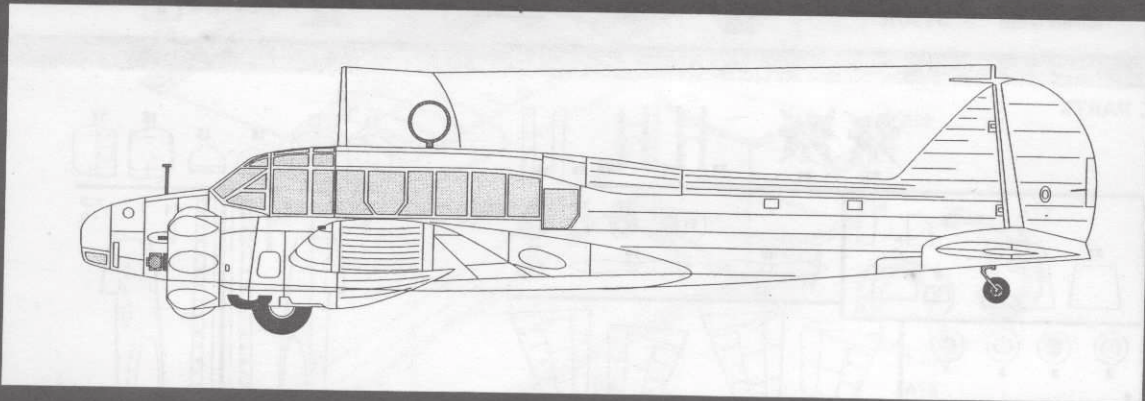




Classic Airframes



Anson Mk.1

The classic Anson had its origins in the model 652 civil transport aircraft. After two were used very successfully by Imperial Airways, they sparked the interest of the RAF. The military prototype first took to the air in March of 1935 as the model 652A. After a brief trial period, the RAF ordered a production run of 174 aircraft. The Anson had the distinction of being the first monoplane and the first aircraft equipped with retractable landing gear to be used by the RAF. Operational service began in March 1936. The outbreak of World War II found the Anson engaged in the anti-submarine and maritime reconnaissance roles, with the first successful attack on a U-boat occurring on December 13, 1939 which resulted in the sinking of the submarine. As newer and faster aircraft began to take the place of the Anson for coastal patrols, the Anson was pressed into service as a navigation and air gunnery trainer. Under the Empire Air Training Plan, Ansons were to be used to train aircrew from Australia, Canada, New Zealand, Rhodesia, and South Africa. Export versions of the Anson were operated by Estonia, Finland, Greece, Turkey and Ireland. The Anson remained in production for 34 years, with 10,996 aircraft being produced.

Anson Mk.1 Specifications

Powerplant:	2x 350hp Cheetah IX radial engines	Armament:	2 machine guns 360 lb. bombload
Wing Span:	56' 6"		
Length:	42' 3"		
Maximum Speed:	-188 mph		

This model kit is intended for *experienced* modelers. The nature of low-pressure molded kits such as this require additional time and effort to clean up and fit the parts, as well as experience with the various media utilized to provide the most accurate effect on the finished model. Use CyA ('super') glue to assemble Resin parts.

Classic Airframes, Inc.
P.O. Box 577580 Chicago, IL 60657-7580 USA

Assembly Instruction Symbols



Paint Reference Guide

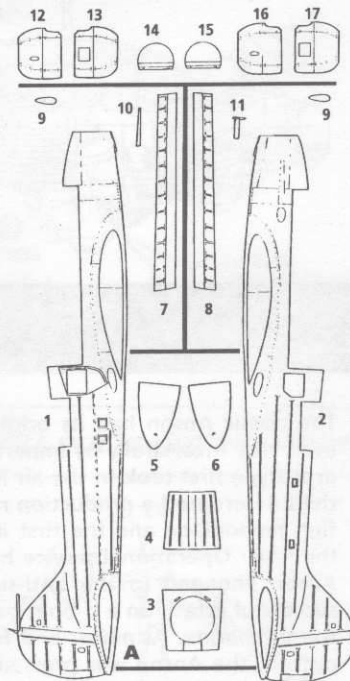
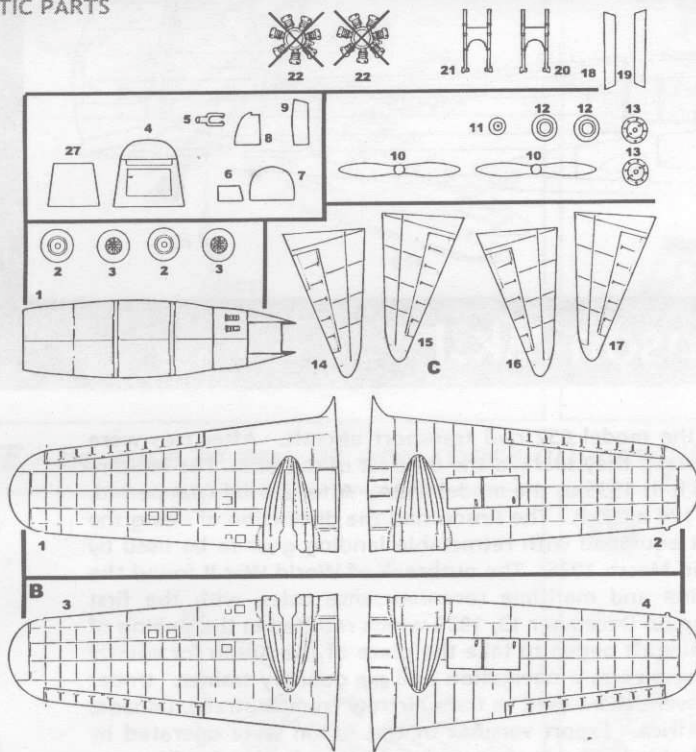
A Black-grey
B Interior Green -FS 34226

C Burnt Metal
D Silver

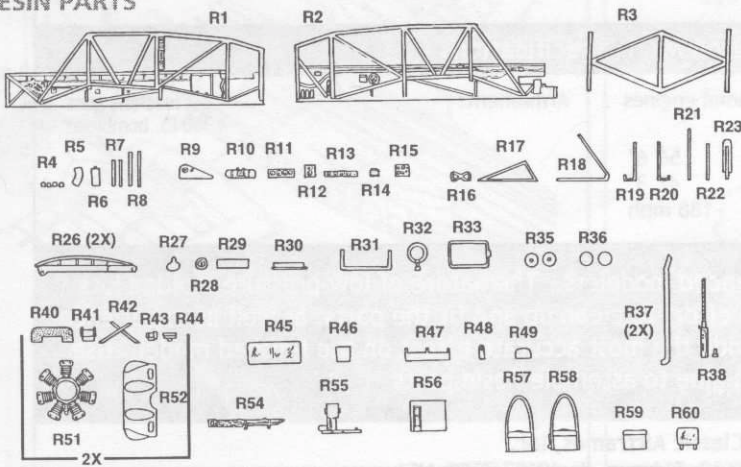
E Aluminum
F Gunmetal

Parts

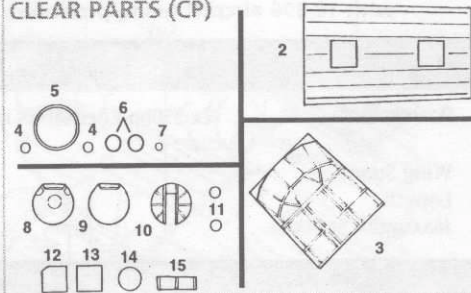
PLASTIC PARTS



RESIN PARTS

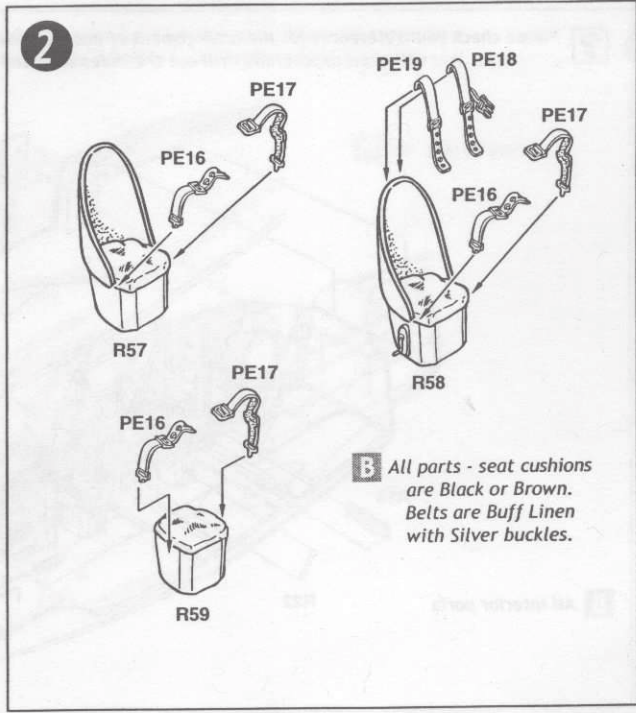
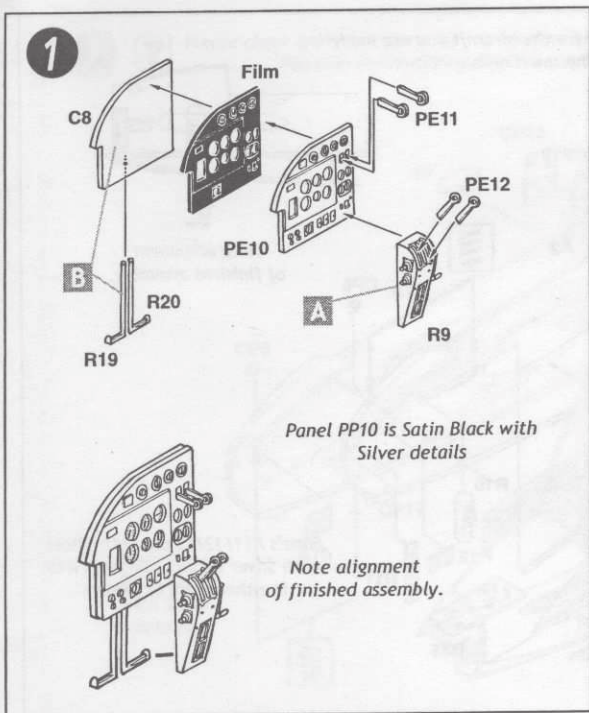


CLEAR PARTS (CP)

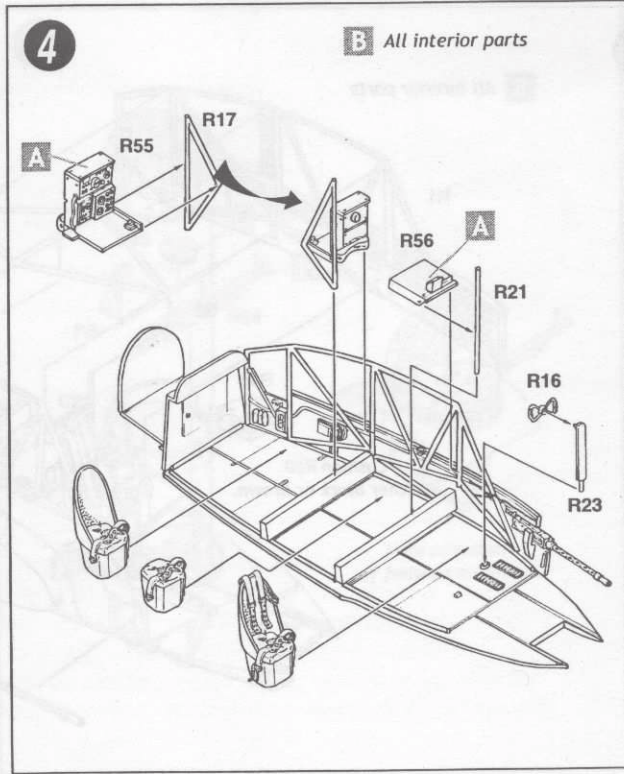
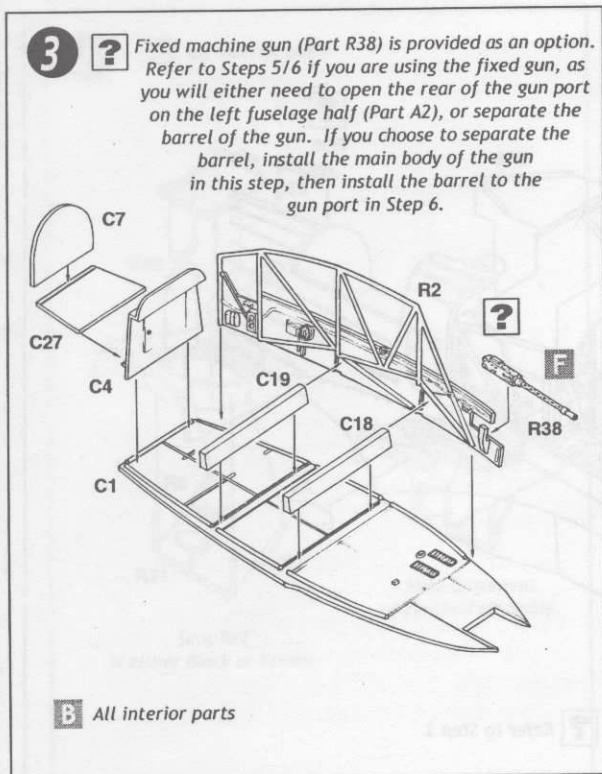


PHOTOETCH/FILM

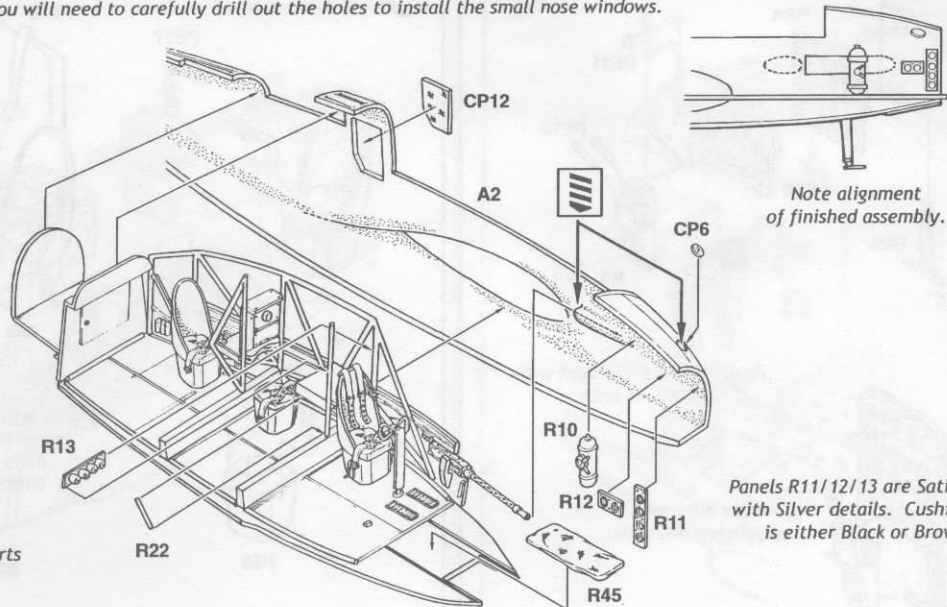




NOTE - Be sure to dry-fit and check alignment of all parts during assembly



5 **?** Please check your references for the arrangement of nose windows for the aircraft you are modeling. You will need to carefully drill out the holes to install the small nose windows.



Note alignment of finished assembly.

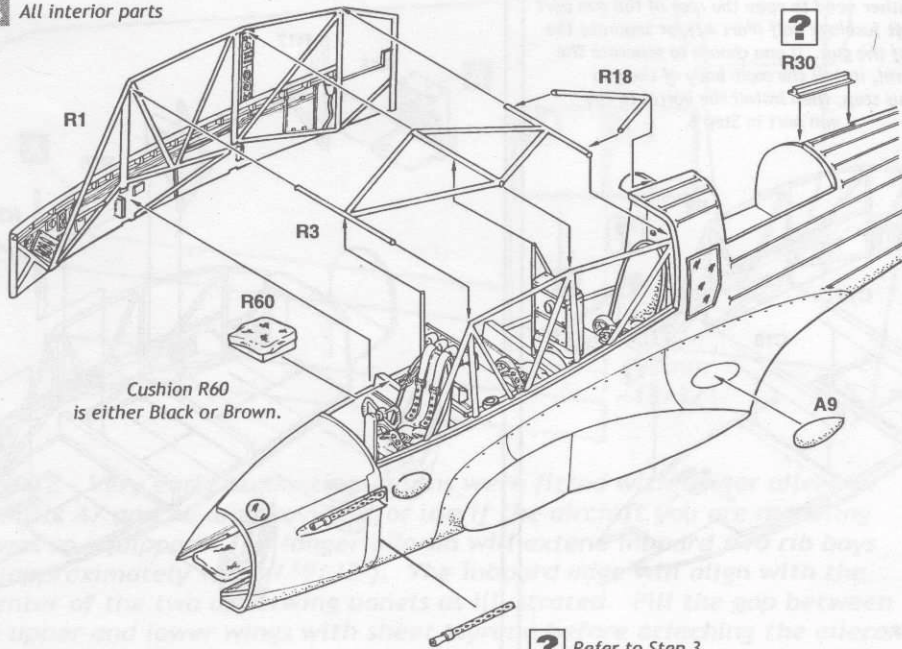
Panels R11/12/13 are Satin Black with Silver details. Cushion R45 is either Black or Brown.

B All interior parts

NOTE - Be sure to dry-fit and check alignment of all parts during assembly

6

B All interior parts

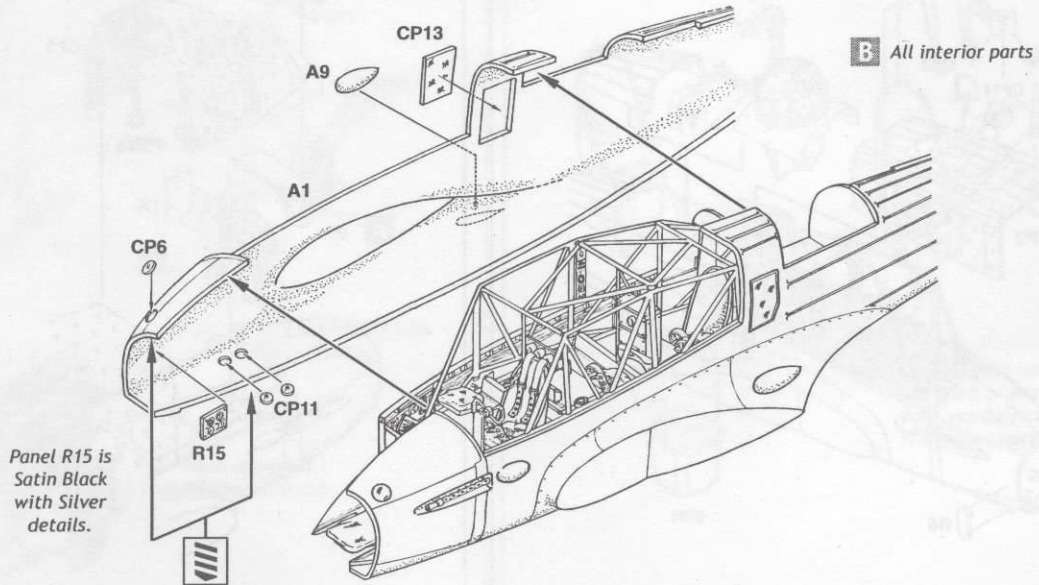


Cushion R60 is either Black or Brown.

? Refer to Step 3.

7 **?**

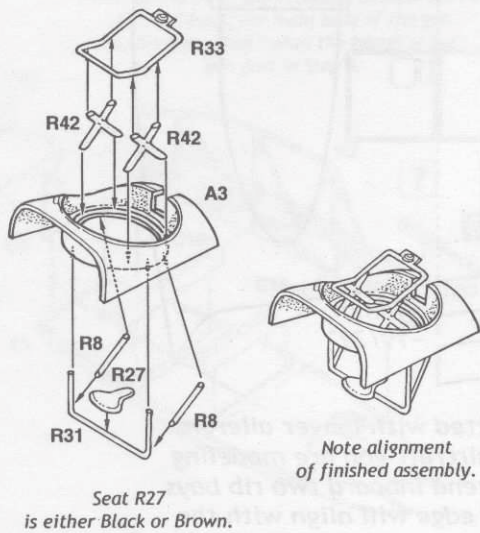
Please check your references for the arrangement of nose windows for the aircraft you are modeling.
You will need to carefully drill out the holes to install the small nose windows.



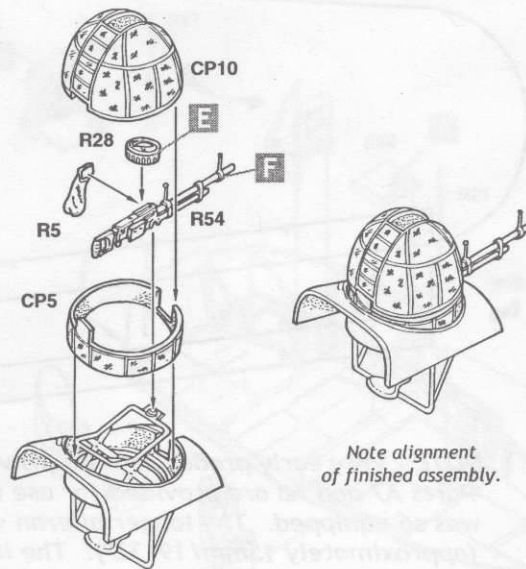
NOTE - Be sure to dry-fit and check alignment of all parts during assembly

8

B All interior parts

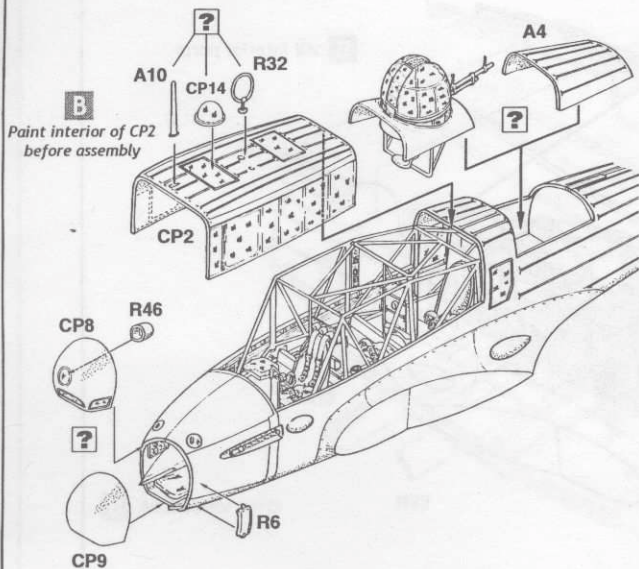


9

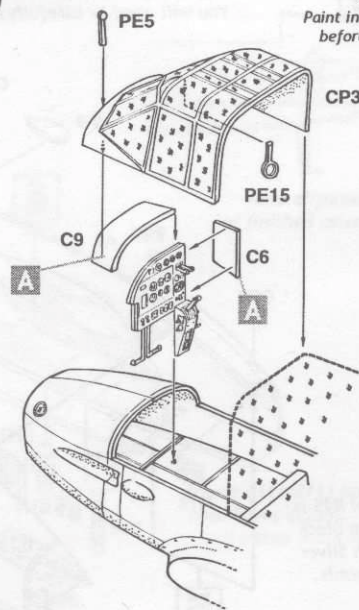


10

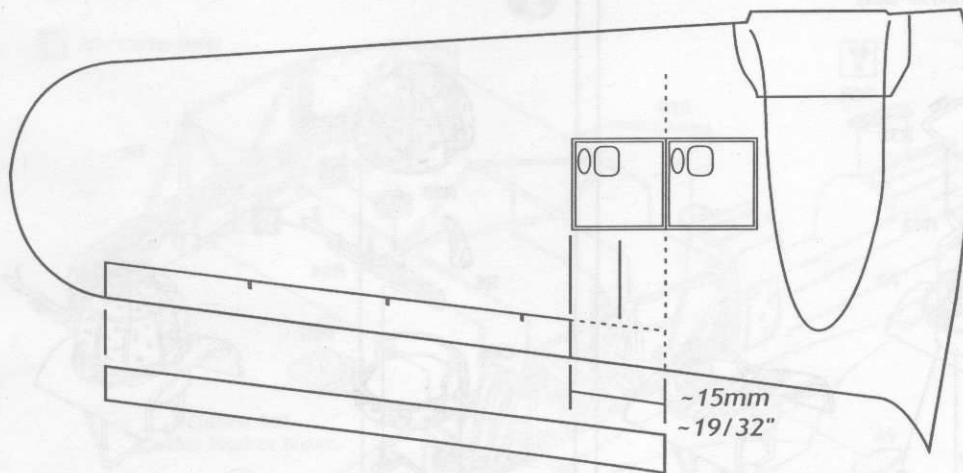
Ansons were equipped with many variations of aerals. Consult your references for the aircraft you are modeling.

**11**

Paint interior of CP3 before assembly

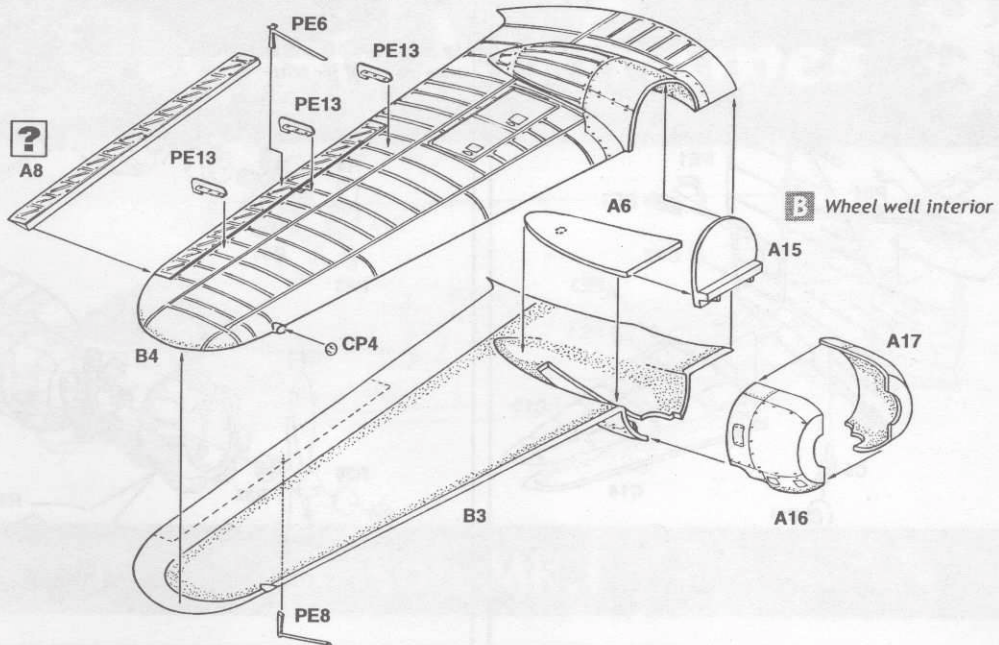


NOTE - Be sure to dry-fit and check alignment of all parts during assembly

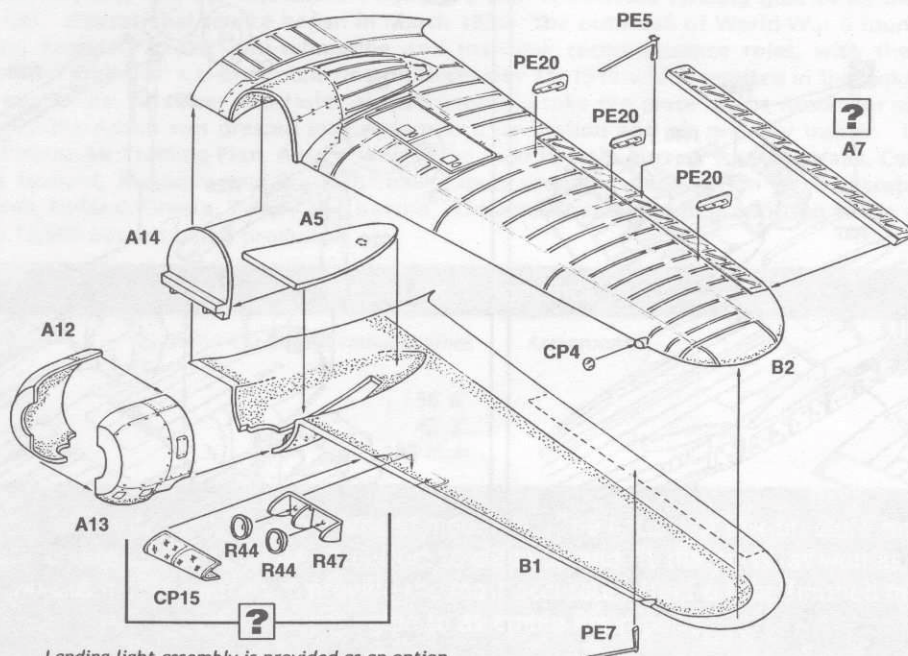


NOTE - Very early production Ansons were fitted with longer ailerons. Parts A7 and A8 are provided for use if the aircraft you are modeling was so equipped. The longer aileron will extend inboard two rib bays (approximately 15mm/19/32"). The inboard edge will align with the center of the two upperwing panels as illustrated. Fill the gap between the upper and lower wings with sheet styrene before attaching the aileron.

12 ? See note regarding extended aileron (Part A8)

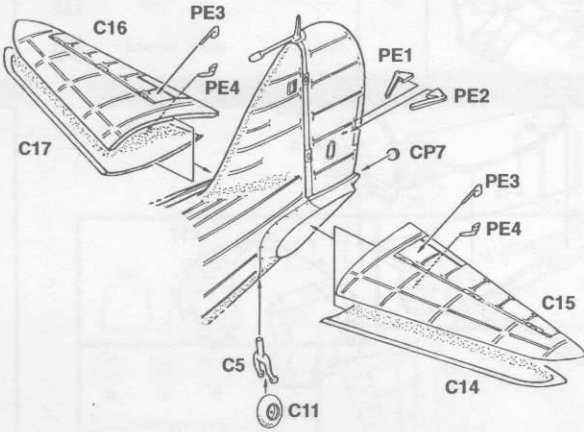


13 ? See note regarding extended aileron (Part A7)



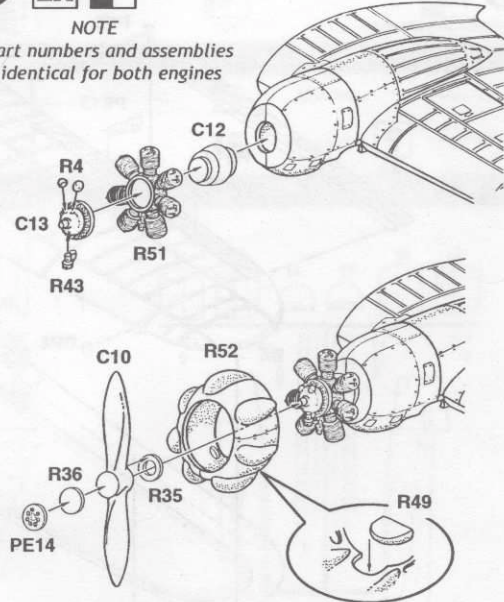
Landing light assembly is provided as an option.
Use part CP15 to determine cutout position.

14



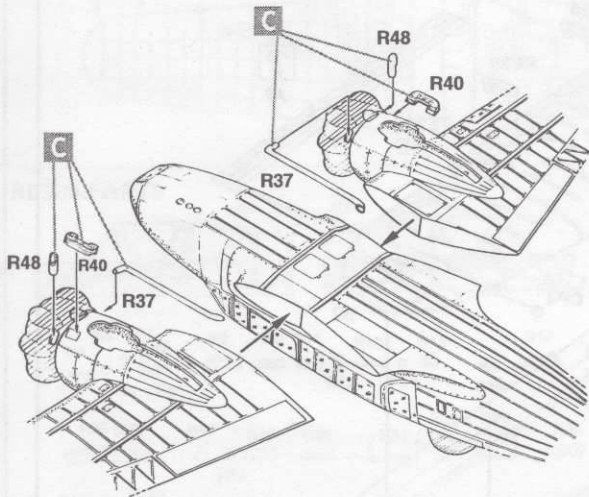
15 2X

NOTE
All part numbers and assemblies
are identical for both engines

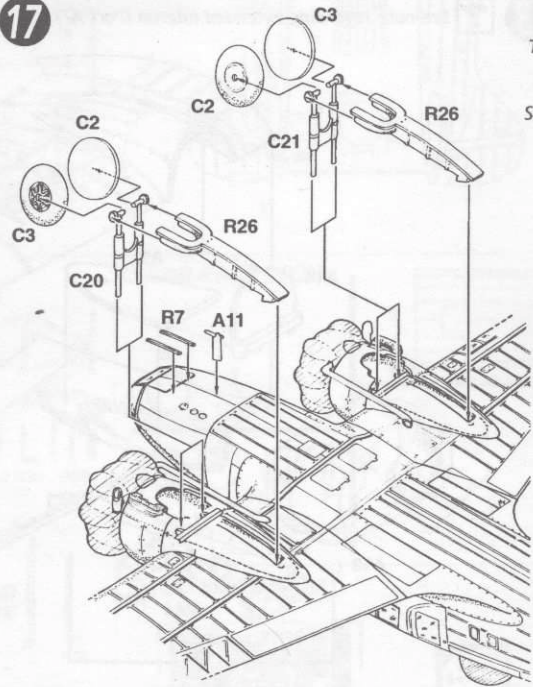


NOTE - Be sure to dry-fit and check alignment of all parts during assembly

16



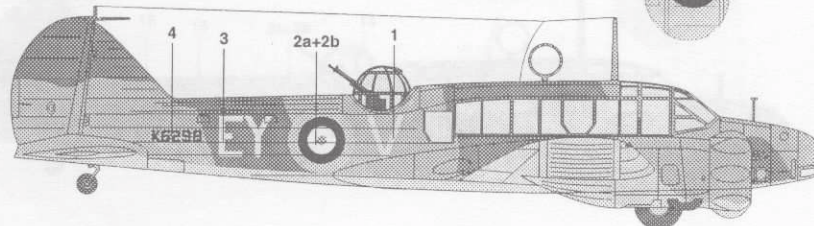
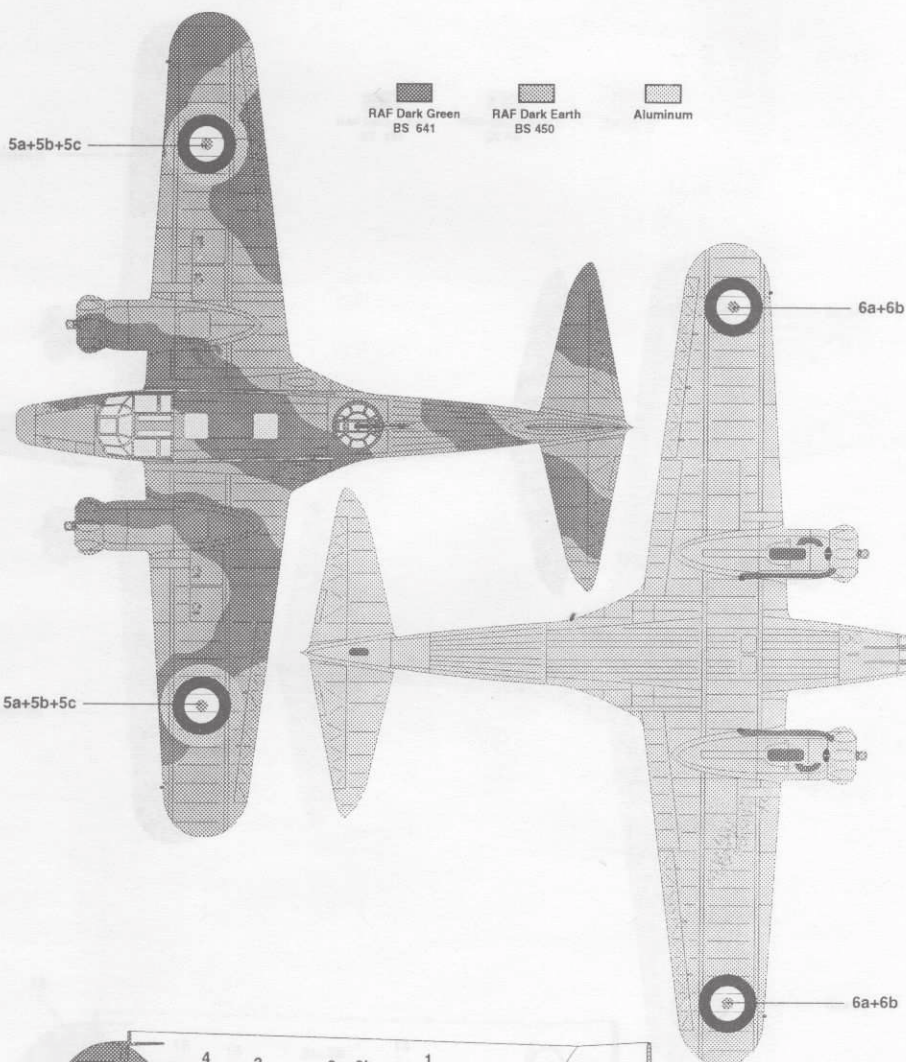
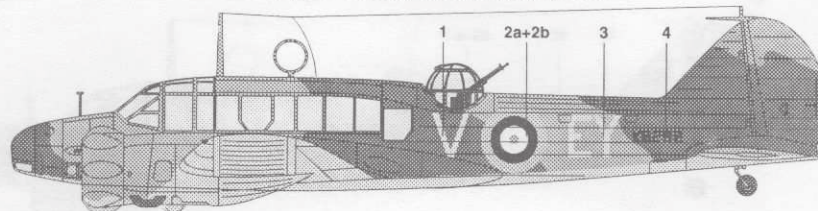
17



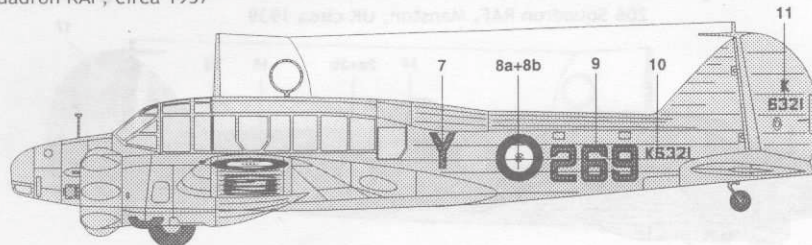
A
Tires
E
Struts

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233 Squadron RAF, Leuchars, circa 1939

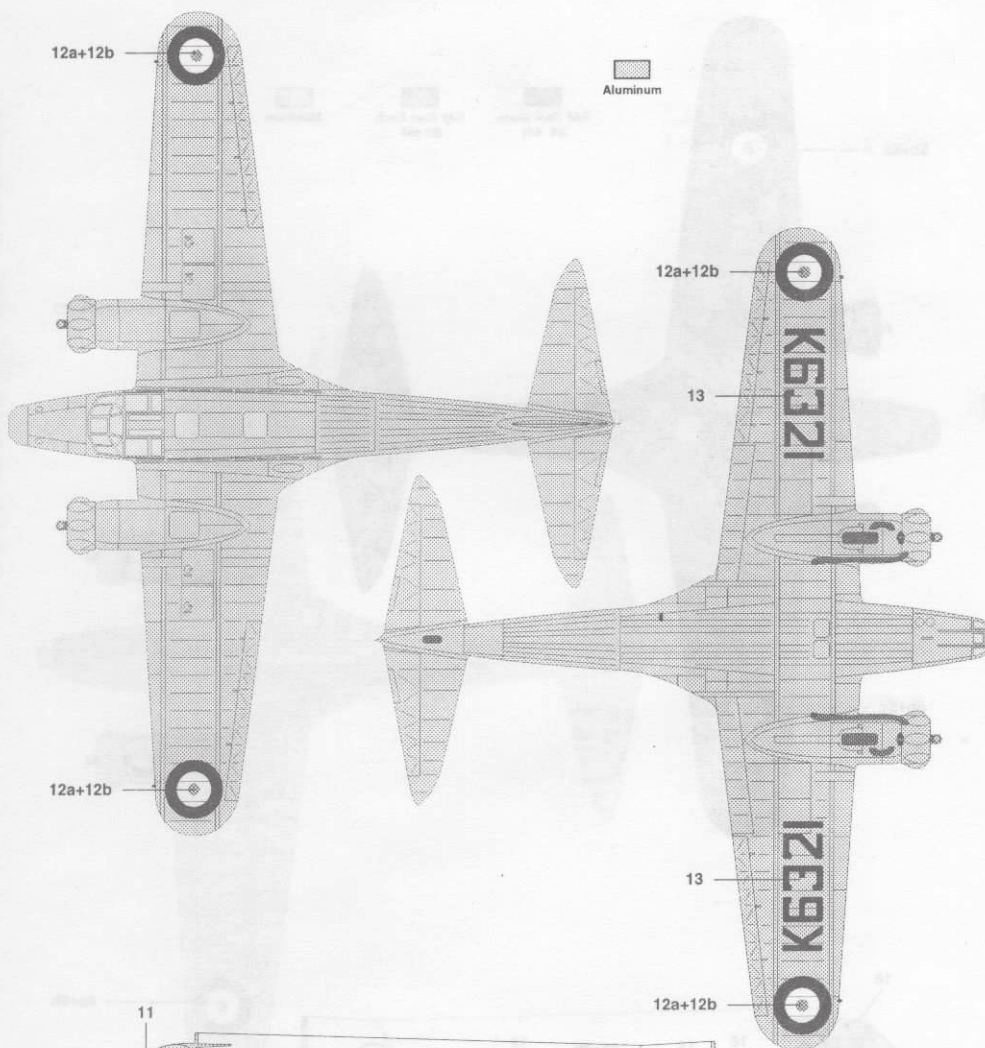


• 269 Squadron RAF, circa 1937



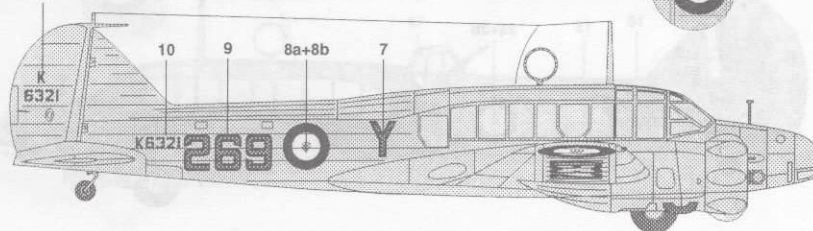
12a+12b

Aluminum



11

12a+12b



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206 Squadron RAF, Manston, UK circa 1939

