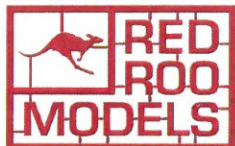


RRD4863



## RAAF ANSONS

71 Squadron and 1 Air Observer's School, mid WWII  
1/48 Scale Digital Silk Decals



Anson Mk.I AW665, PP-B, 71 Squadron, Lowood (Qld) October 1943. Used for Coastal Command type camouflage trials.

### The Avro Anson in RAAF Service

The Avro Anson was one of the most important aircraft in the RAAF and they received over 1000 airframes. They were mainly used as trainers but in the absence of anything any better were also used for their original design purpose as maritime patrol aircraft.

During the first half of 1943 Japanese submarines operated off the Australian east coast, sinking 16 ships. In response the RAAF raised three new maritime patrol squadrons equipped with Ansons, 66, 67 and 71 Squadrons. While it was recognised that the Ansons lacked sufficient range and payload to be effective, better aircraft were not available.

71 Squadron was formed on 26 January 1943 at RAAF Lowood, Queensland, from aircraft and aircrew drawn from No. 8 Service Flying Training School. The squadron was organised into flights located at RAAF stations at Amberley and Bundaberg in Queensland, and at Richmond and Coffs Harbour in New South Wales.

The squadron began flying anti-submarine and convoy escort patrols shortly after its formation. Although several sightings of submarines were recorded no claims for sinkings were made. The unit was disbanded in August 1944.

Avro Anson AW665 PP-B Lowood Qld October 1943

This Anson was received by 71 Sqn in October 1942. It was involved in an accident on 14 February 1943 and required major repairs. Standard RAAF practice was to repaint the original Dark Green/Dark Earth/Sky finish with Foliage Green/Earth Brown/RAAF Sky Blue. During October 1943 this 71 Squadron Anson was experimentally camouflaged at Lowood with matt white vertical surfaces and gloss white undersurfaces. It was flown in company with a normally camouflaged (brown and green upper surfaces and Sky Blue undersurfaces) Anson and assessed for visibility. The white camouflage was determined to give about a 10% advantage in hiding the aircraft from surface observation. The local Eastern Area requested that all their Ansons be thus painted but RAAF Command felt that the effort was not warranted. It was presumably re-camouflaged and was scrapped in 1946.

Pioneering aviation historian Geoffrey Pentland produced profiles of this aircraft in the full RAF Coastal Command scheme of Extra Dark Sea Grey, Dark Slate Grey with Red codes and this has been faithfully copied by profile artists, kit and decal manufacturers and cemented as fact. However looking at the RAAF documentation, the only colour mentioned is white. As there was no relevance or reference at any stage to re-camouflaging the upper surfaces one must question whether it would have been done. Even more problematic are the red codes. Red was ordered to be removed from roundels and fin flashes in July 1942, well before these trials, due to instances of confusion with Japanese markings. While Red was briefly used for RAF Coastal Command markings, instructions at that time actually called for Light Slate Grey for code letters. When comparing colour and black and white pictures of Liberators with Light Slate Grey codes, the shade of the codes in the black and white pictures strongly resemble the ones in the picture of AW665.

#### Avro Anson DJ287 PP-K late 1942

This 71 Sqn Anson was received in October 1942 and served there until October 1943 and does not have any record of damage or major maintenance up till transfer to 5AD in November 1943. Therefore it may be assumed that it was still in its original RAF scheme of Dark Green and Dark Earth uppersurfaces and Sky undersurfaces. The codes would have been in RAAF Sky Blue and serials in Medium Sea Grey. It survived WW2 and was in civilian use until 1955.

#### Avro Anson W2598 598 of 1 Air Observer's School Evans Head NSW late 1943

1 Air Observers School was established in 1940 at Cootamundra to train navigators and later moved to Evans Head in 1943. This Anson was received at 1 AD in August 1941 and passed through several units before ending up with 1 AOS in December 1943. It made a forced landing at Kempsey, NSW, in February 1944, after which it was repaired and would have been re-camouflaged in Foliage Green/Earth Brown/RAAF Sky Blue. It survived into civilian life until 1961.

## Decal Application

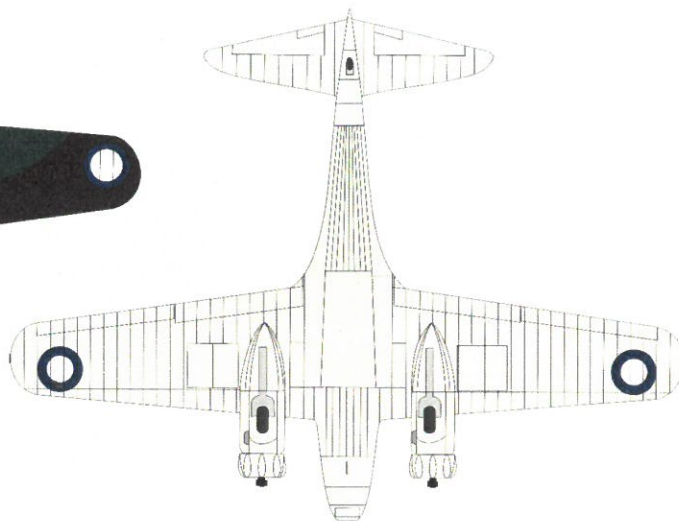
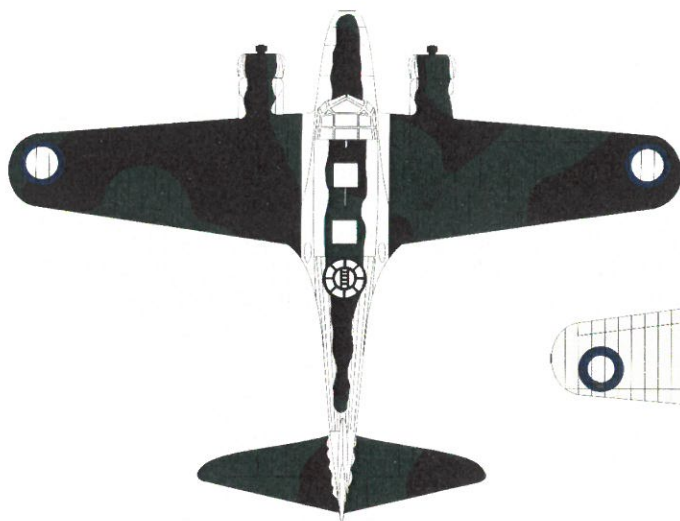
Warning: When applying decals to the model be very gentle as the decal film is very thin and may tear if mistreated.

1. Apply a coat of gloss varnish to the model and allow to thoroughly dry before applying the decals.
2. When you are ready to start applying the decals, we recommend that you cut as close as possible to the item you want to use to achieve the best result.
3. Soak the decal in warm water to which a drop or two of dishwashing liquid has been added. Leave the decal for a short period of time and then slide the decal off the backing paper onto model surface.
4. Once on the model and in the right position, lightly press down on the decal with a tissue to soak up excess water. You may then use your favourite decal settling solution.
5. Apply a coat of gloss varnish over the entire model once the decals are thoroughly dry. This ensures that the decals are sealed to the model's surface and carrier film is camouflaged.

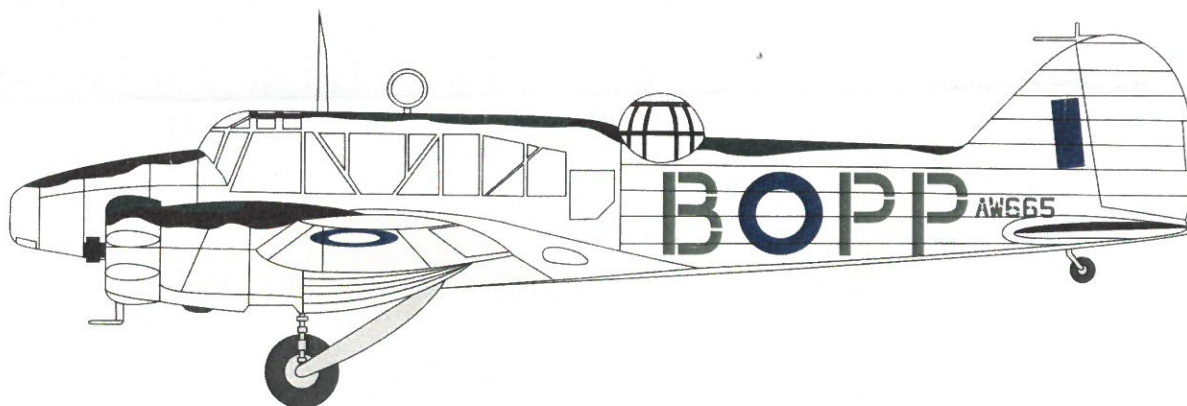
## Colour Key



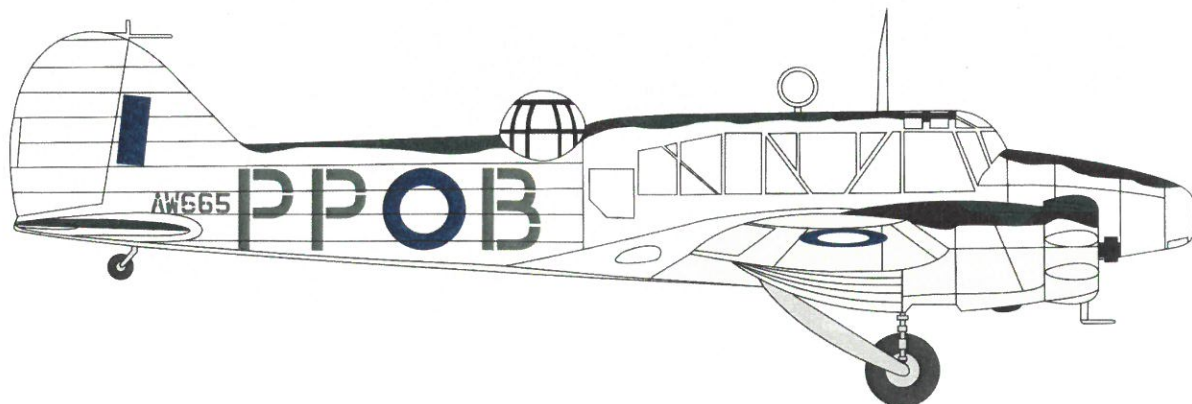
Anson Mk.I AW665, PP-B, 71 Squadron, Lowood (Qld) October 1943. Used for Coastal Command type camouflage trials.



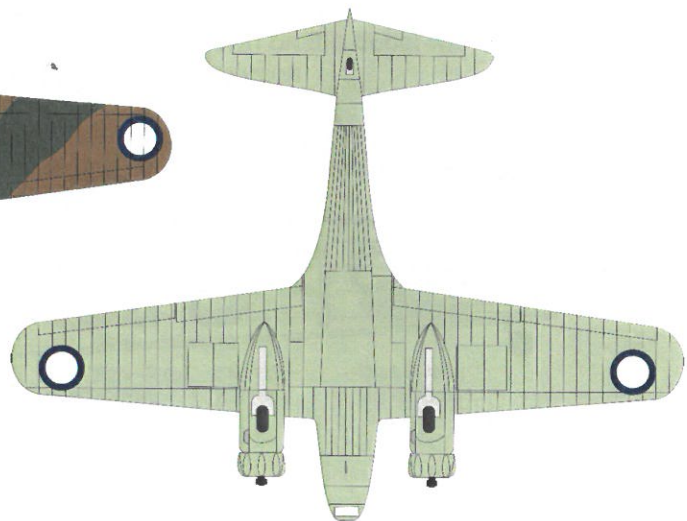
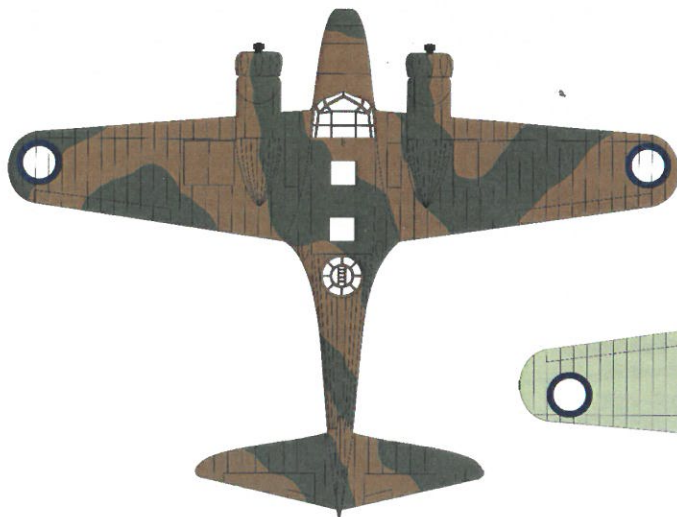
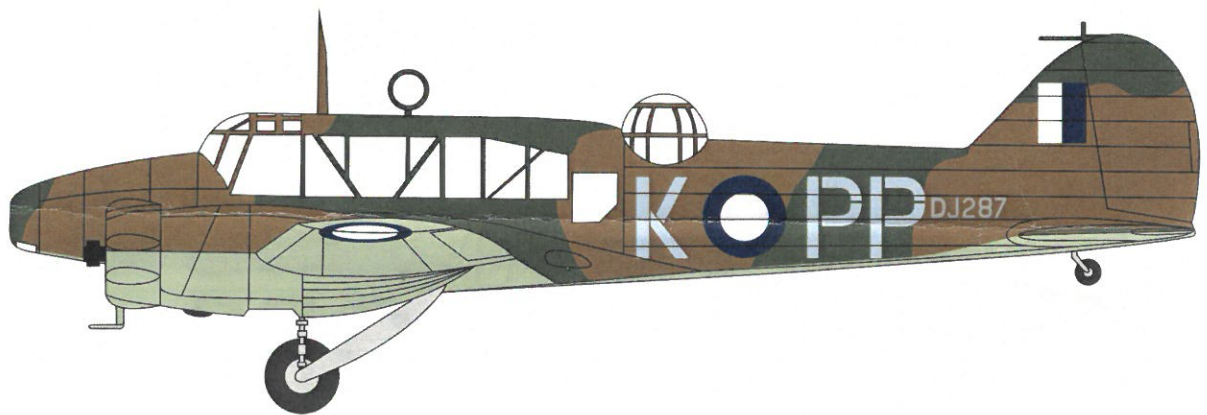
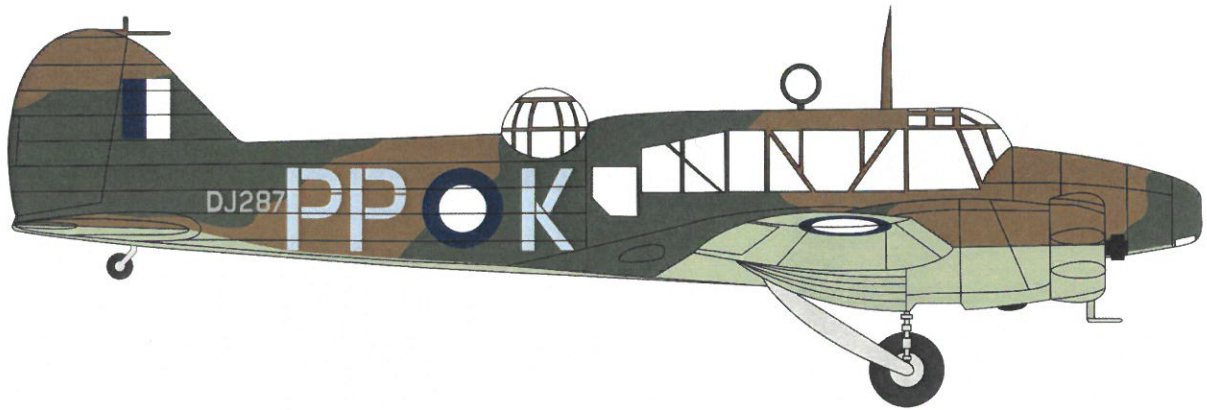
Lower surface finished in Gloss White



Lower surface finished in Gloss White and fuselage sides finished in Matt White.

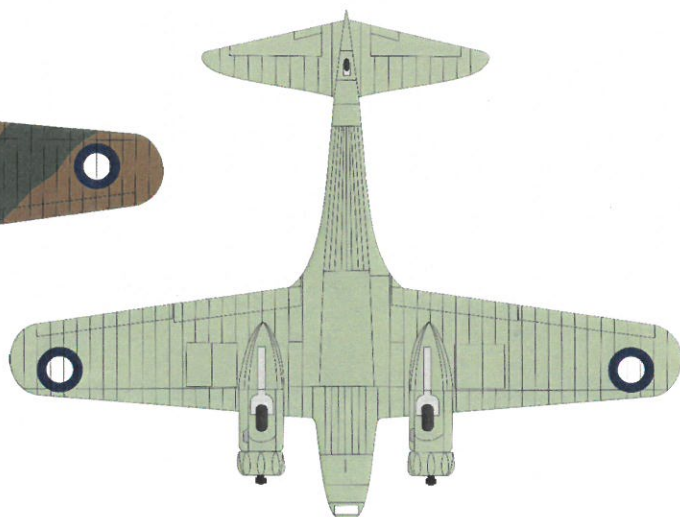
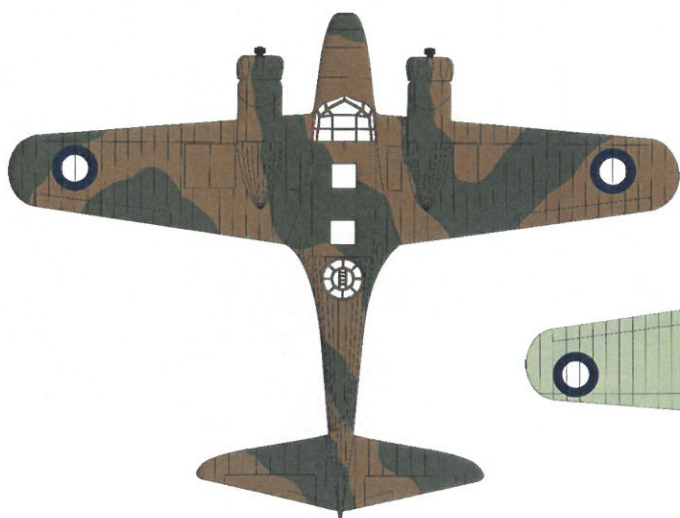


Anson Mk.I DJ287, PP-K, 71 Squadron, mid war.



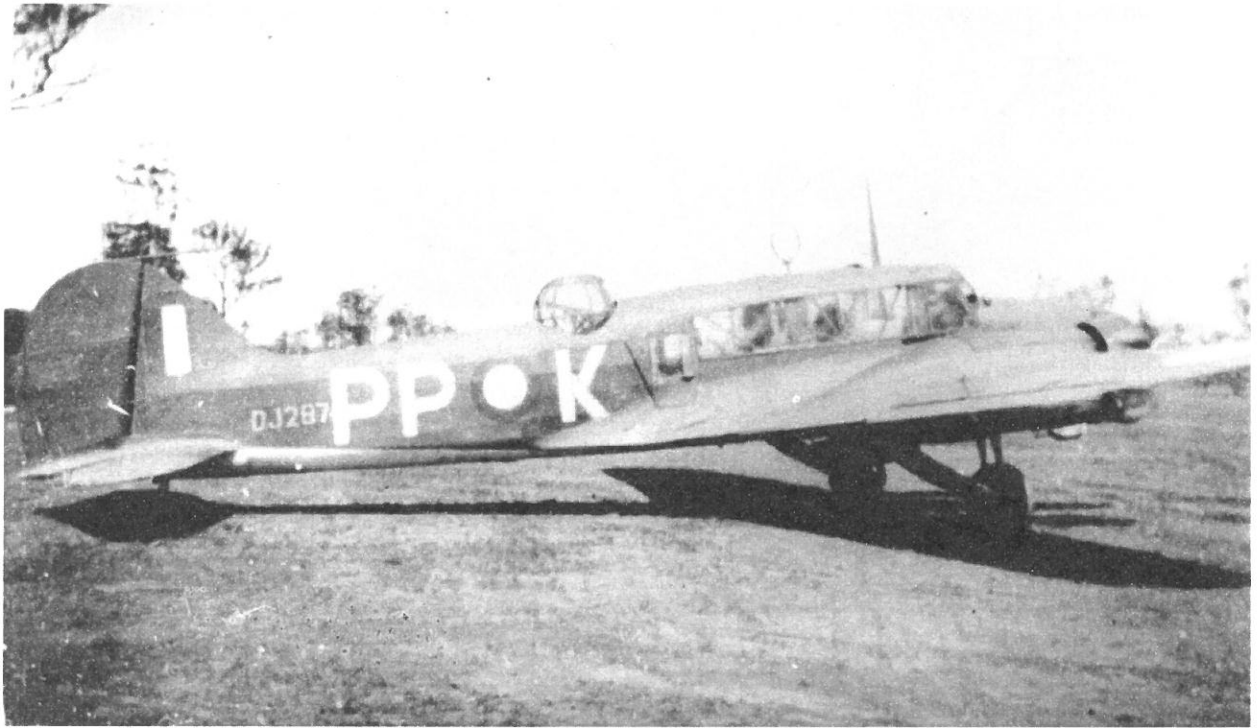
Upper and lower surfaces of DJ287. Note position, style and size of wing roundels.

Anson Mk.I W2598 (below), 1 Air Observer's School. This aircraft made a forced landing at Evans Head (NSW) on 17 February 1944.



Upper and lower surfaces of W2598. Note position, style and size of wing roundels.

### Reference Photos



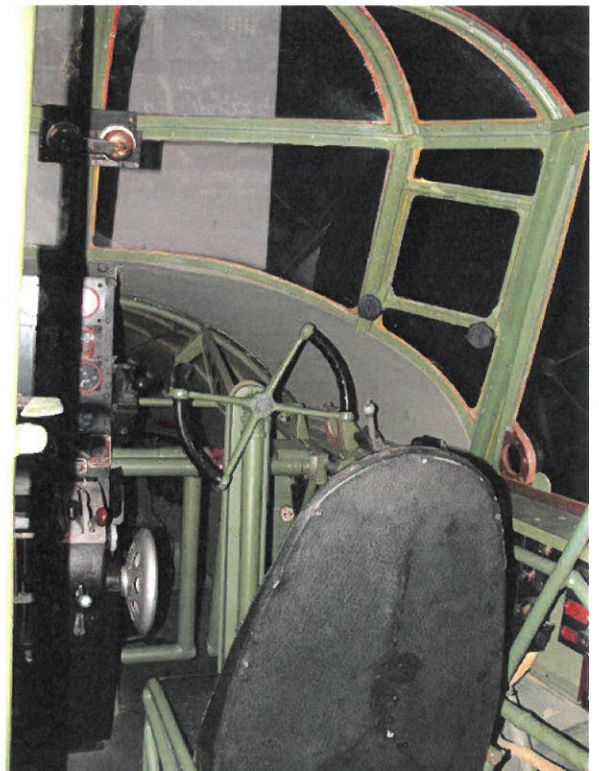
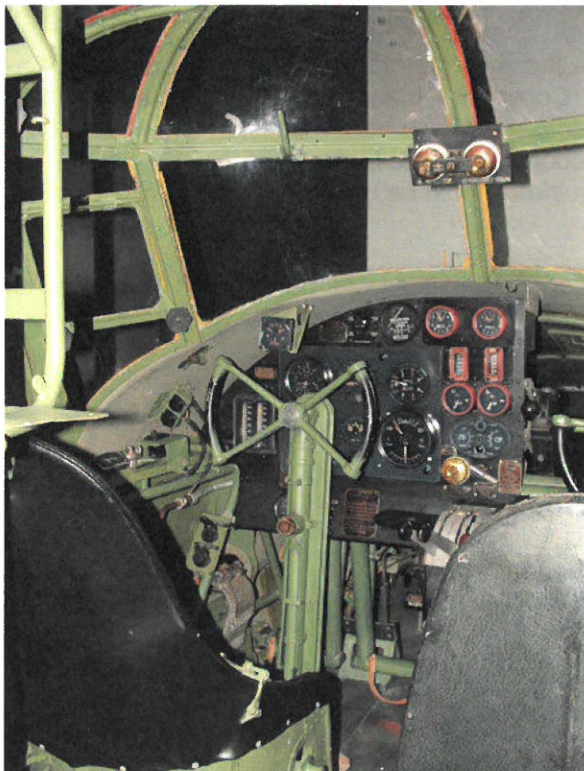
Above: DJ287 whilst flown by 71 Squadron. It is interesting to note that the turret frame appears to have been repainted from the original black which was the norm on the Frazer-Nash turrets.

Below: W2598 came to grief during the time it spent with 1AOS. Many of the training Ansons had their guns removed for normal training operations.





These three photographs show Avro Ansons Mk.I EF954 under restoration at the South Australian Aviation Museum and reveal good detail of the nose, propellers and flight deck.



## **Acknowledgements**

Ian Baker for initiating the whole review of the Pentland profile.

Juanita Franzi for confirming the dark appearance of Light Slate Grey in black and white photographs.

Ross Marven for discussion about Coastal Command finishes.

Joe Walker for useful discussion of the AW665 photograph.

## **References**

Pentland, Geoffrey - RAAF Camouflage and Markings 1939-45 Vol I pp 91 & 124, ISBN 0858800365.

Baker, Ian - Aviation History Colouring Book - Issue 75, Queenscliff, Australia. ISSN 1322-0217.

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RAAF Form A.50 Operations Book 71 Squadron.

Air Ministry Order AMO A.1096/42 8Oct 1942

This decal set was produced by the Red Roo team of Ed Russell, Gary Byk and Dick Hourigan

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