEP 44**



Scheme A



 Tmavá zelená  
Dark Green  
H73 / C23

 Tmavá zemitá  
Dark Earth  
H72 / C22

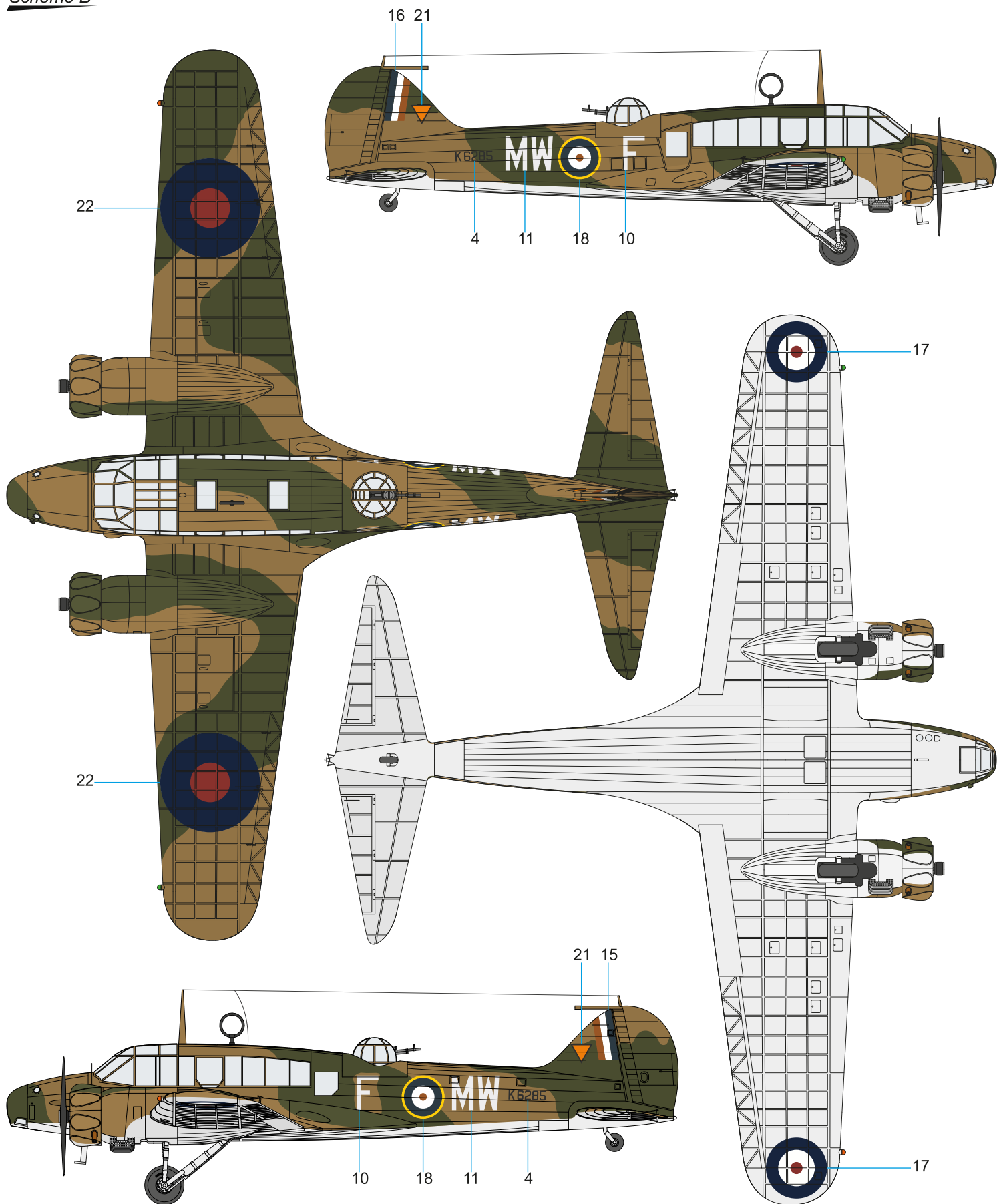
 Sky  
Nebeská modrá  
H74 / C26



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

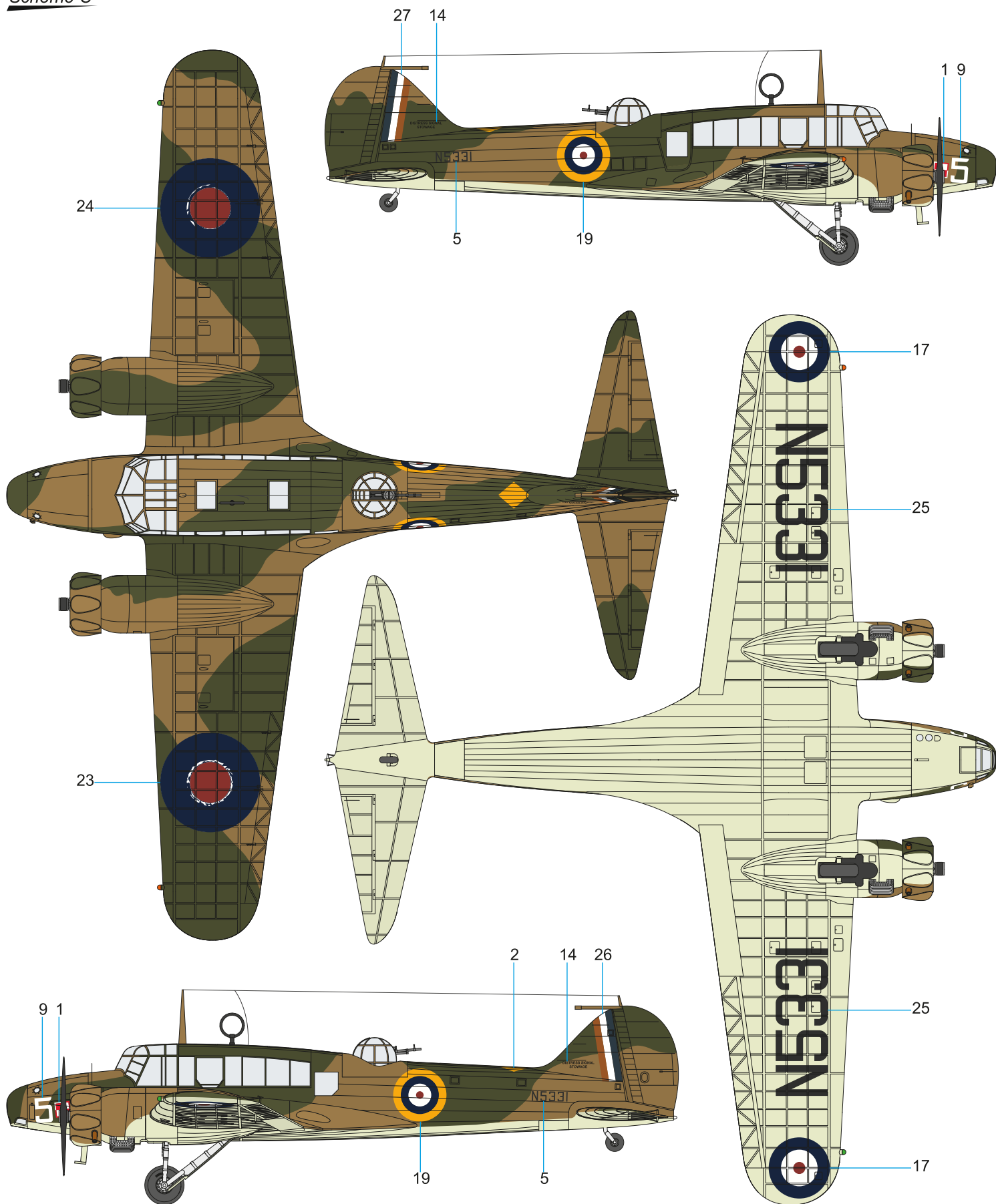
 Stříbrná  
Silver  
H8 / C8



Avro Anson Mk.I, N5331/ 5, No.6 Air Observer & Navigator School, Staverton, začátek roku 1945. Letoun byl intenzivně používán a to se projevilo opotřebením 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**

Hi-Tech release contains also these extra parts:



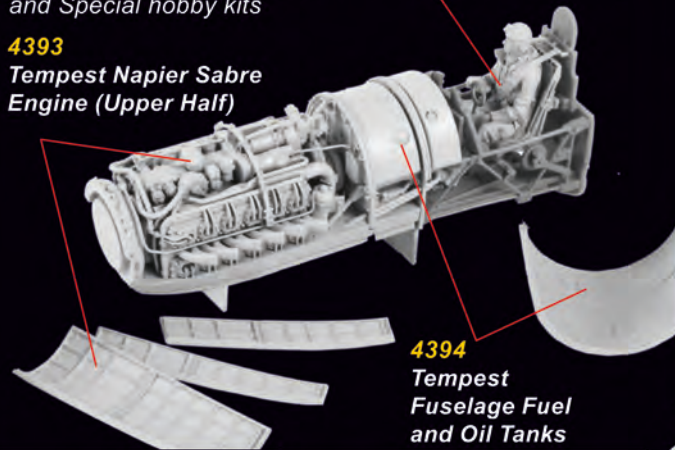
**Tempest Mk.II** 'The Last RAF Radial Engine Fighter'

## 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)

**F4836**  
 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

