

SH 72074

AVRO ANSON Mk.I

1/72

(CZ)

V roce 1933 Imperial Airways zveřejnilo 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 vypsallo 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 vzletl 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 Ansonův 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, potažené 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

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

(GB)

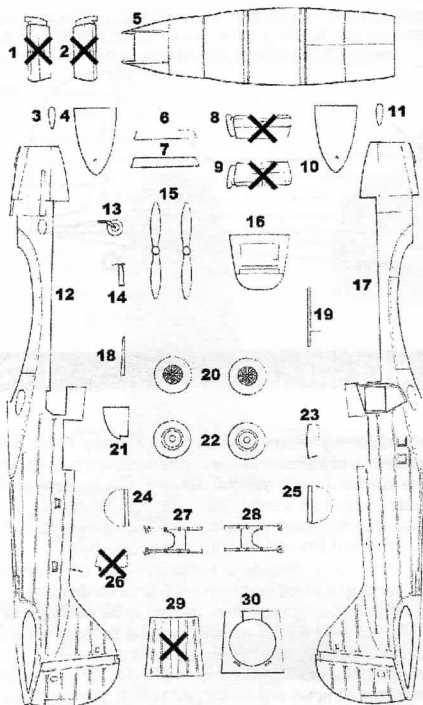
In 1933 Imperial Airways issued specifications calling for new long range two engined aircraft. Avro Company according to these specifications designed Type 652; two engined aircraft with fabric covered wooden wings in low-wing position, fuselage structure made of metal tubing mainly fabric covered, 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.

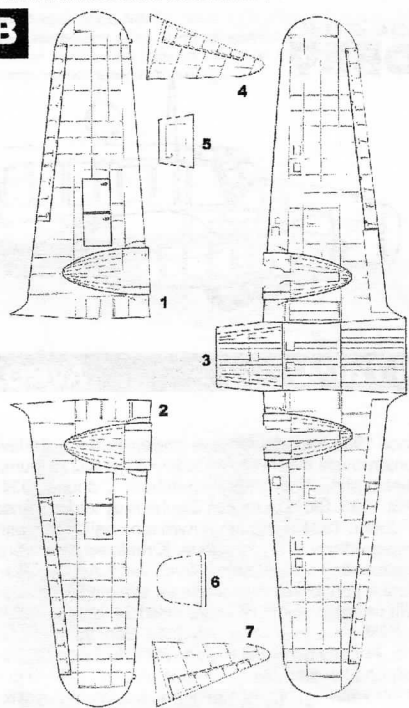
The unarmed transport Mk.X version was generally Mk.I version with strengthened fuselage floor. The last war versions Mk.XI and XII got heightened fuselage and the post war versions got new all metal wings.

Technical Data:

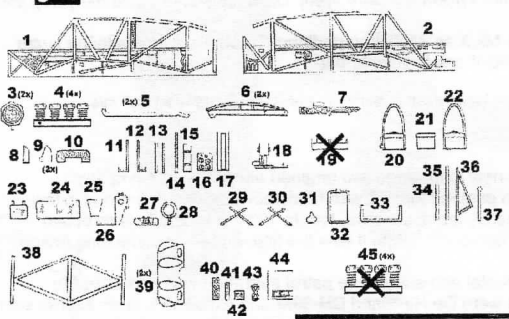
Wingspan: 17,20 m, Length: 12.90 m, Max. Speed: 300 km/h at 2 150 m, Ceiling: 5 800 m, Leading Climb Rate: 3,7 m/s, Max. Range: 1060 km



A **B**



POLYURETHAN PARTS (PUR)



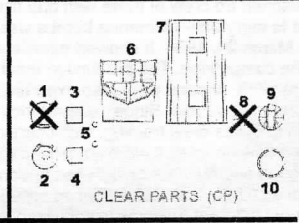
Barvy GUNZE/ GUNZE Colour No.

| | | |
|---|---------------------------------------|-----------|
| A | Inter.šedo-zelená/Interior Grey-Green | H364/C364 |
| B | Černá/Black | H12/C33 |
| C | Rezavá/Rust | H33 |
| D | Hliníková/Silver Dope | H8/C8 |
| E | Pneú. šedá/Tyre Black | H77/C137 |
| F | Tmavý kov/Dark Iron | MC214 |
| G | Hliník/Aluminium | MC218 |
| H | Plátno/Linen | H85/C45 |
| I | Kůže/Leather | H17/C29 |
| J | Chromová/Chrome | 159 |
| K | Ocel. sedá/Steel Grey | H75/C25 |
| L | Tmavá zelená/Dark Green | H73/C23 |
| M | Cvičná žlutá/Tainer Yellow | H4/C4 |
| N | Tmavá zemitá/Dark Earth | H72/C22 |

PHOTO-ETCHED PARTS (PP)



FILM (F)



CLEAR PARTS (CP)



Volba
Optional
Nach ballaban
Option



Odstranit
Remove
Entfernen
Detach



Leptivo na kov
Primer for metal
Metallüber
Color a metal



Očistit
Brush
Abzählleder
Technique



Barvo
Color
Farben
Peindre

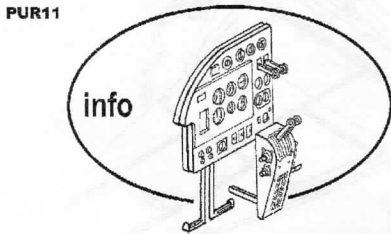
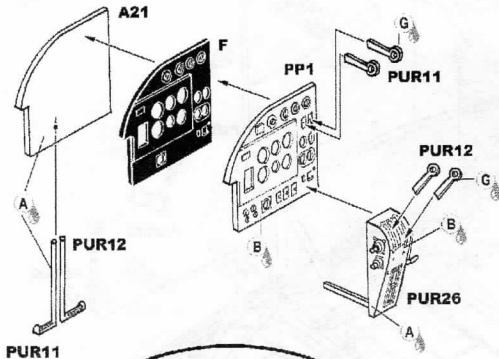
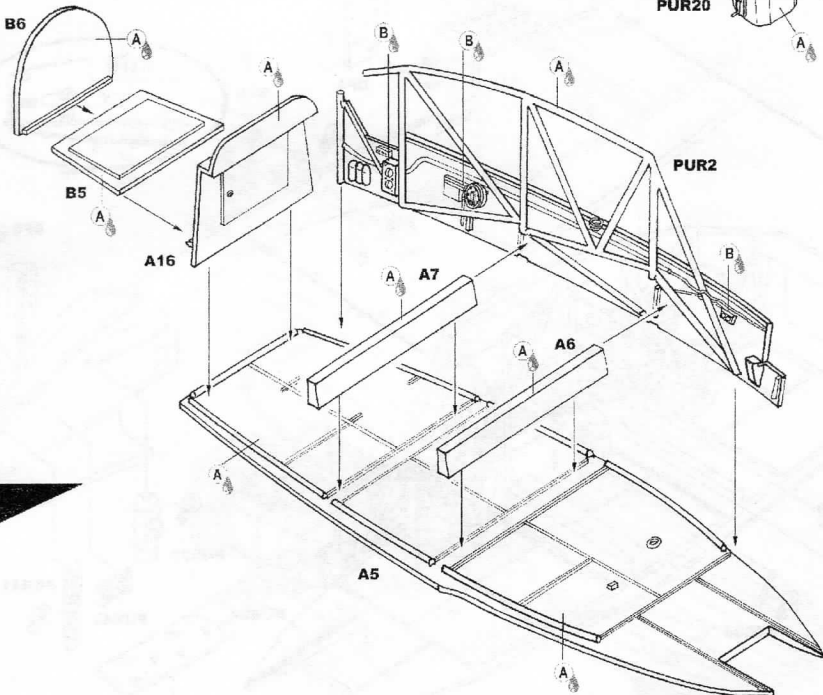
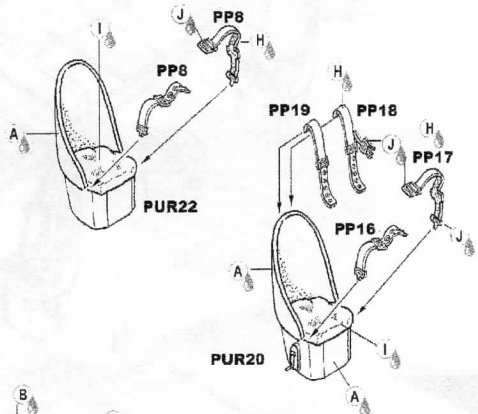
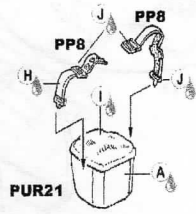


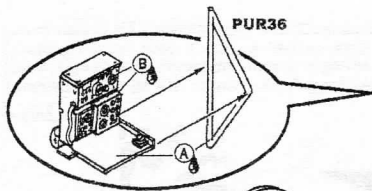
Clear fix

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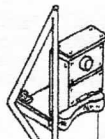
2

1**2****3**



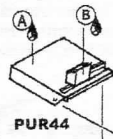
PUR36

PUR18



PUR44

4

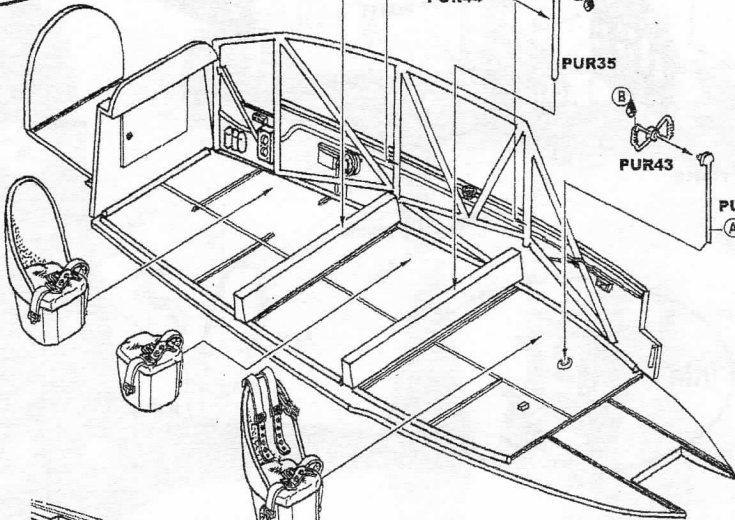


PUR35

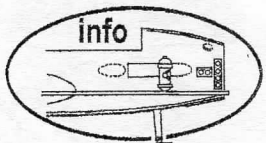


PUR43

PUR37



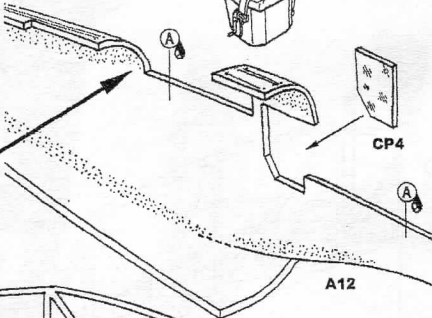
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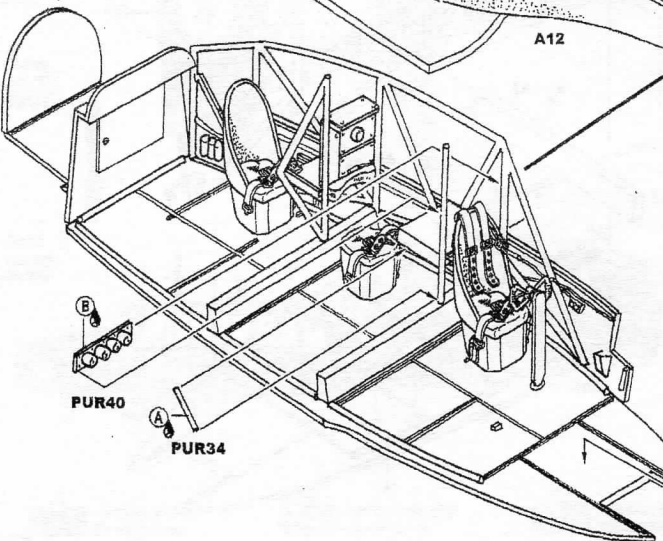
info



CP4



A12



PUR40

PUR34

PUR24

PUR42

PUR27

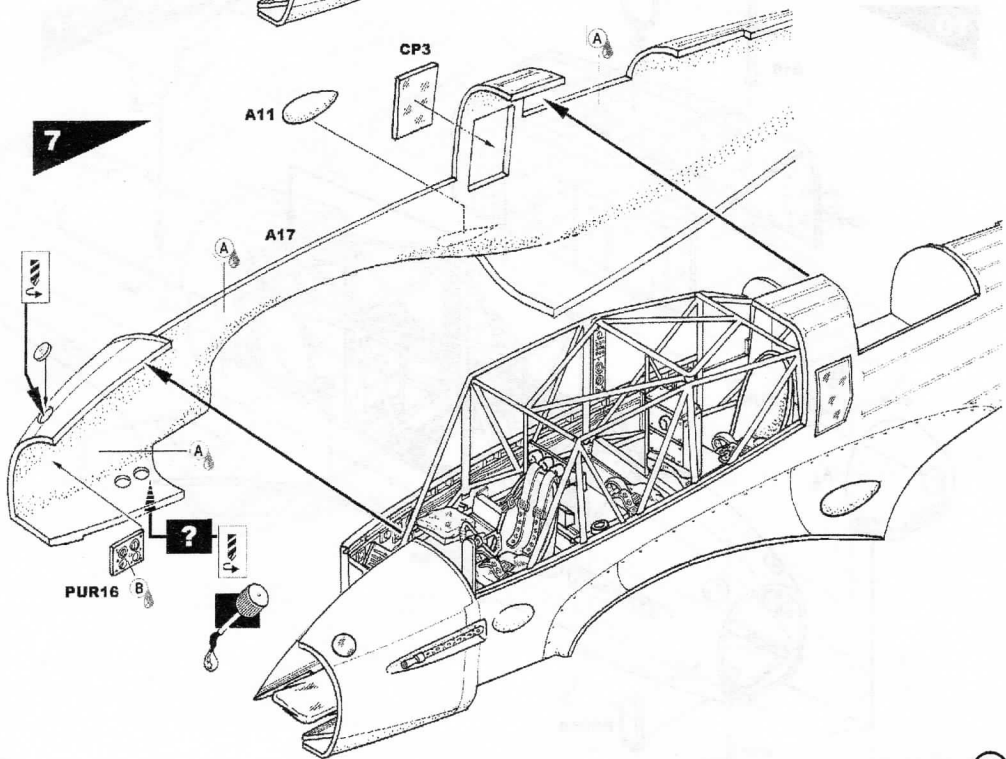
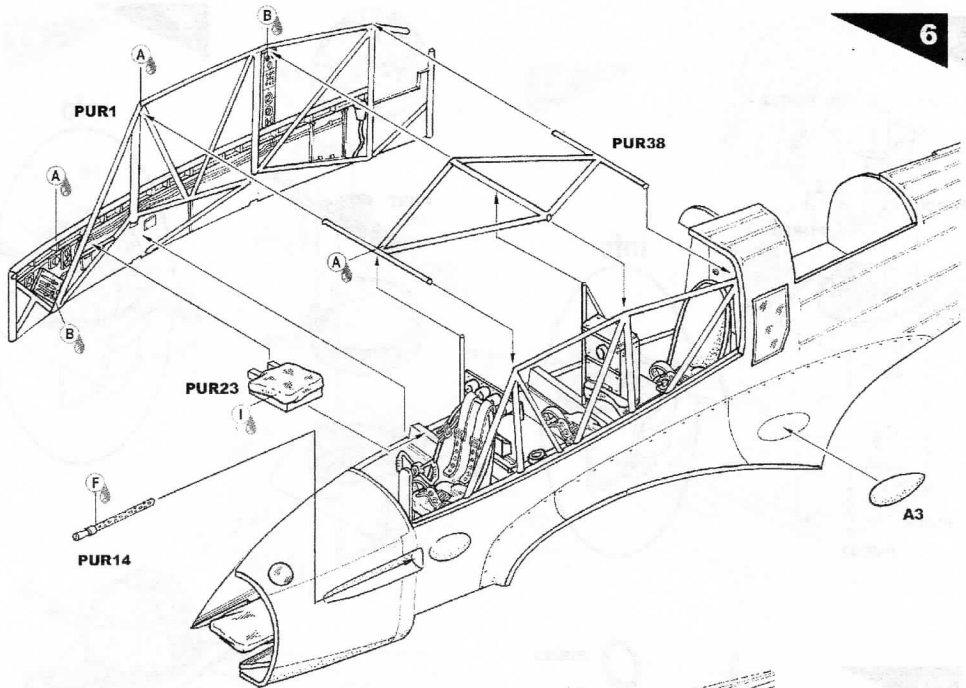
CP5

PUR41

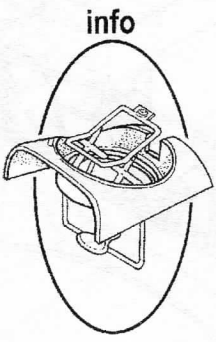
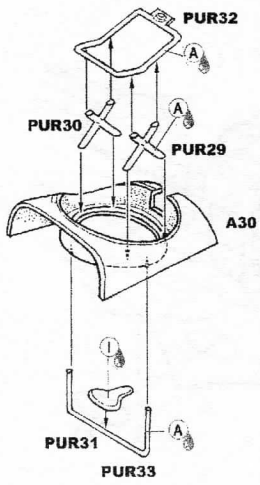
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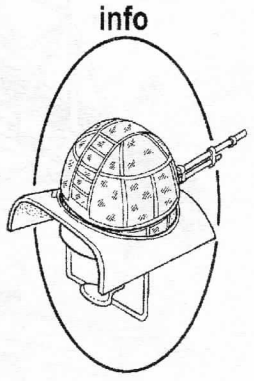
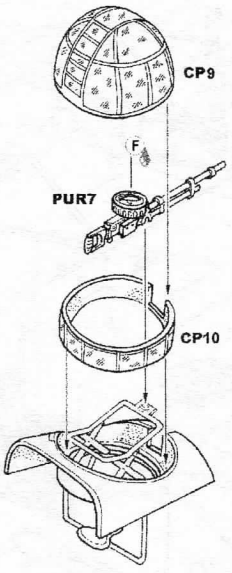
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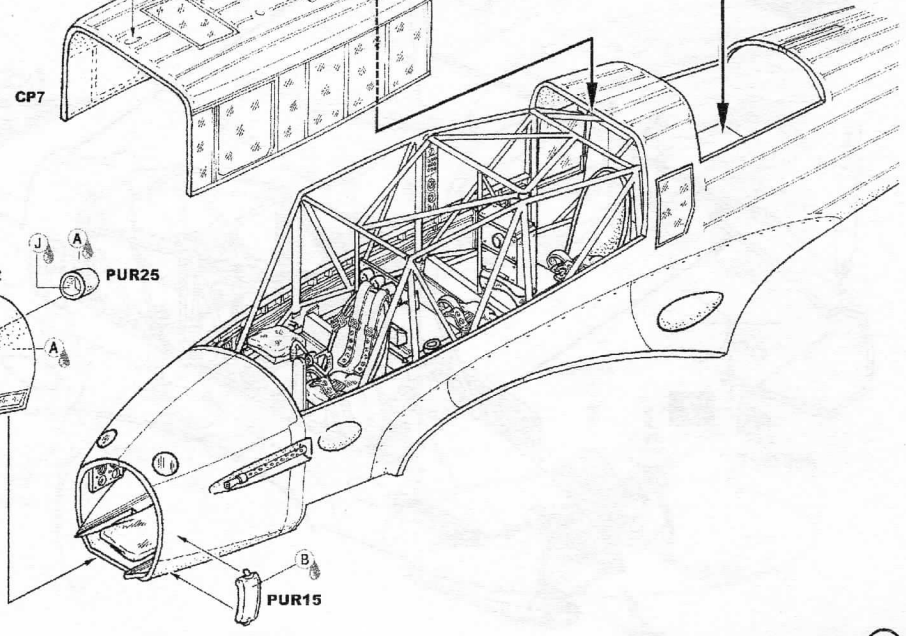
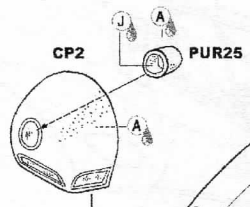
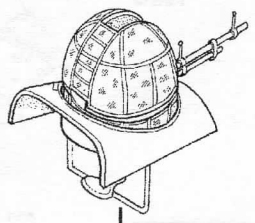
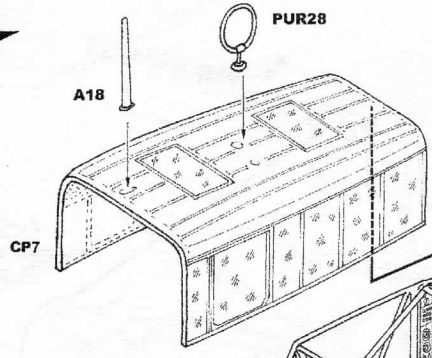
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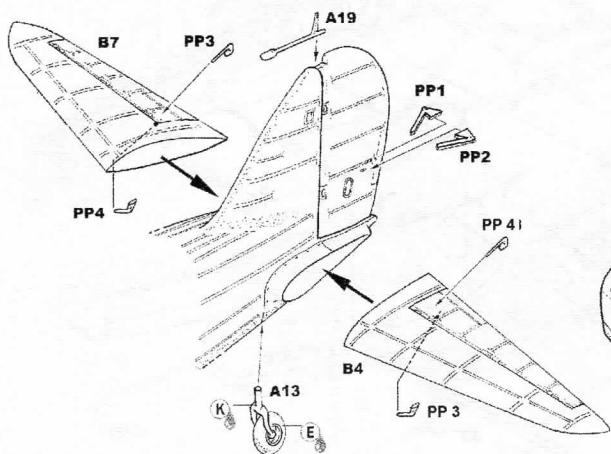
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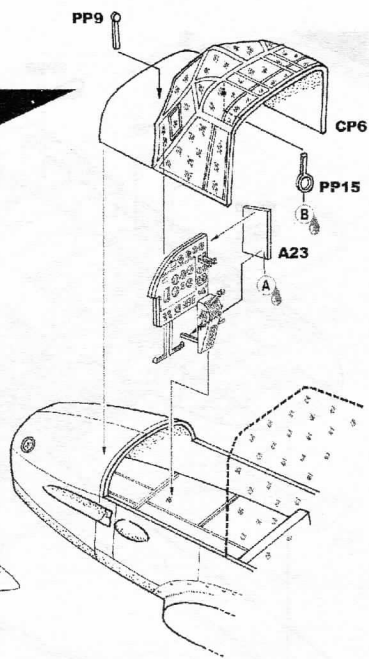
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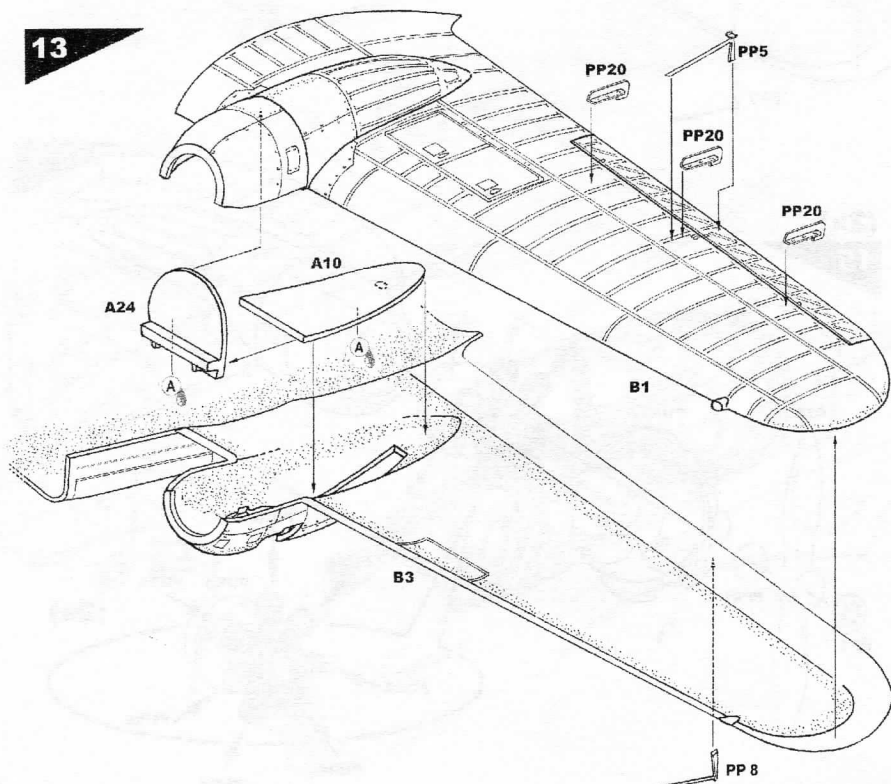
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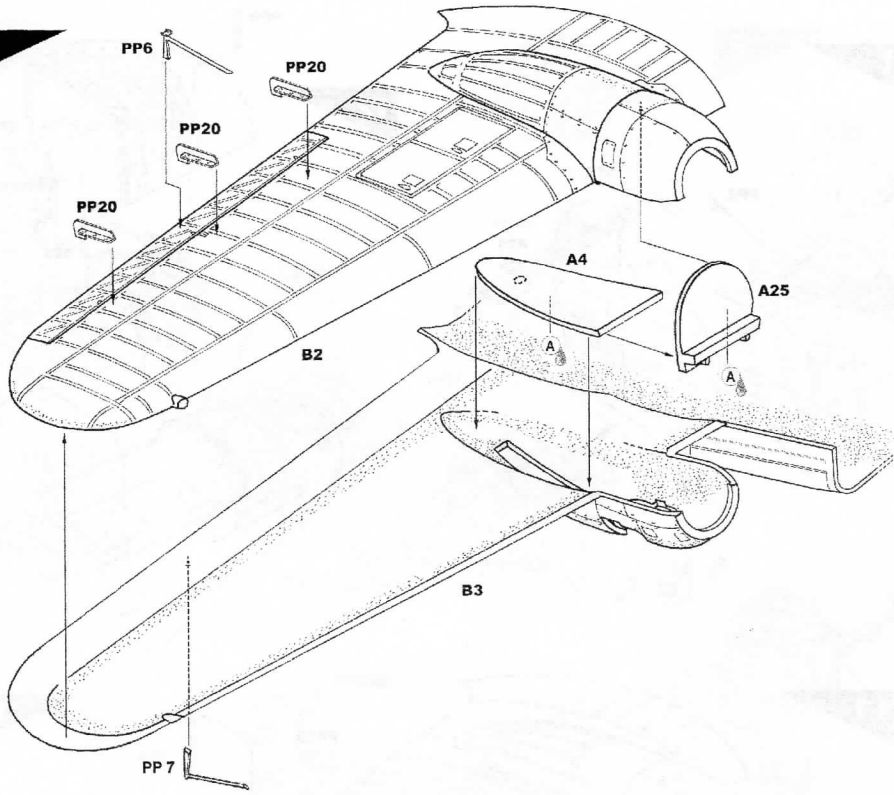
12



13

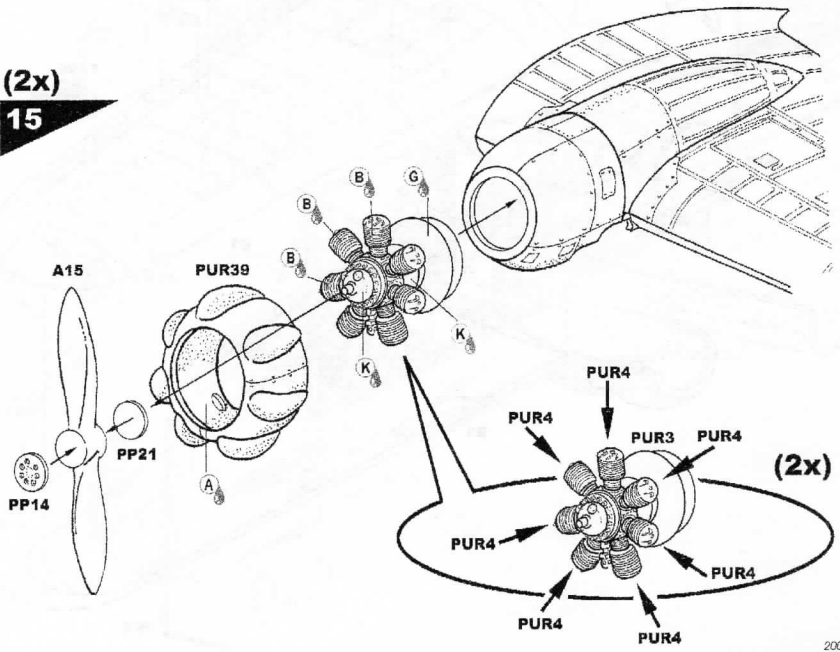


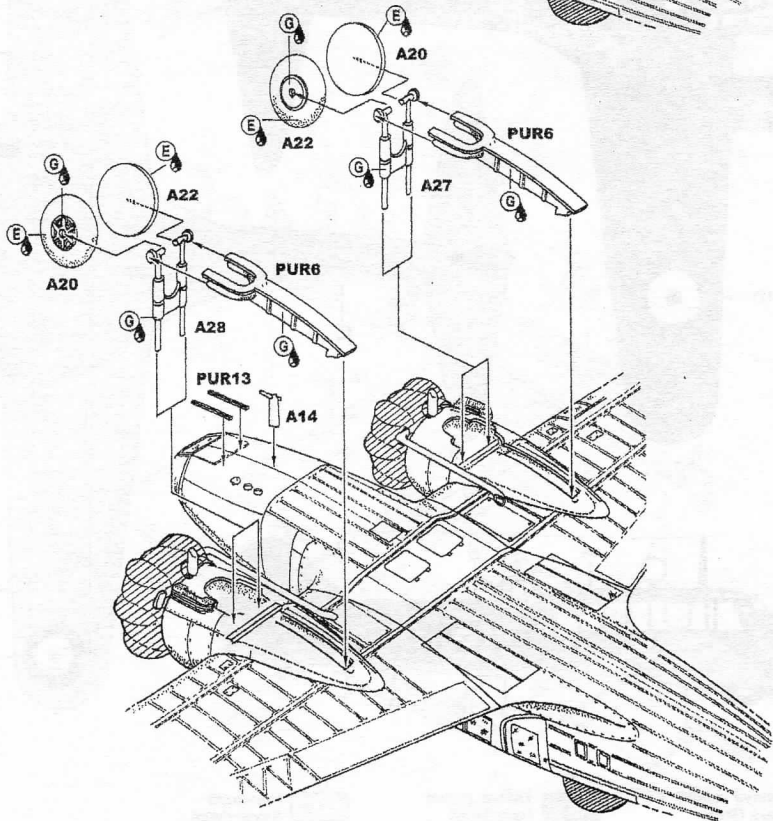
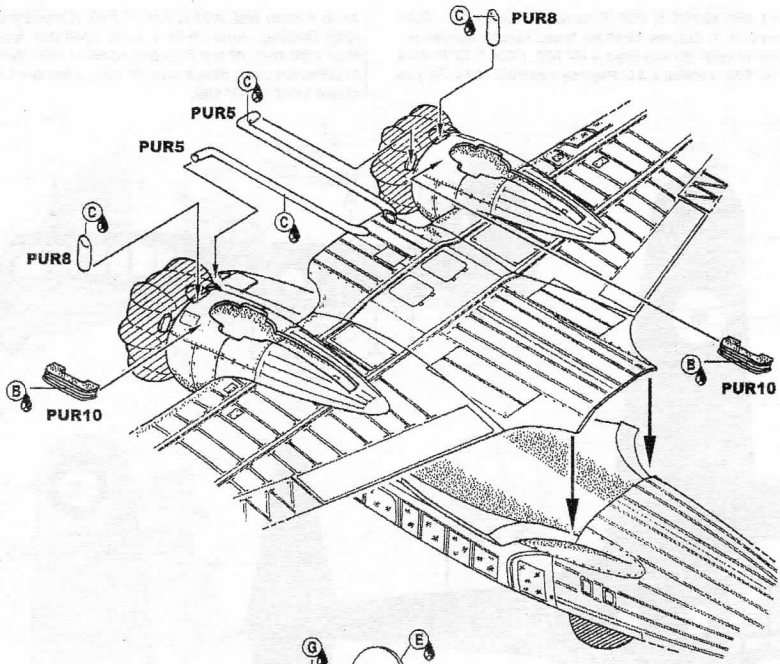
14



(2x)

15

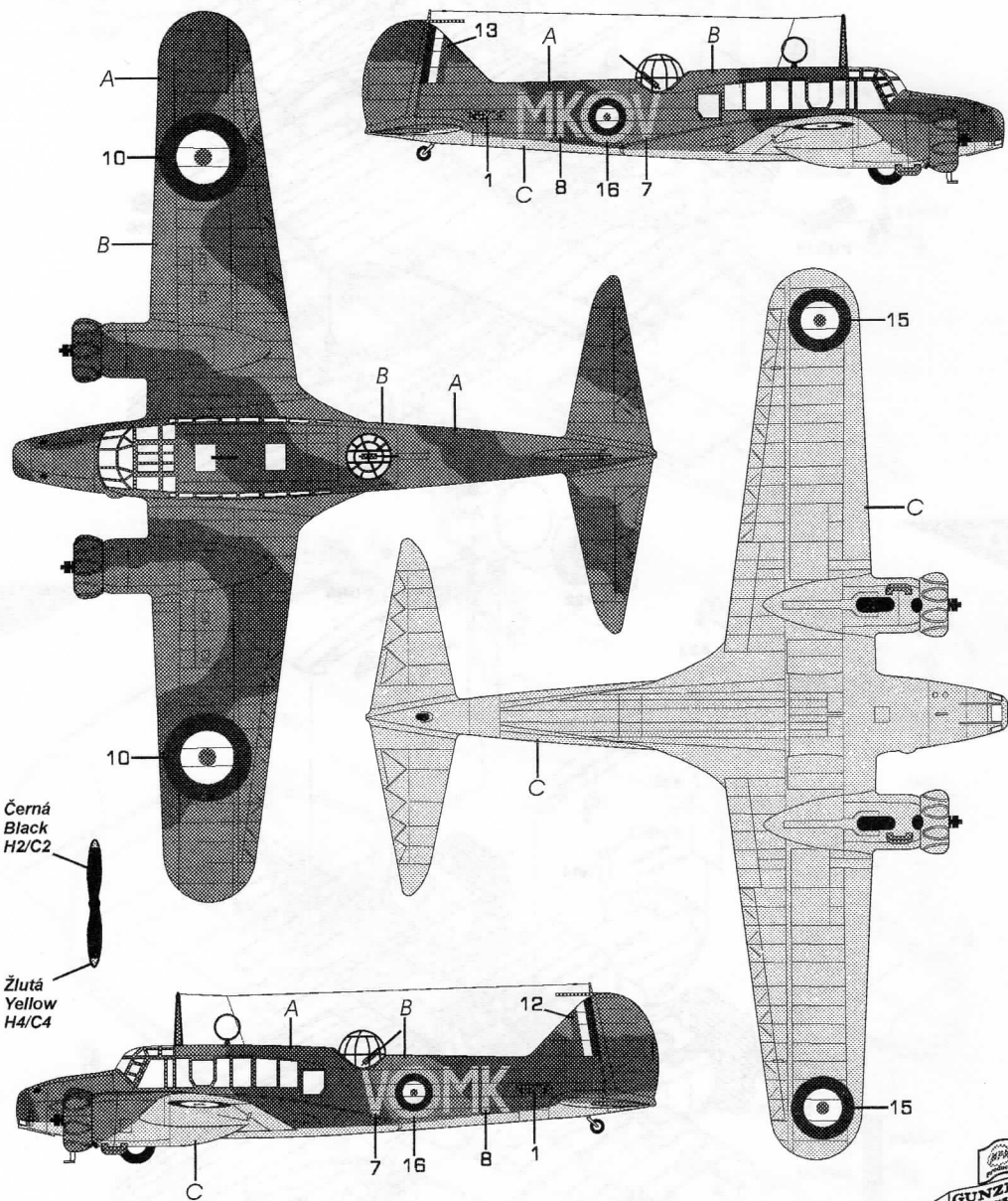




Avro Anson Mk.I, N9732/MK-V, 500.(Country of Kent) Sqn. RAF, Detling, červen 1940. 1. června 1940 se tento Anson společně se dvěma dalšími dostal do souboje s Bf 109. Pilot P/O/ Peters sestřelil jeden Bf 109, střelec LAC Pepper sestřelil další Bf 109.

CAM. A

Avro Anson MkI, N9732/MK-V, 500. (Country of Kent) Sqn. RAF, Detling, June 1940. 1 June 1940 this Anson went together with two others into the combat with the Bf 109. Pilot P/O/Peters shot down one Bf 109, shooter LAC Pepper shot down another Bf 109.



Černá
Black
H2/C2

Žlutá
Yellow
H4/C4

A
Tmavá zelená
Dark Green
H73/C23

B
Tmavá zemitá
Dark Earth
H72/C22

C
Hliníková
Silver Dope
H8/C8



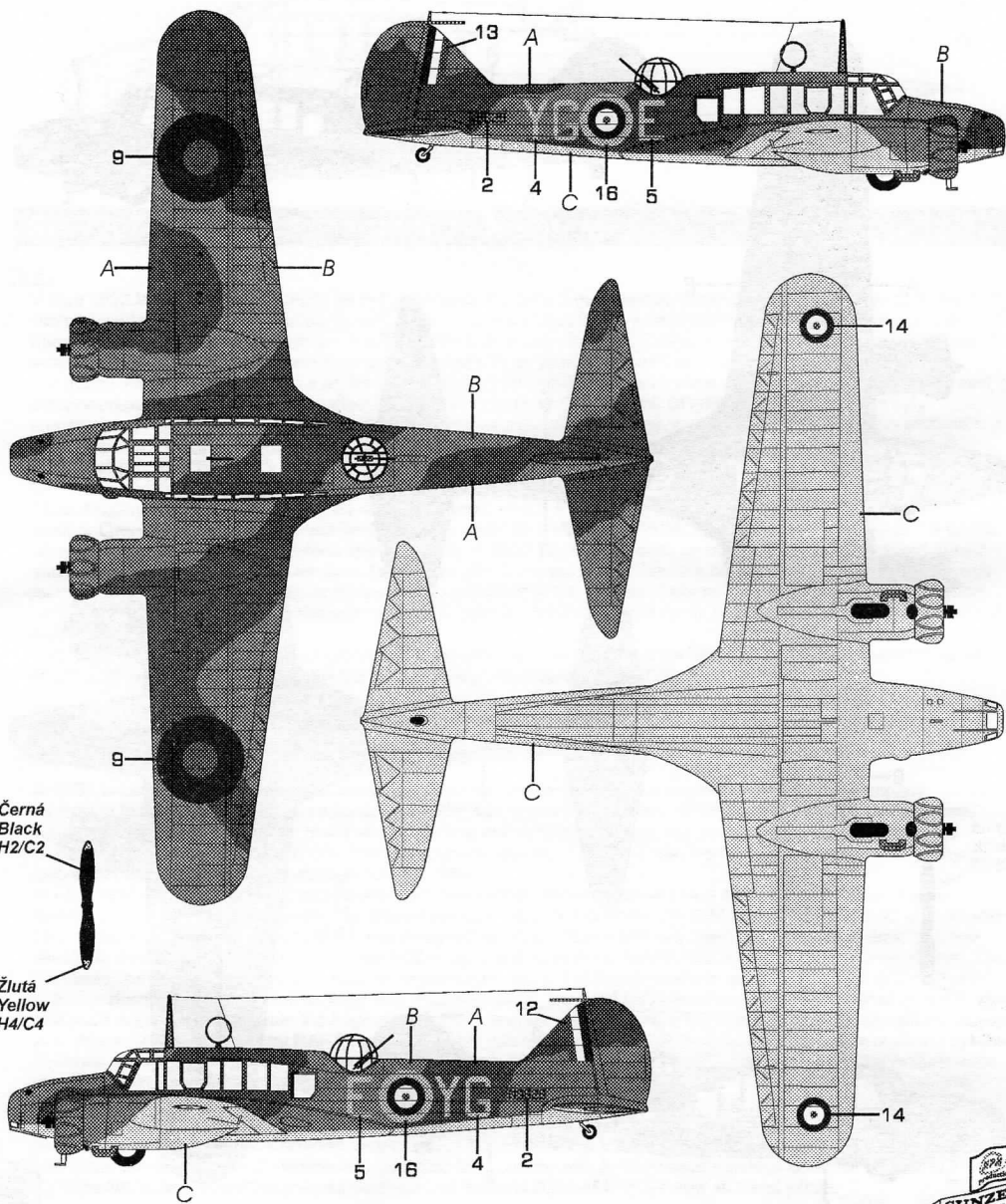
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Avro Anson Mk.I, N9629, YG-E, 502. (Ulster) Sq. Coastal Command RAF, Aldergrove, červen 1940. Na spodní ploše křídla nesi tento letoun netypicky malé znaky typu A.

Avro Anson Mk.I, N9629, YG-E, 502. (Ulster) Sq. Coastal Command RAF, Aldergrove, June 1940. The aircraft carried not typical small sign type A.

CAM. B



A Tmavá zelená
Dark Green
H73/C23

B Tmavá zemitá
Dark Earth
H72/C22

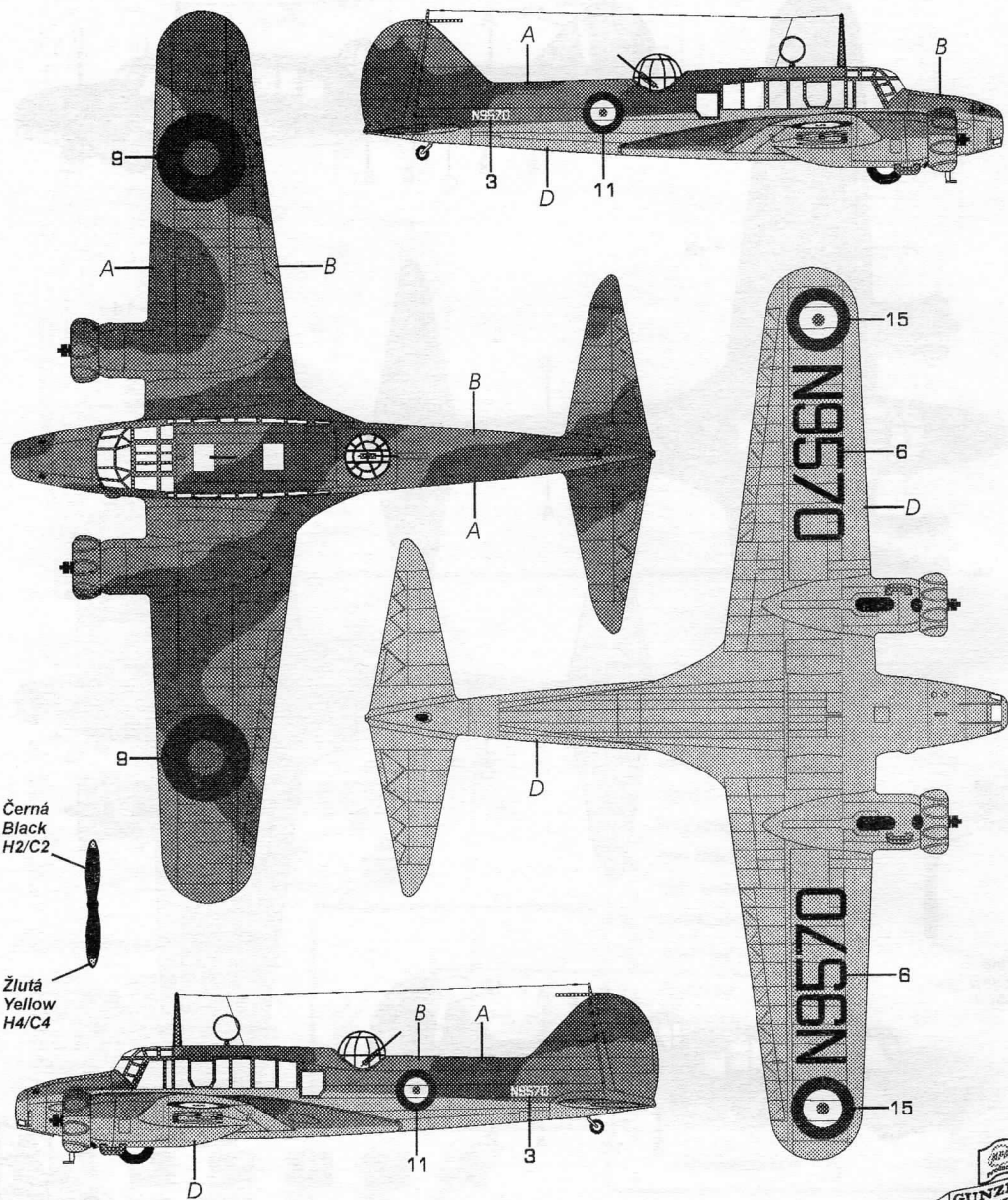
C Hliníková
Silver Dope
H8/C8



Avro Anson Mk.I, N9570, No. 9. FTS (Flying Training School)
RAF, září 1939. Letoun sloužil u No.9 FTS do 16. října 1940,
kdy shořel na letišti v důsledku nepřátelského útoku.

Avro Anson Mk.I, N9670, No.9. FTS (Flying Training School)
RAF, September 1939. Aircraft served by No.9 FTS till 16
October 1940 when it burnt down on the airfield in conse-
quence of the attack of enemy.

CAM. C



Černá
Black
H2/C2

Žlutá
Yellow
H4/C4

A Tmavá zelená
Dark Green
H73/C23

B Tmavá zemitá
Dark Earth
H72/C22

D Cvičná žlutá
Trainer Yellow
H4/C4

