Research Notes on the

Avro Anson

Compiled by John Griffin

Part 2/3

Version 1.0 – 1 September 2026

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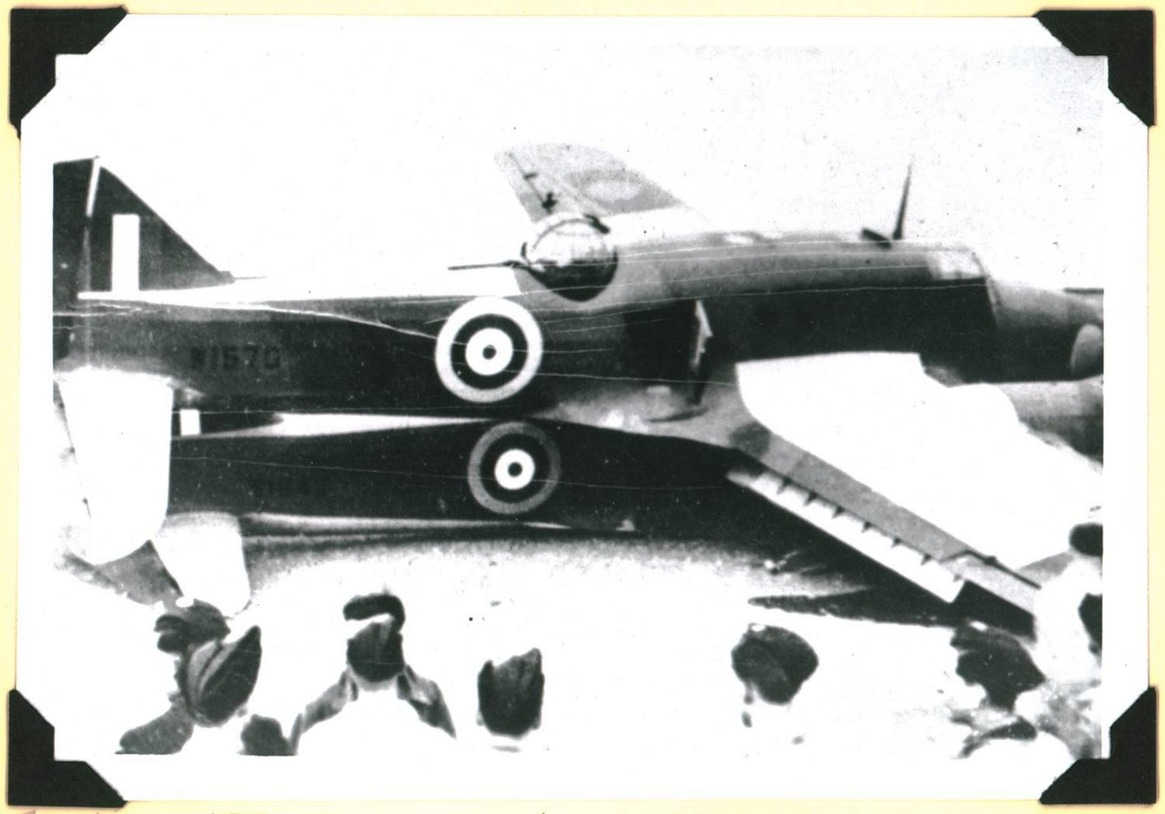
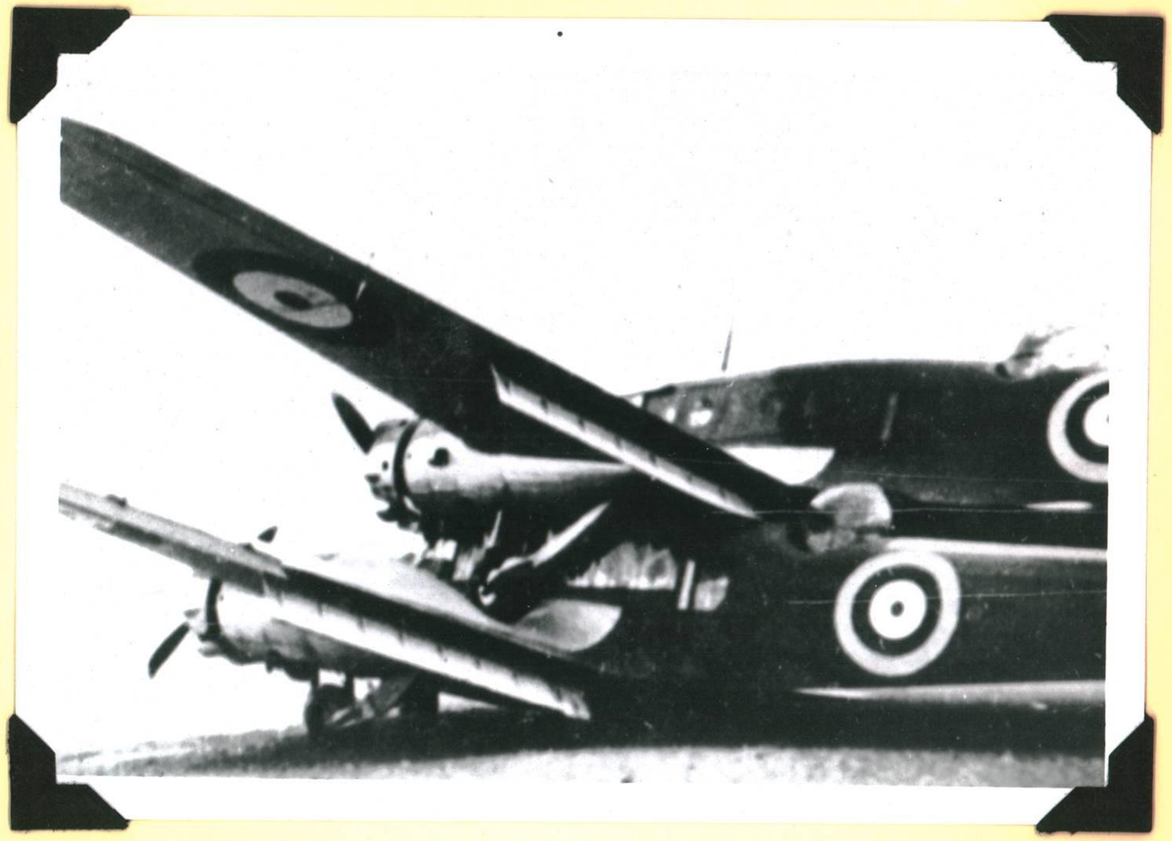
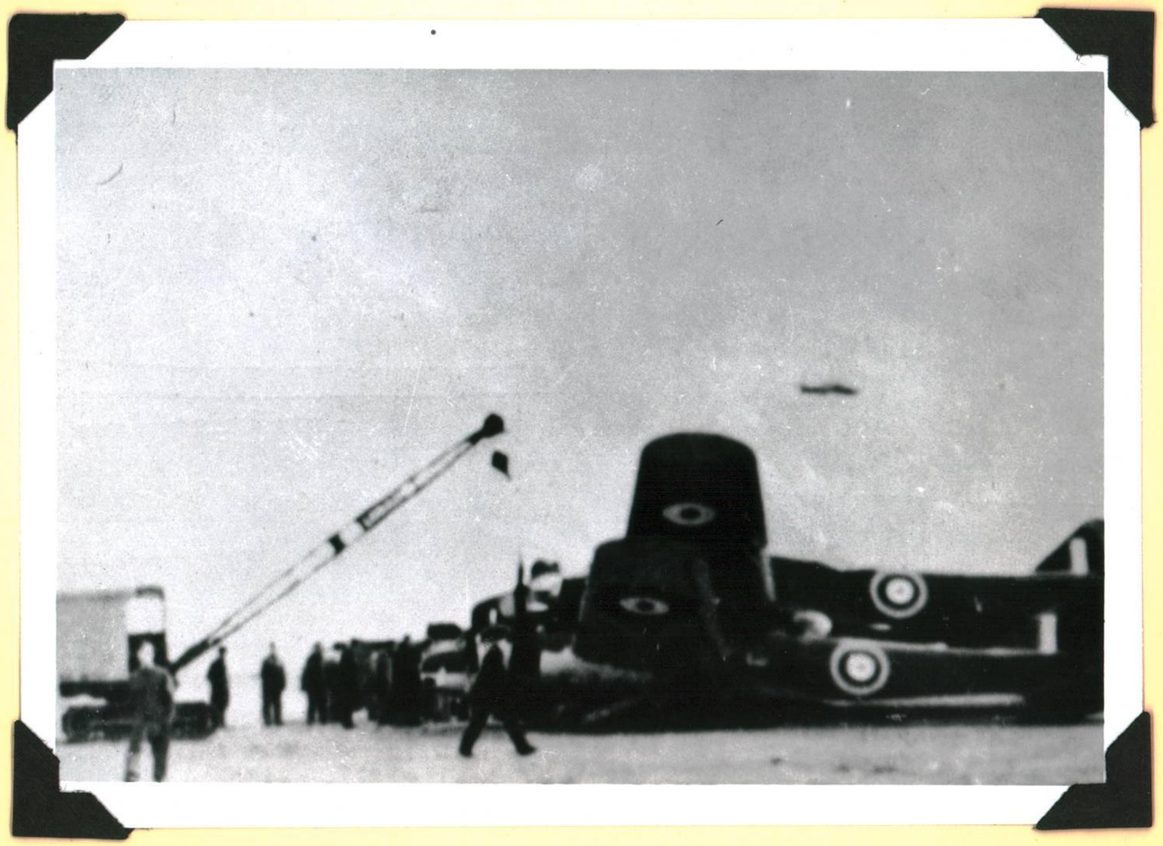
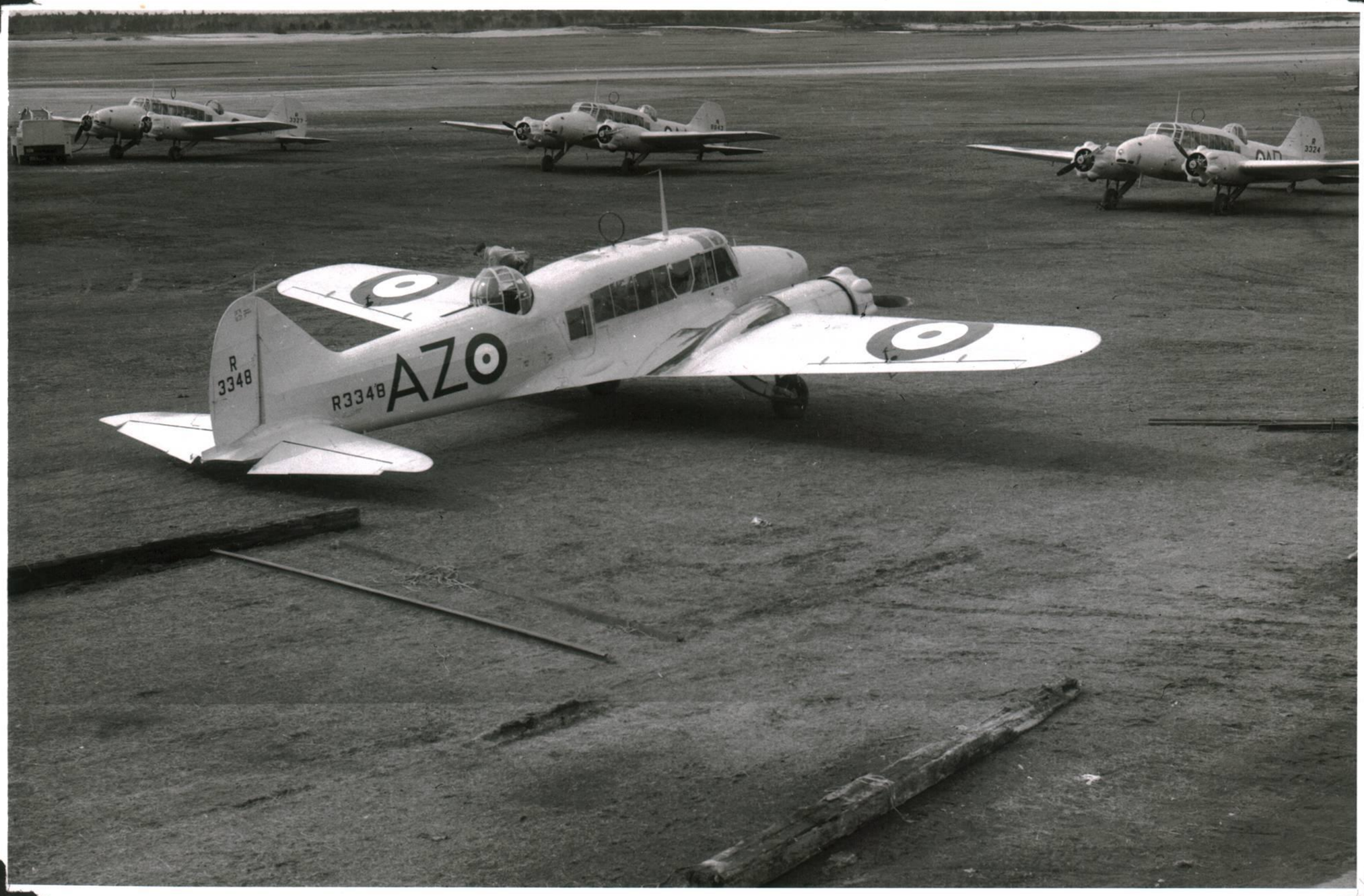


Top c/e W1570 later 6188





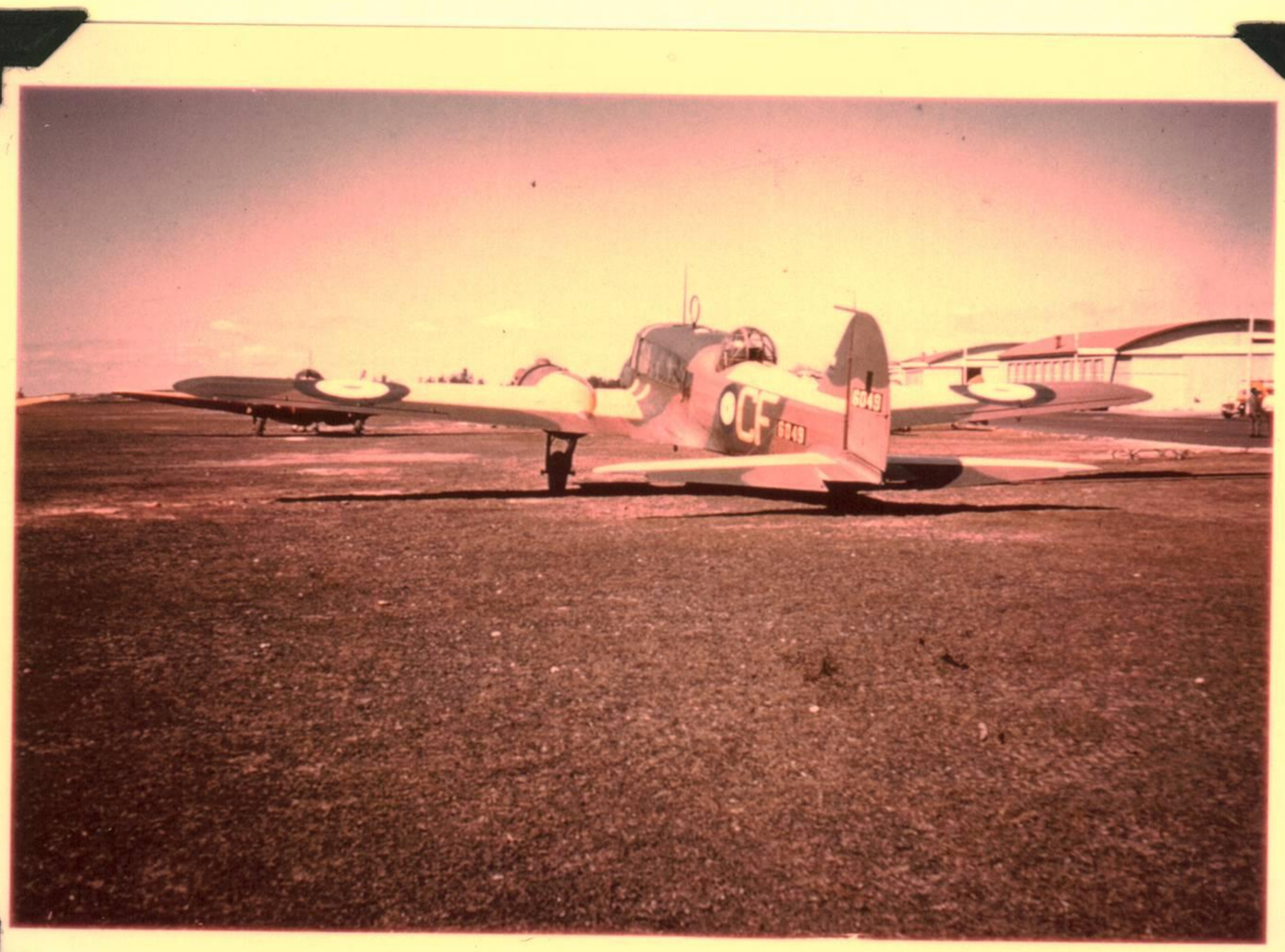


No Number

Photos
R.C.A.F
from
W. Harvey

Anson I #6025 ex R3348

These photo sent to Rockcliffe
18 July 1940



Anson I #6049 ex R3527

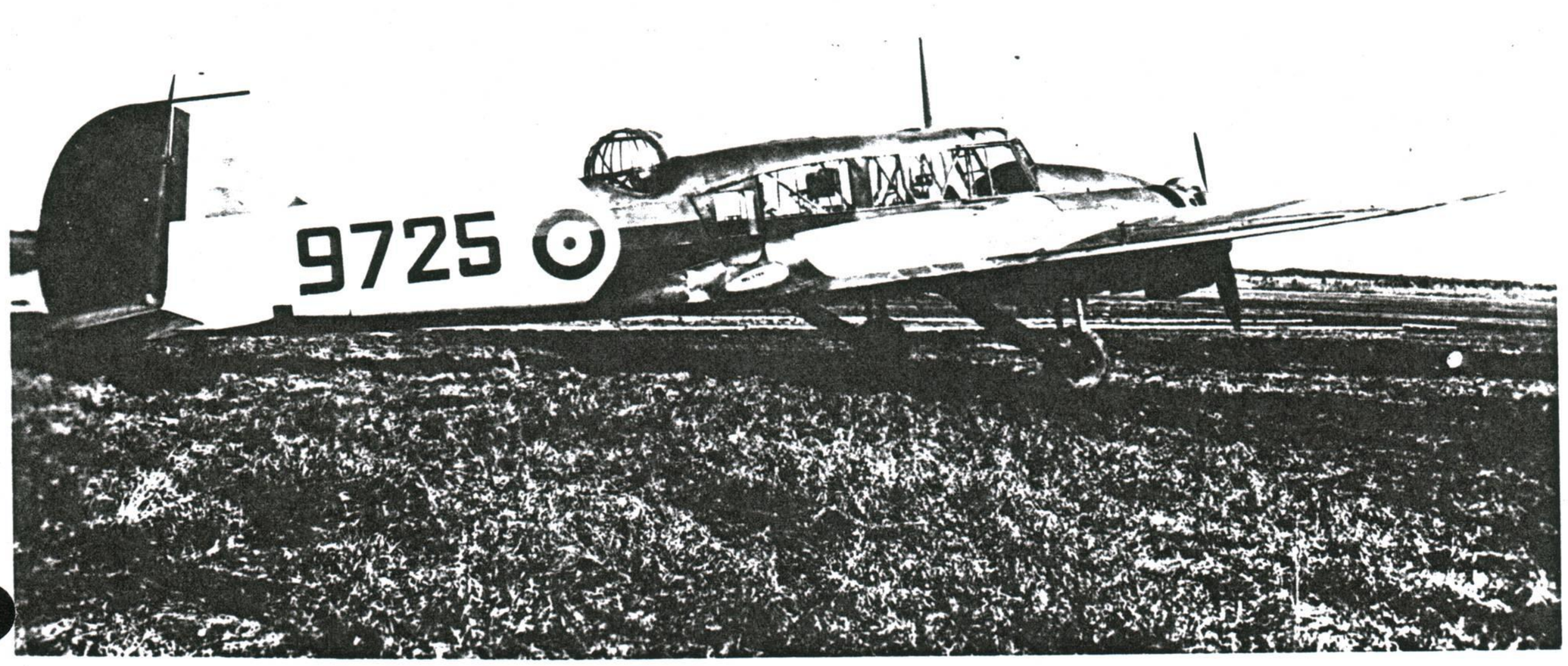
N9941 — later 6009 (single control)

Ray Crowe

2115?

AOS - Prince Albert

is 6/2115 listed as 6490



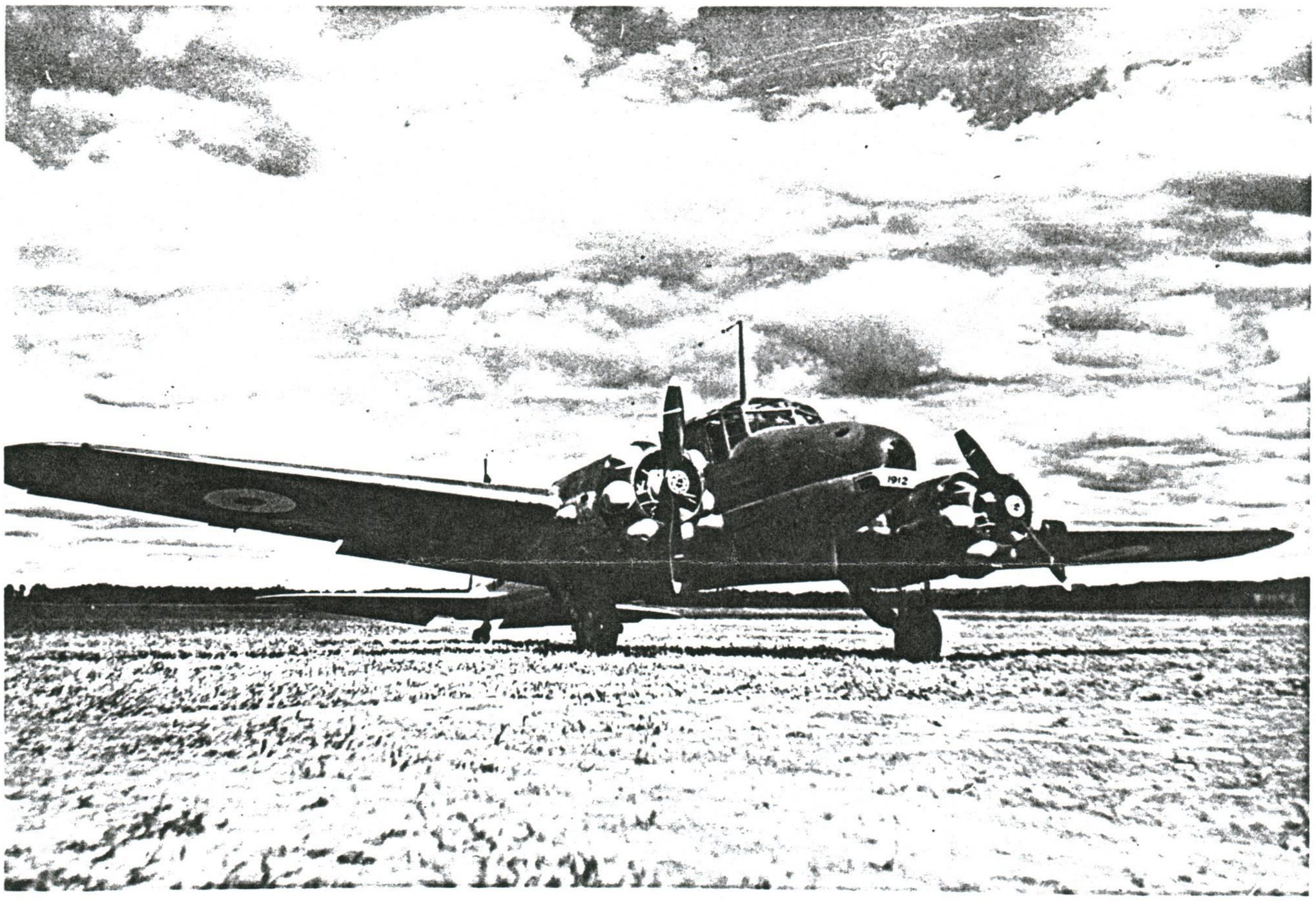
9725?

AOS. Prince Albert

N9725 ± 31 ANS.

R9725 / would be the one

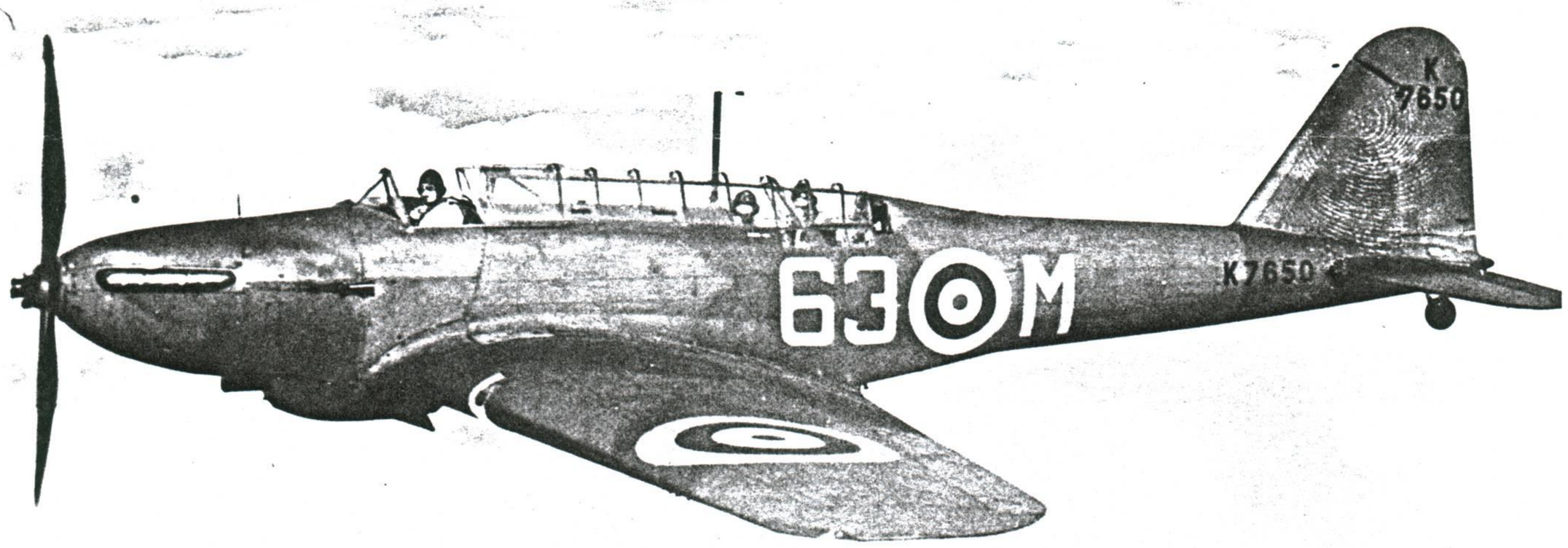
Ray Crowe



1912.

AOS - Prince Albert

is W/O 1912 = 6394

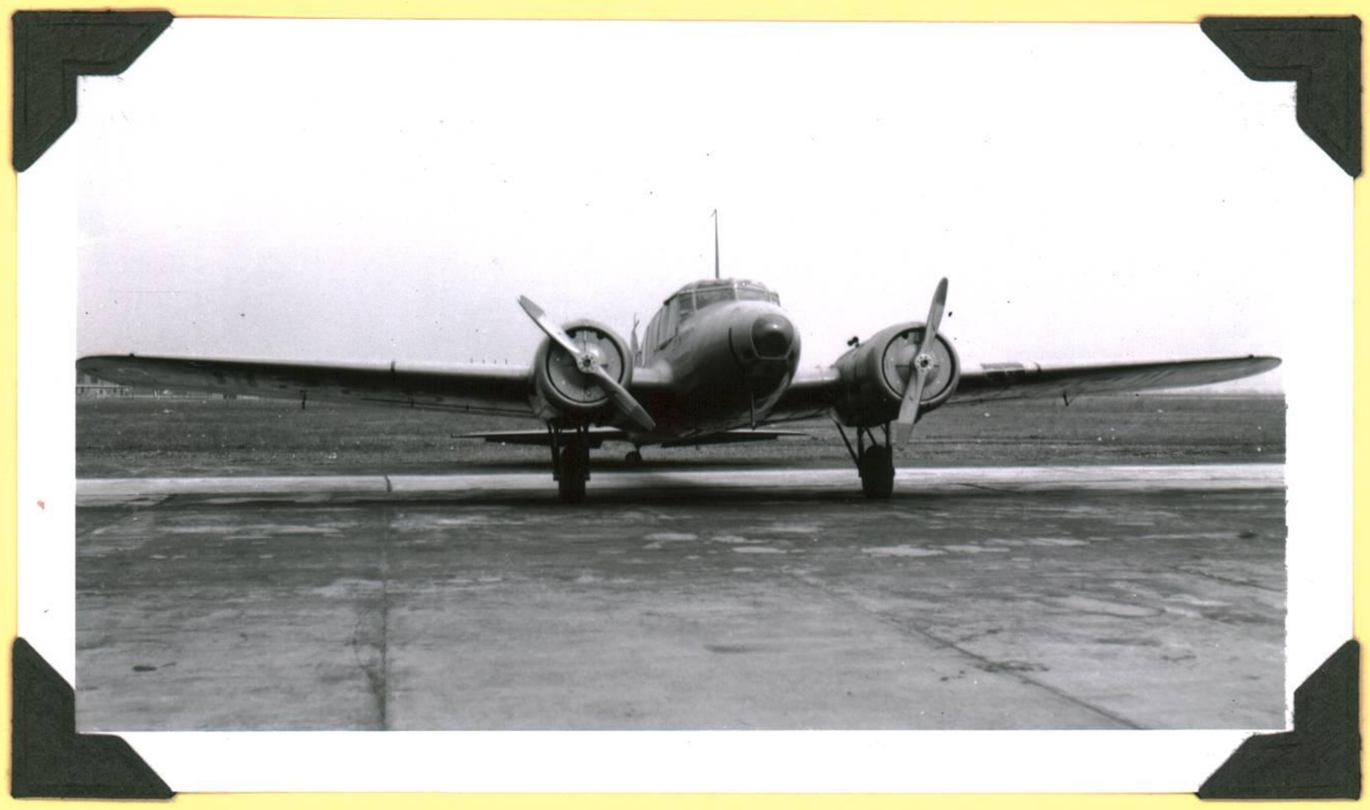


K7650

#5 B+G. Dafoe ?

Aircraft MJ 63 Sqn RAF Spring 1938

Ray Faux Photos.



#11225

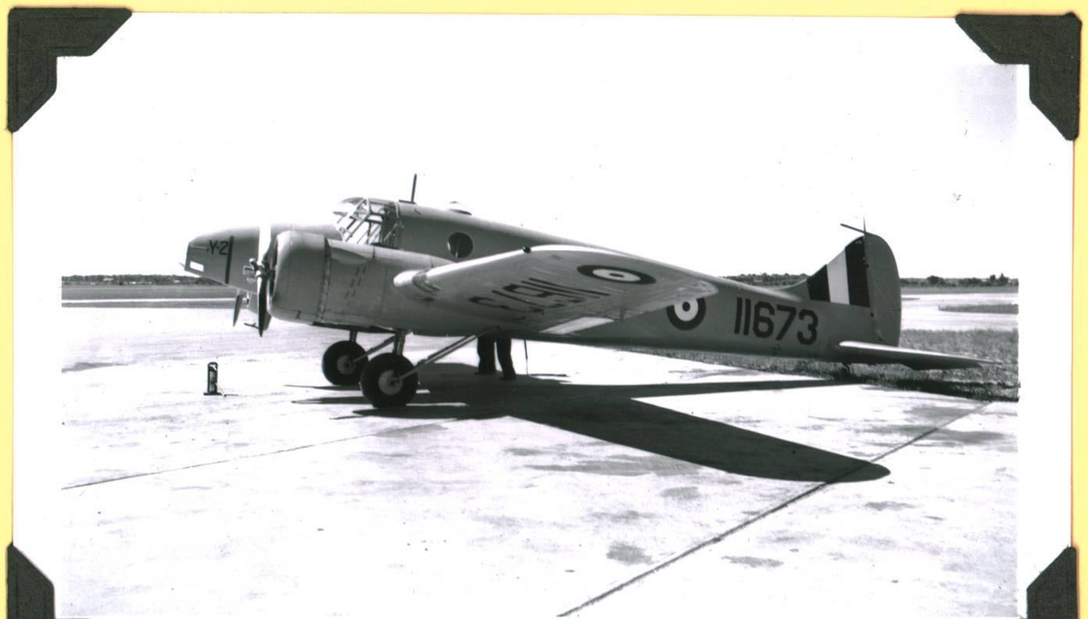
#11225

Ray Faux Photos.

R-3350

33 ANS.

Ray Faux Photos.



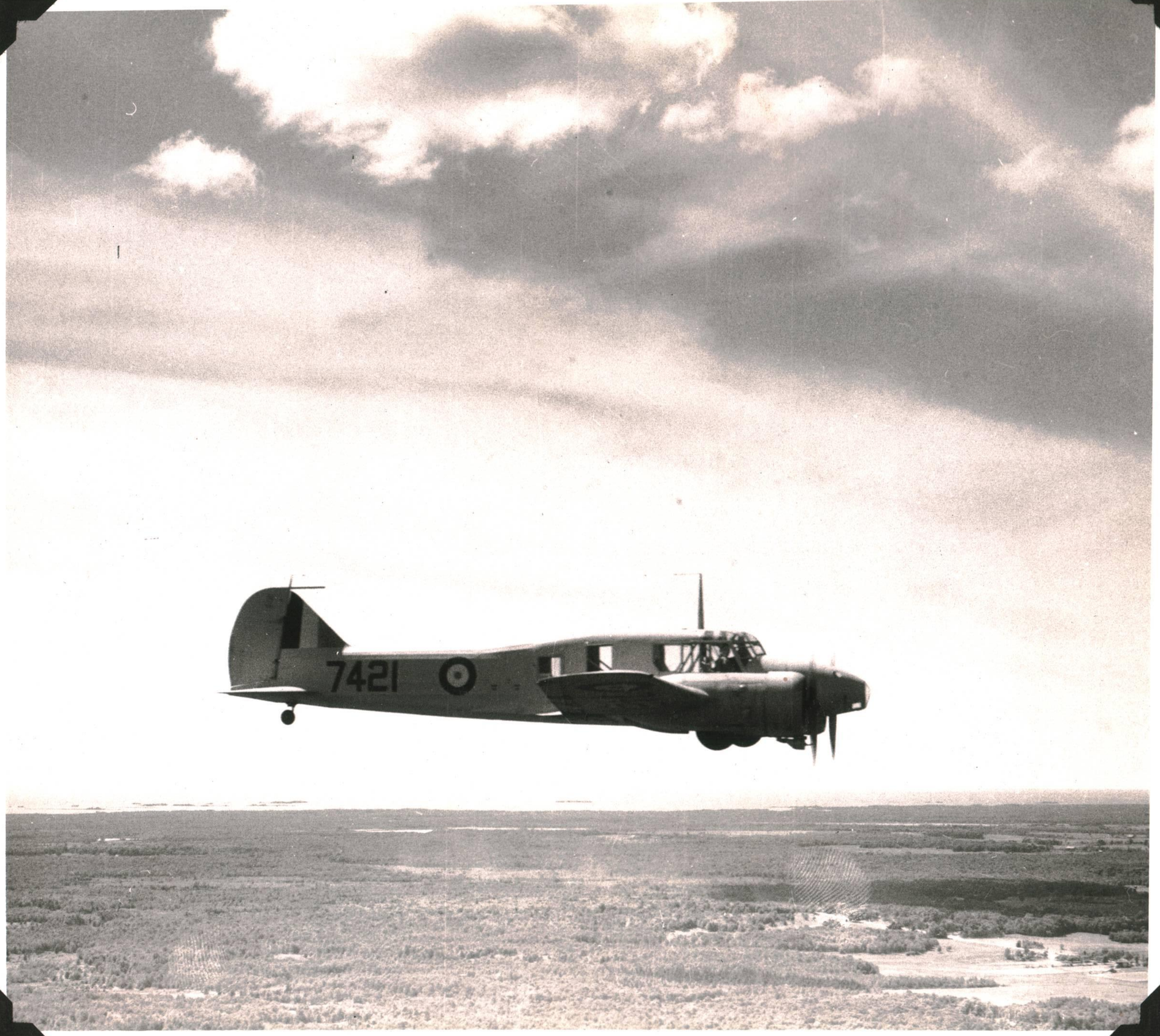
#1 A.O.S.
Malton.

Photo Supply
CY-JG

Anson #7521

Photo Brigham
from J. Binns
CY-JG

Anson #8529

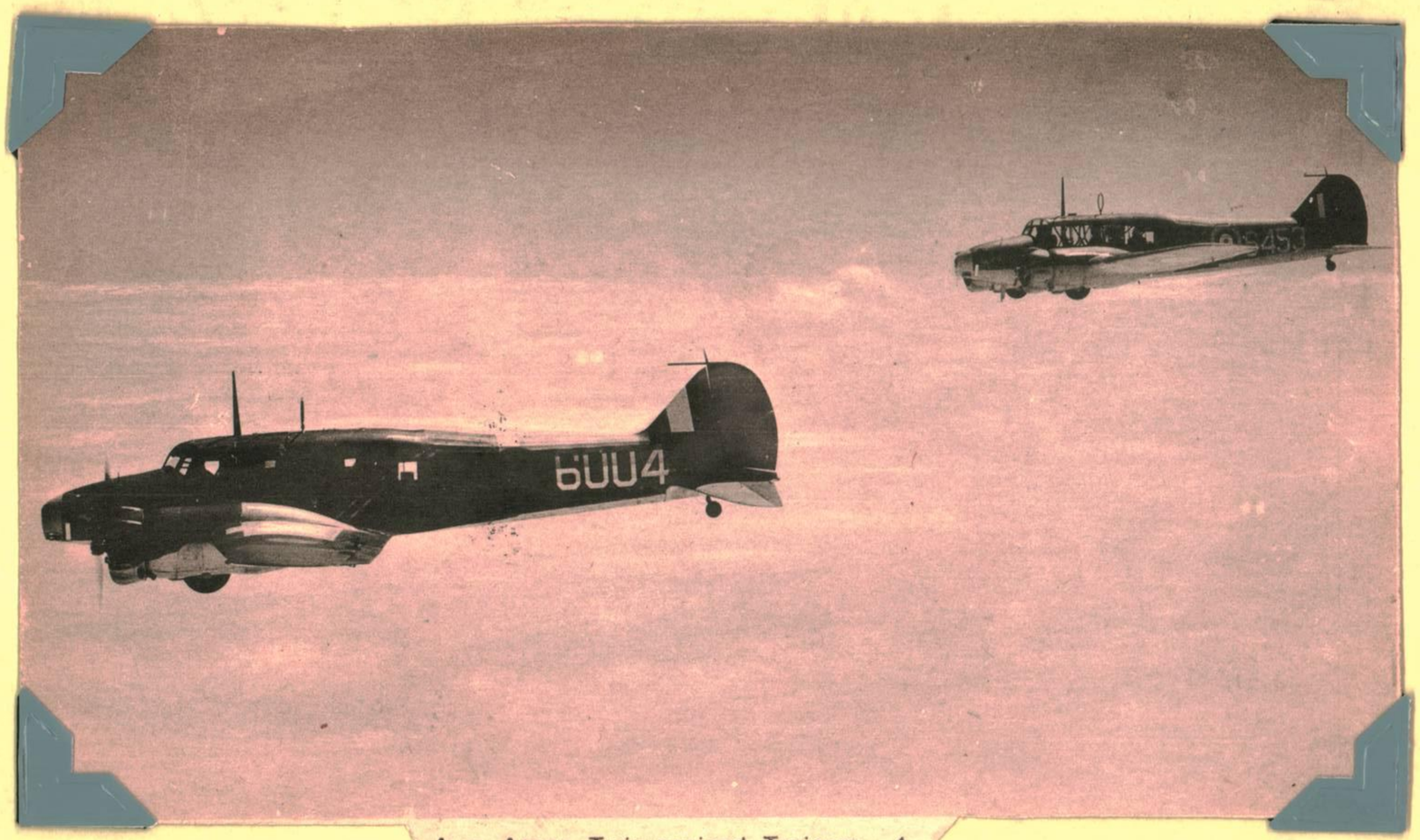

7421

No Number
Brantford

Serial 8JIZ

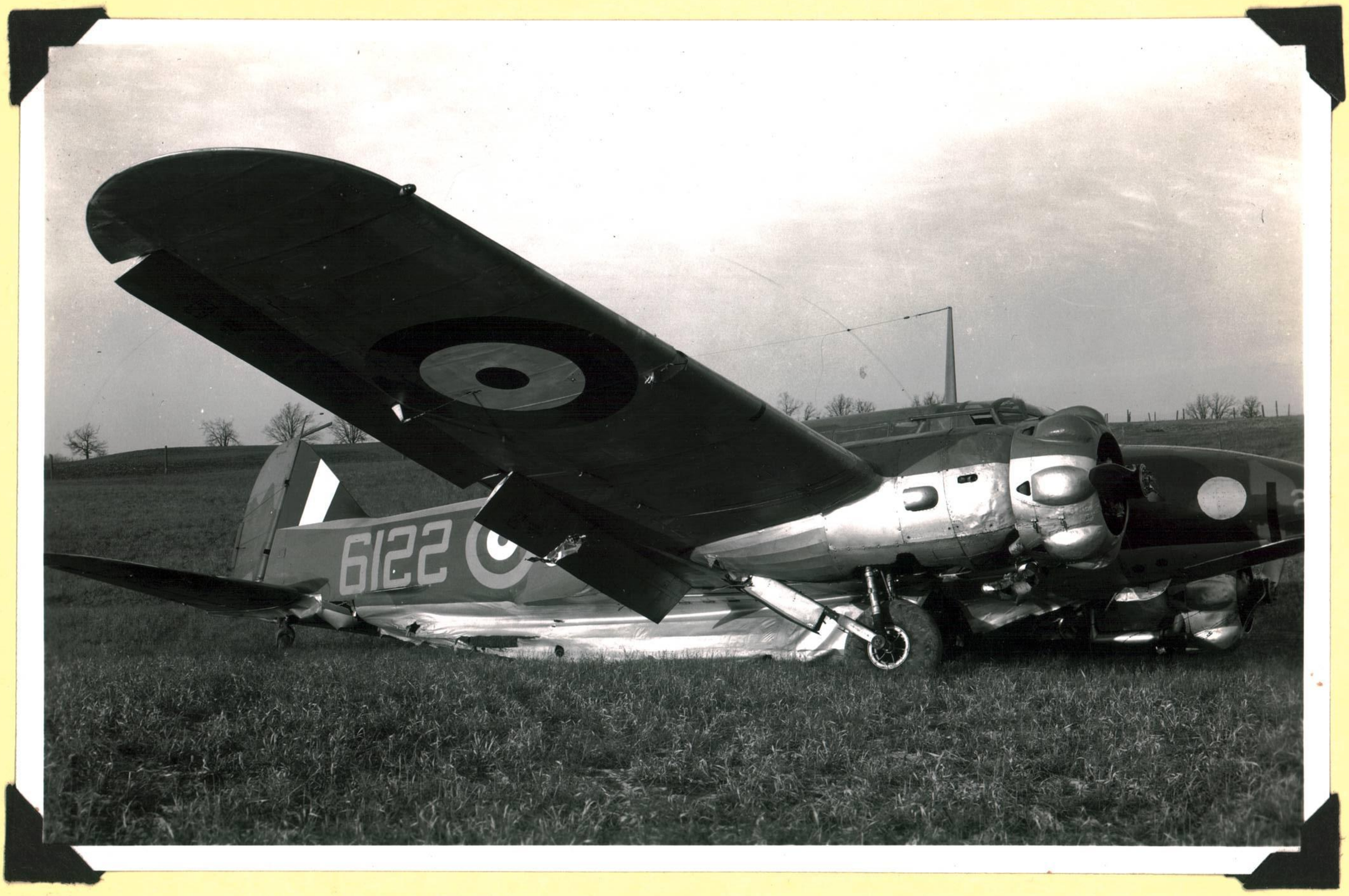
No Number
Brantford

07

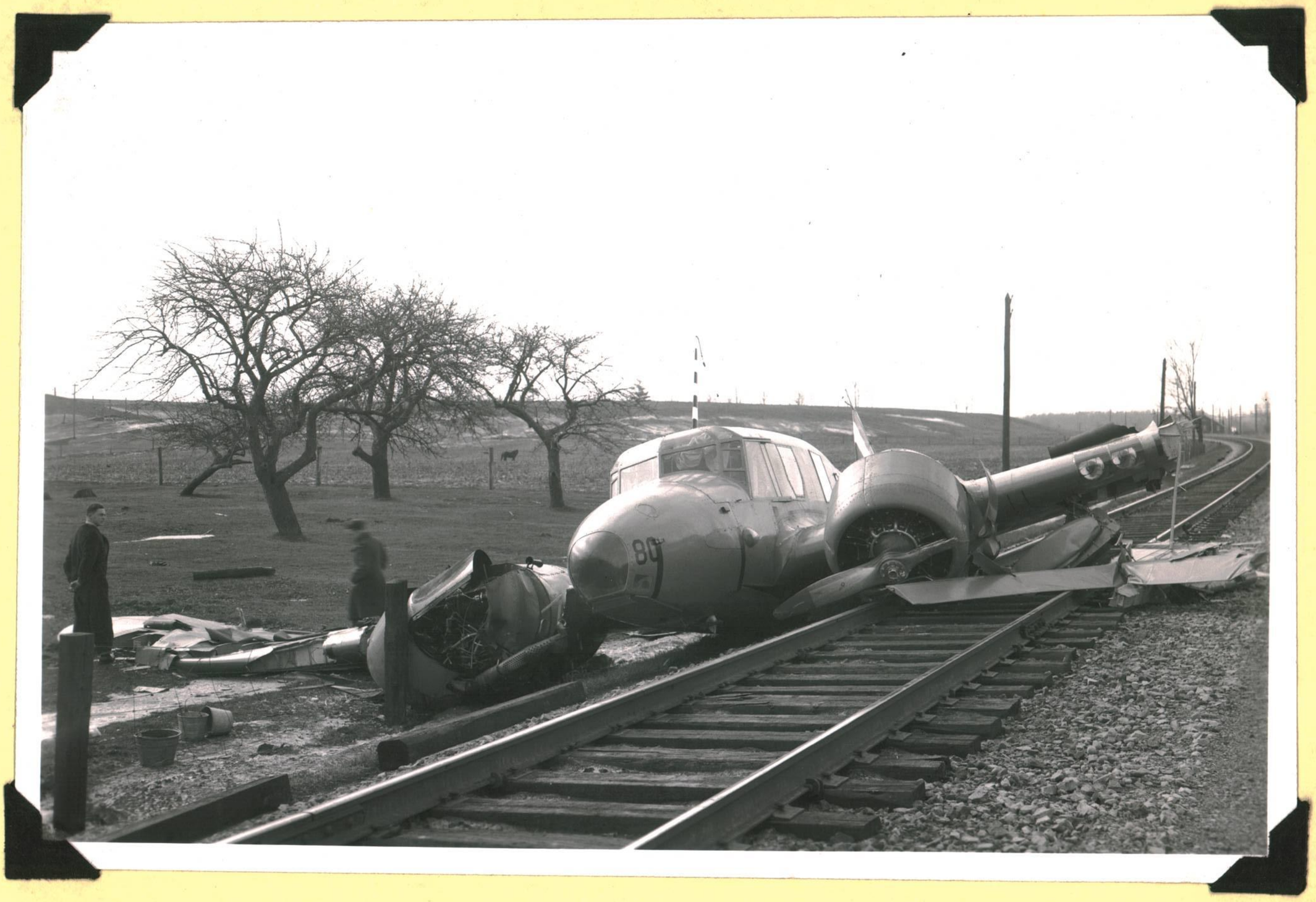


Avro Anson Twin-engined Trainers.—4.

A. Sands.

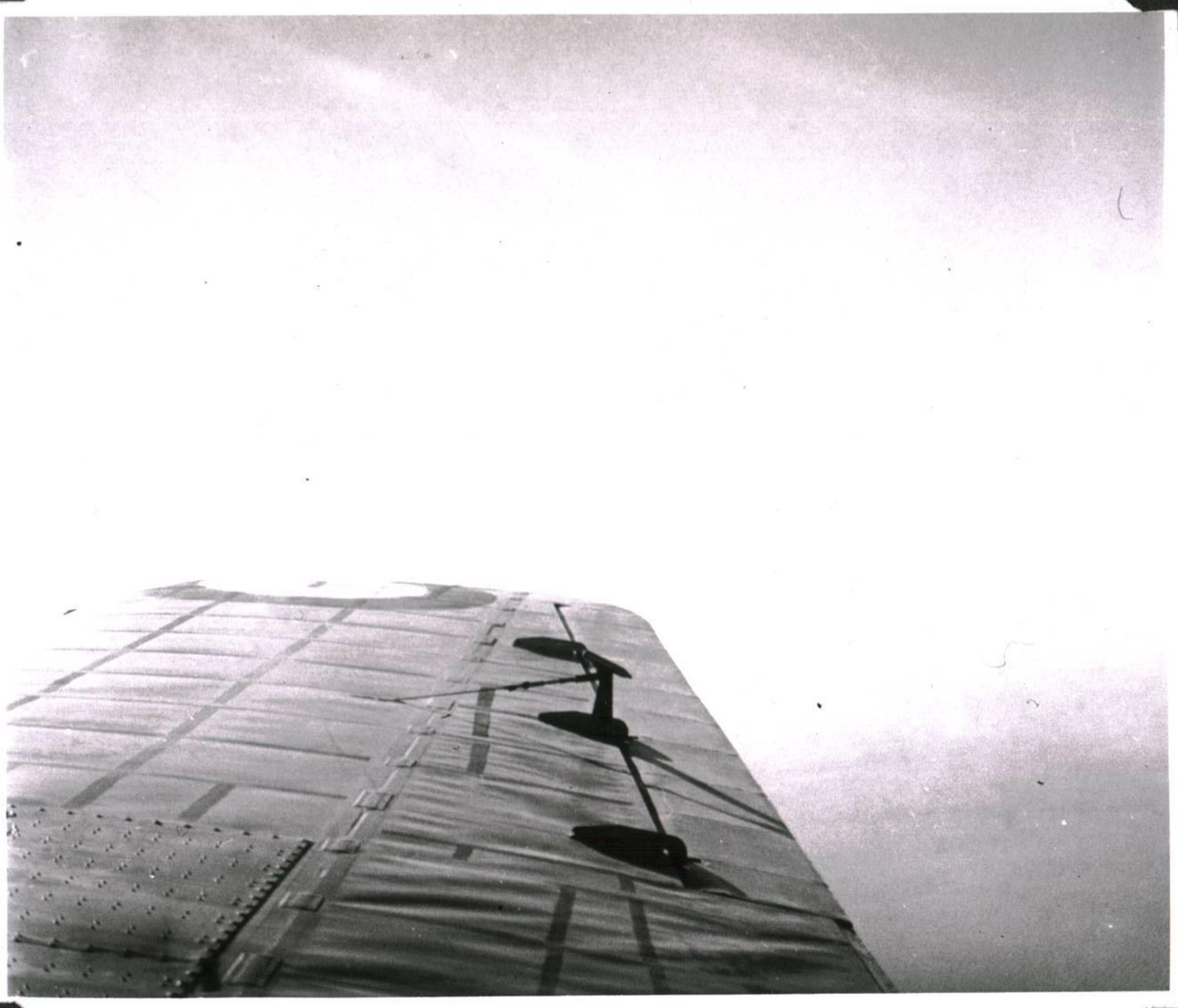


21-12-41 Cpt B Brantford & AC Croin



7.7.42 Coast B Brantford P/O Whittaker

8425



Anson I Wing
Brantford, Ont 1942

PL660

PL663

PL50

PL646

PL655

PL658

Pl. 585.

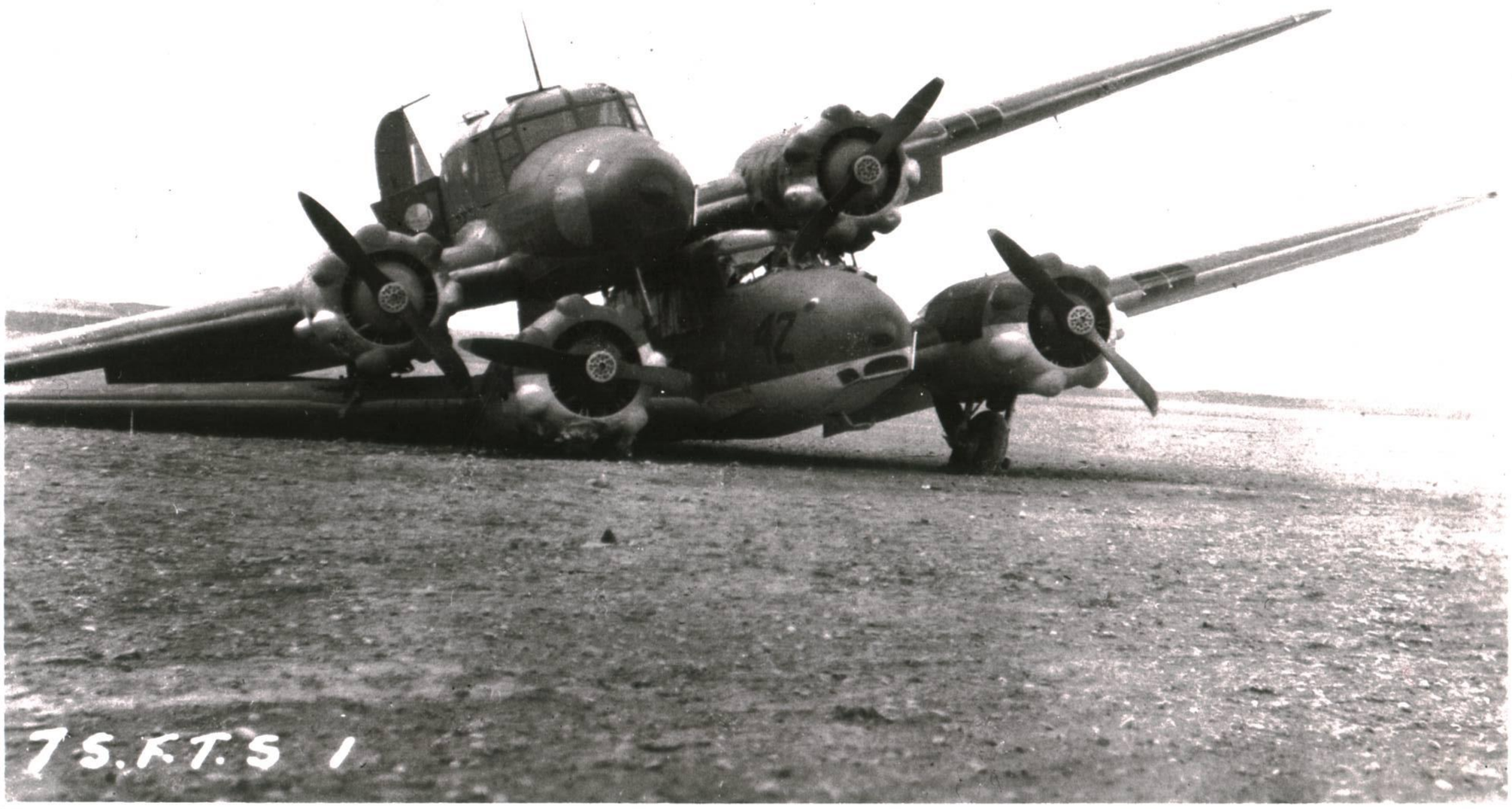
Pl. 585

P.L.586.

PL586

PL671

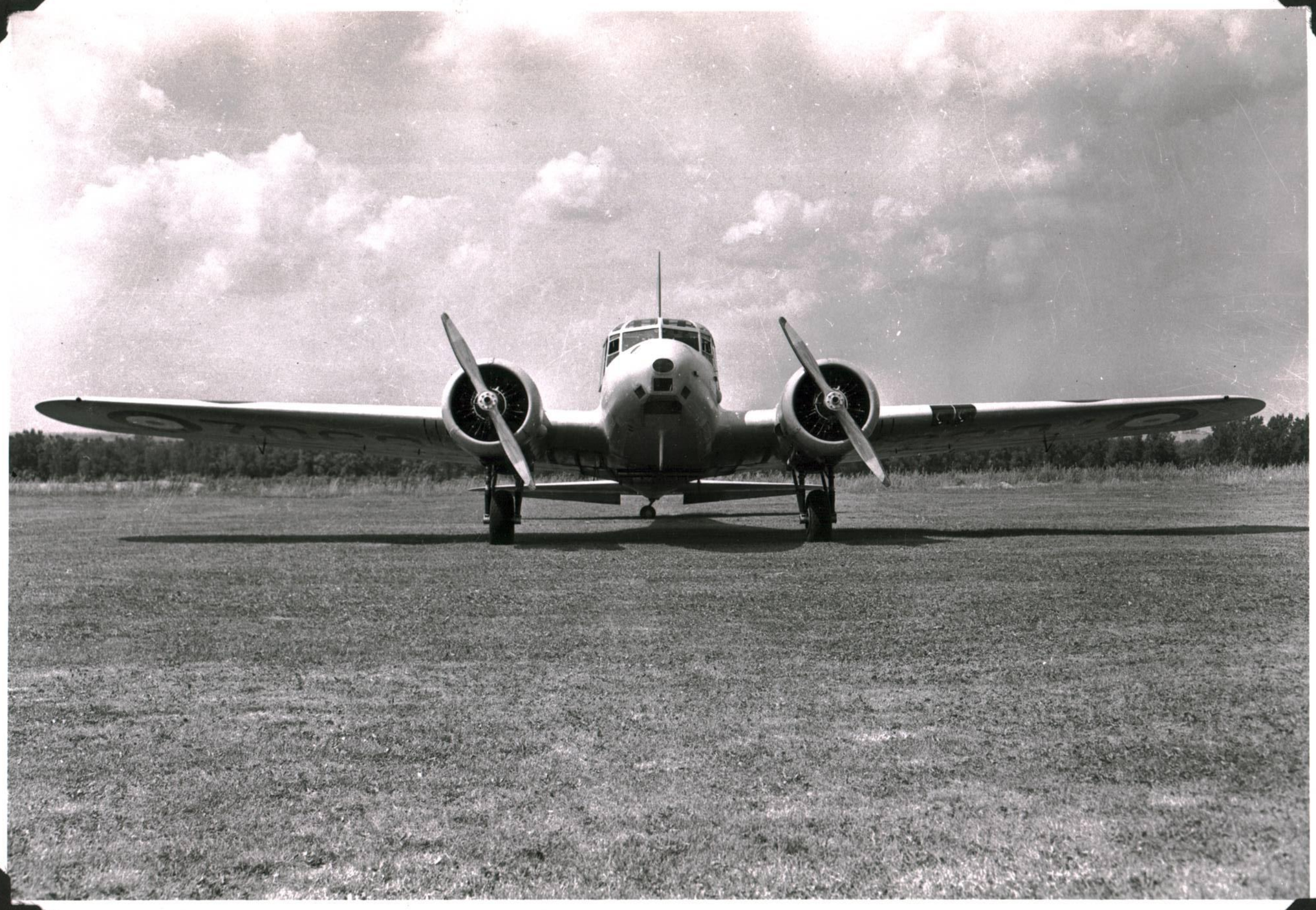
PL681



PL988

Prototype Avro Anson II

HC 12417-5



HC 12417-1

HC12417-5

Master Photo
Board

HC 12417-3

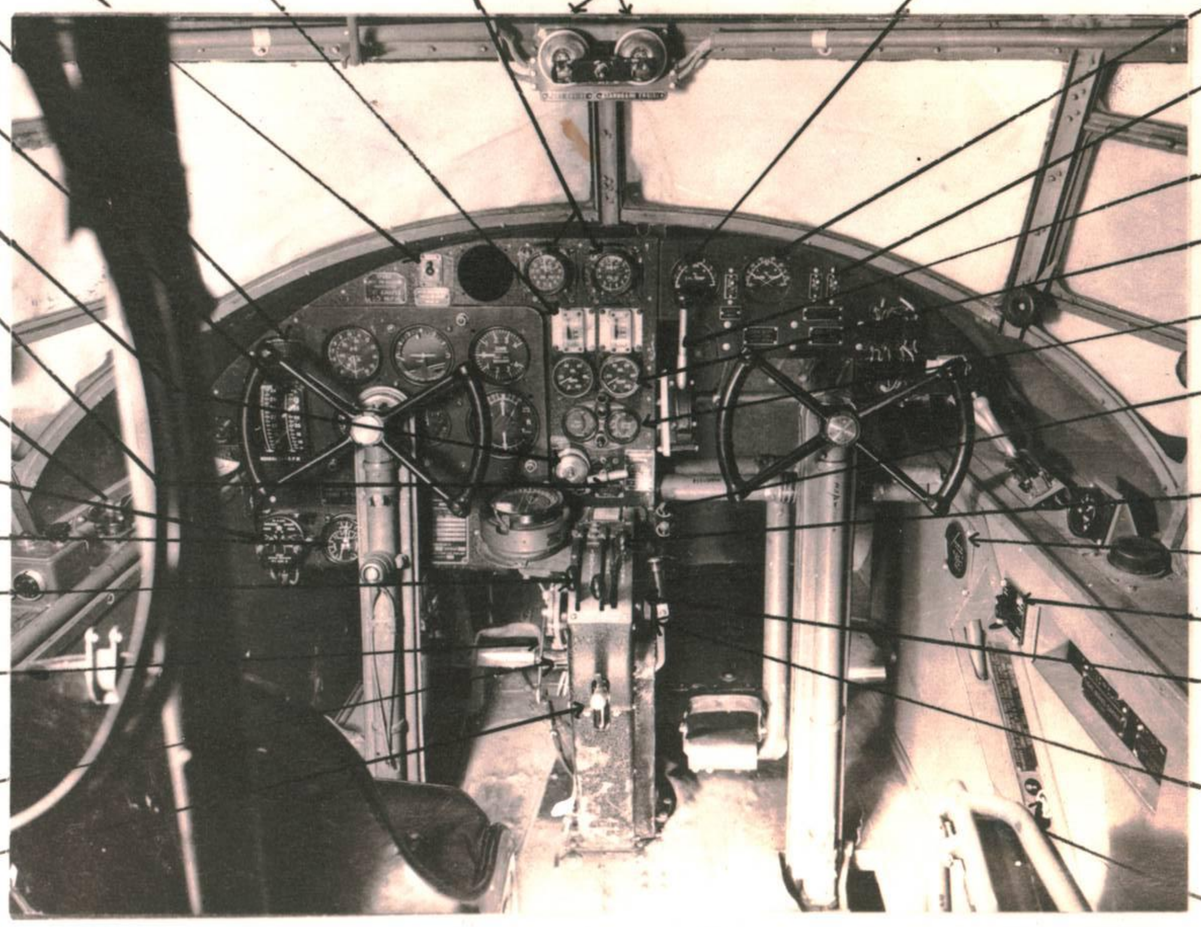
HC12417-2
PL 9867

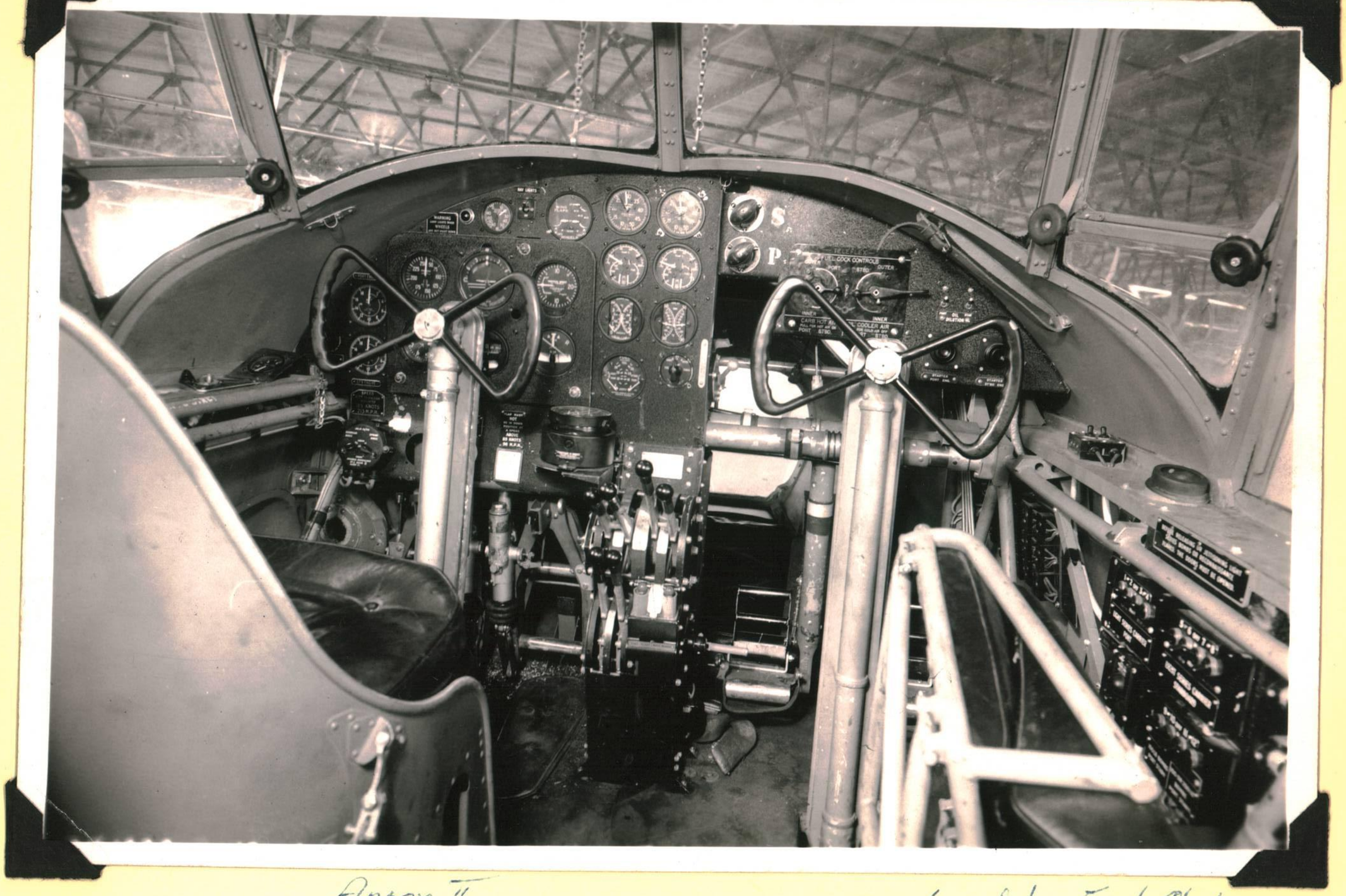
Paint sample from metal cowl
Anson Mk. II
19 June 1942

Photo
D. MacRitchie

Anson II A292 St. Thomas 70-31-26A
1944

AVRO ANSON MK.I.





Anson II

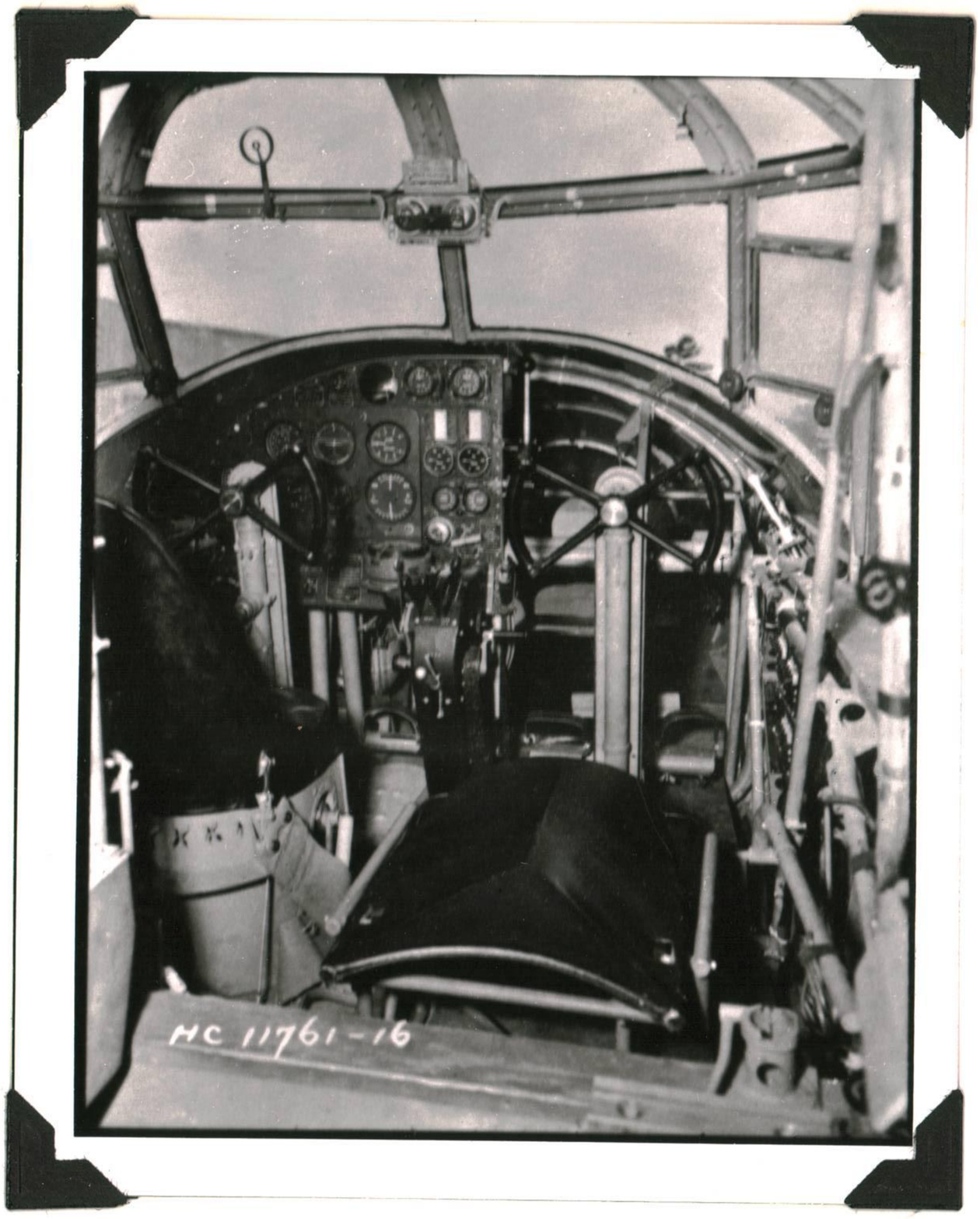
Loaned by Frank Clarke

Anson I

Photo: from Lt. Wheeler Dr. A.F. Hill

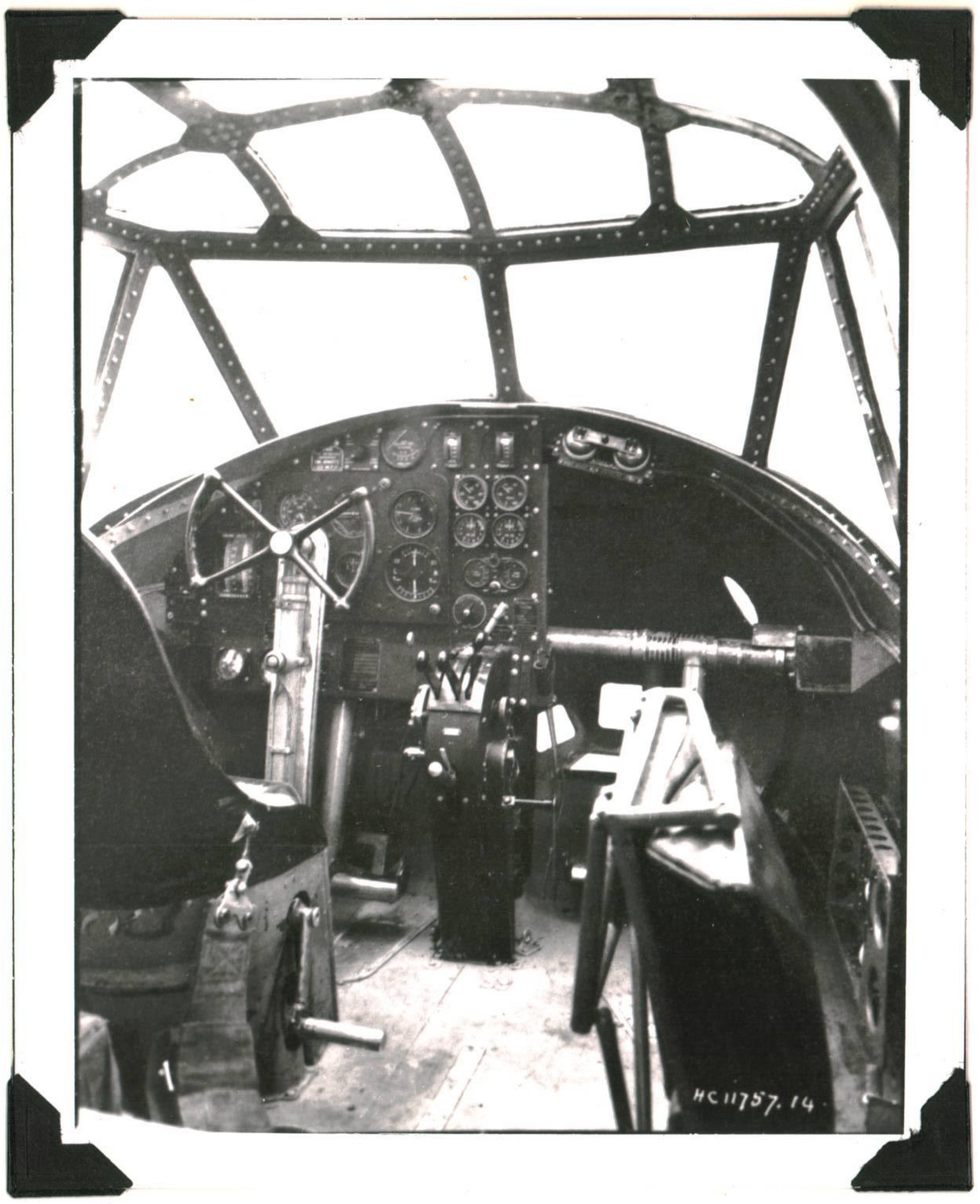
Avro # 7160

Rockcliffe Ont
4 June 1943



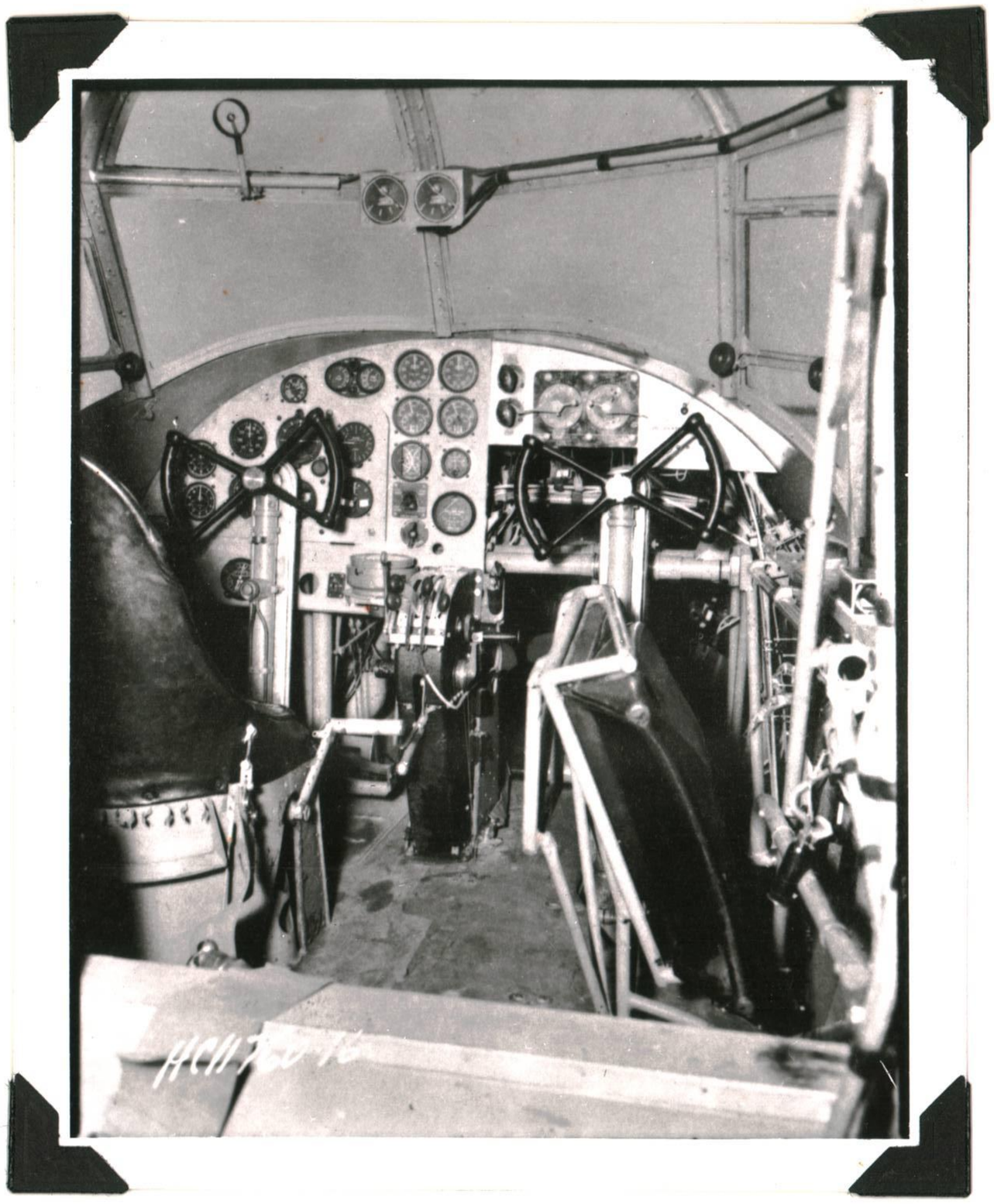
Anson MK.I

Rockcliffe, Ont
25 Oct 41



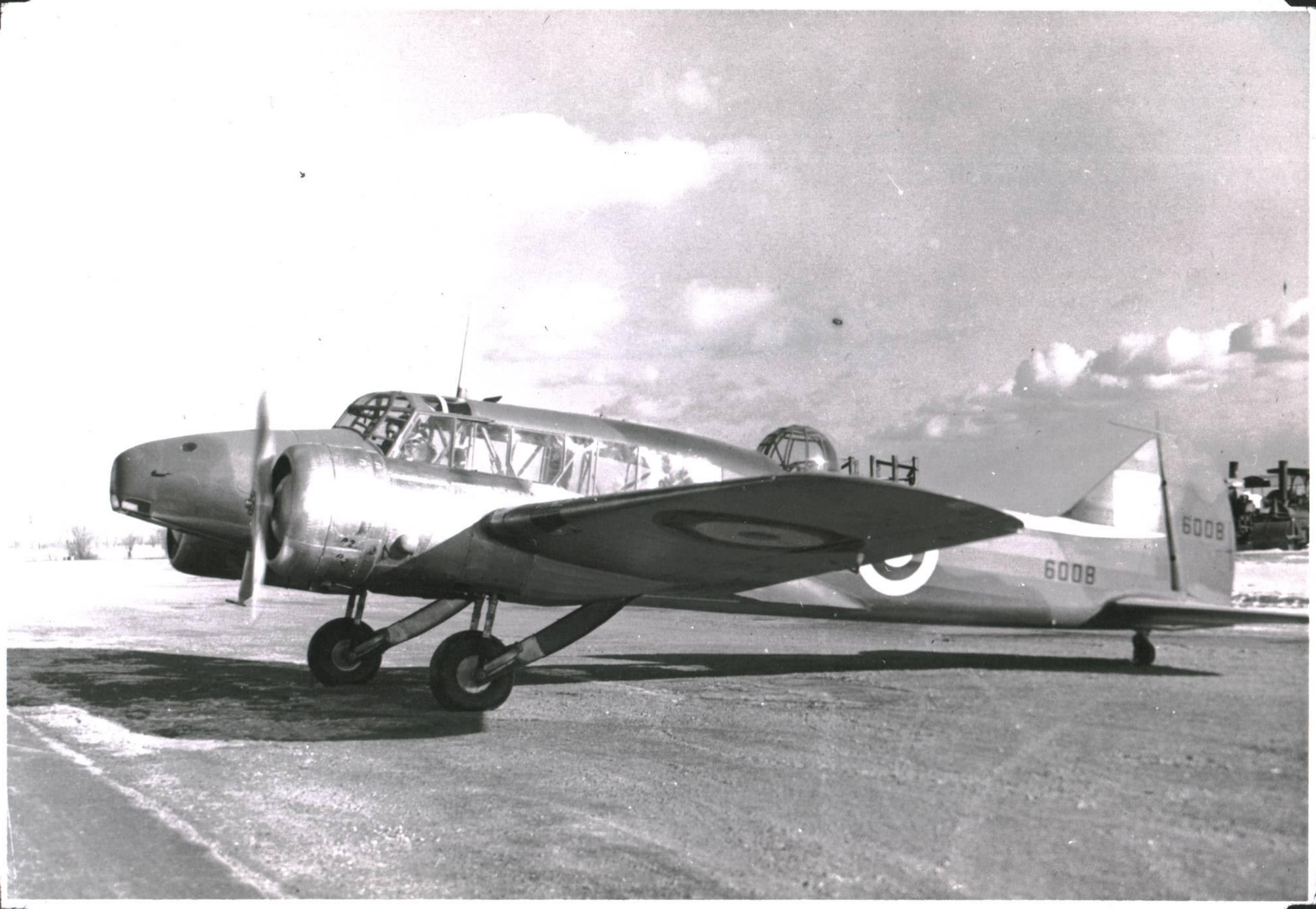
Anson III

Rockcliffe
25 Oct 41



Vidal Anson

Rockcliffe
21 Aug. 41



Avro Mk III Prototype

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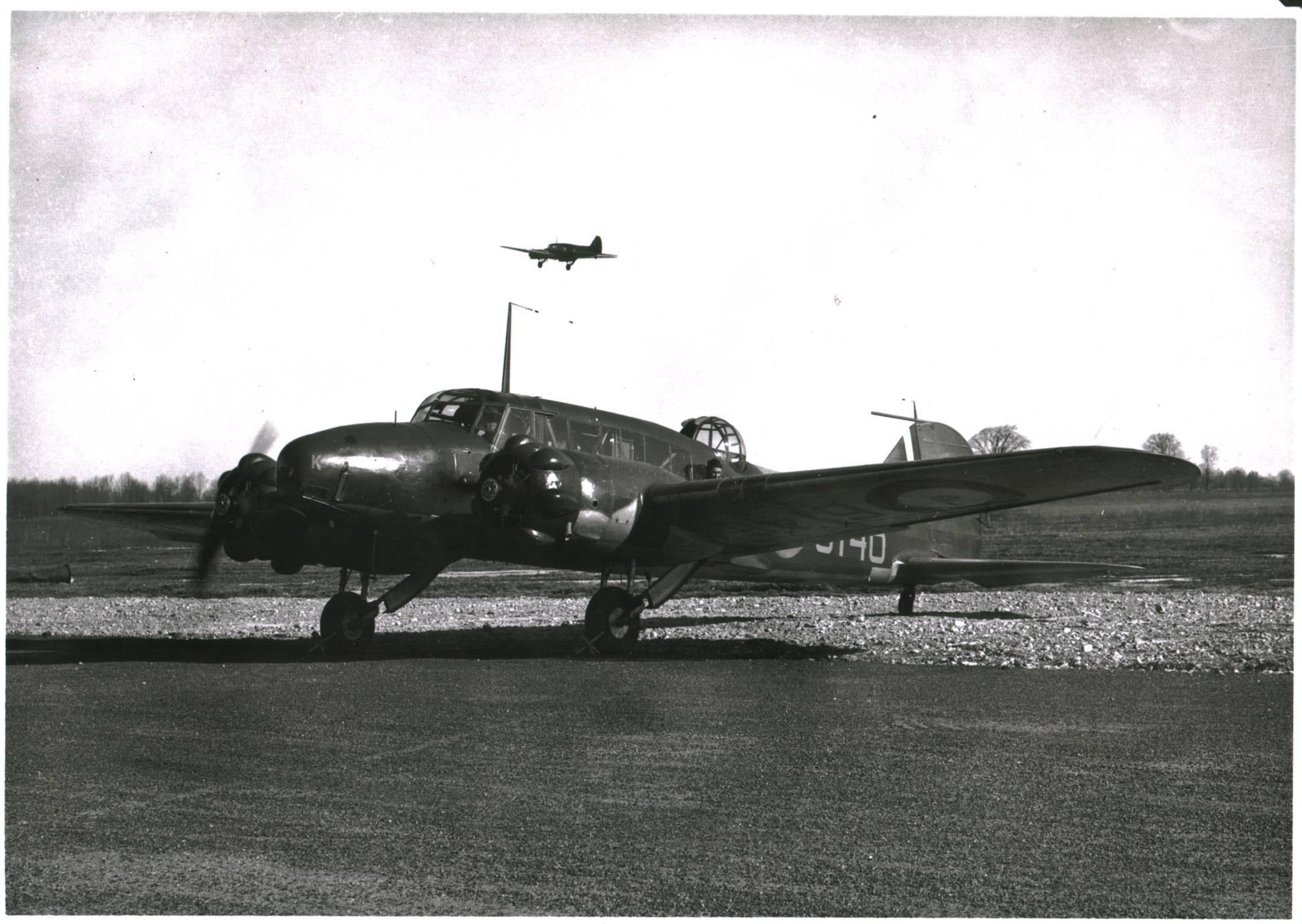
de Hav

PL 3748



PL 4208

PL 4207

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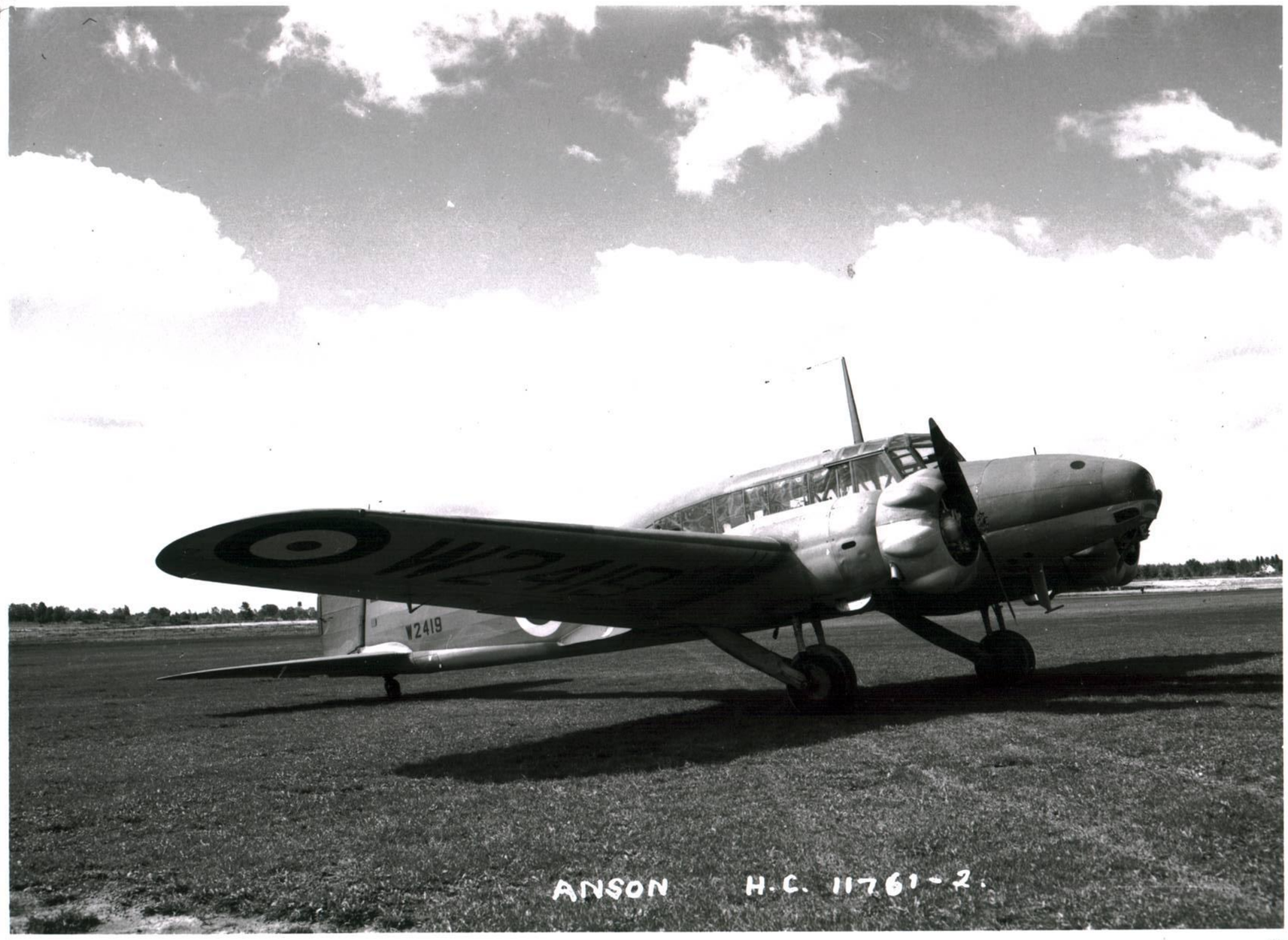


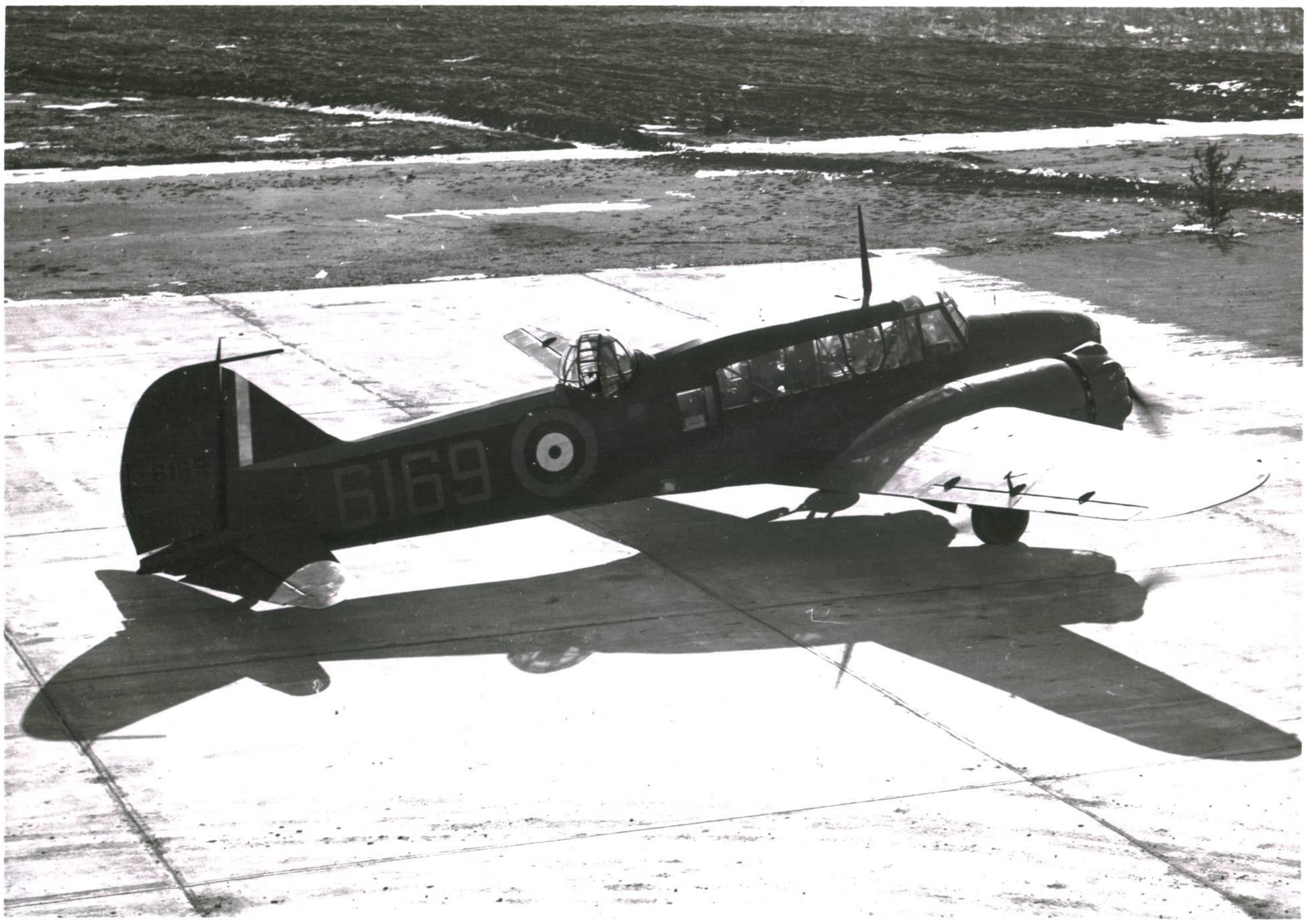
HC 11761-2

6012

PL 2659

PL 4225

PL 2443



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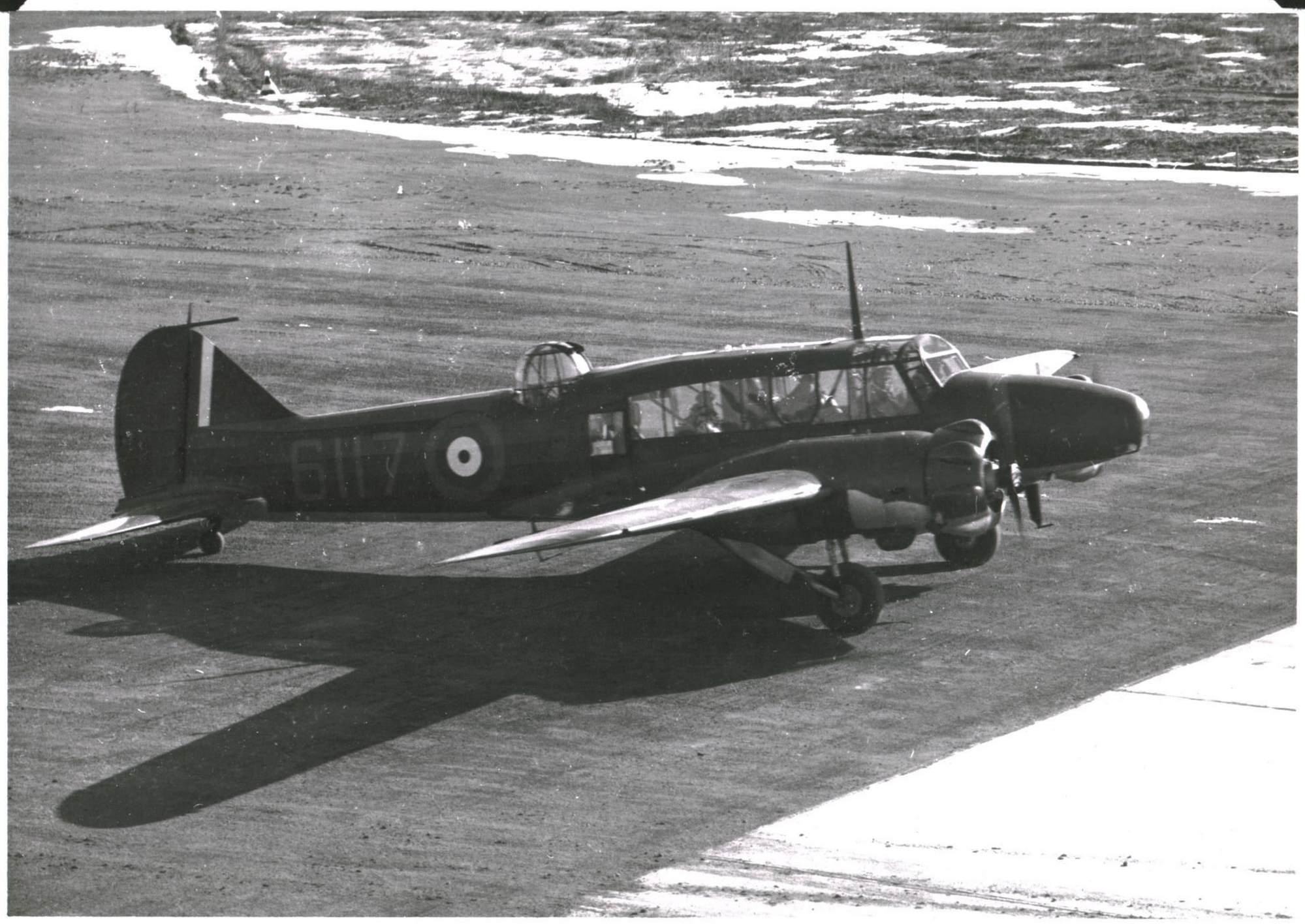

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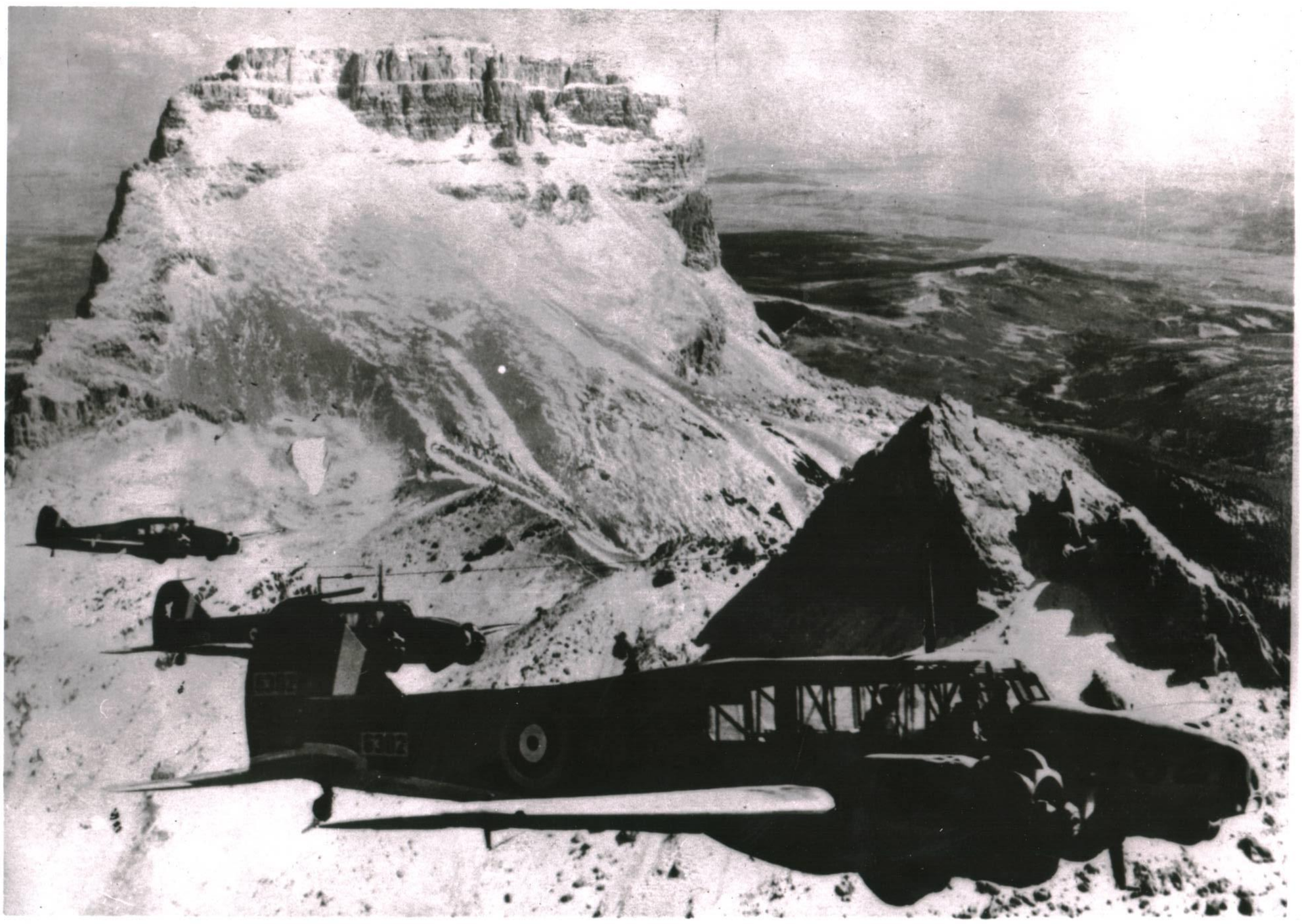

RE64-984

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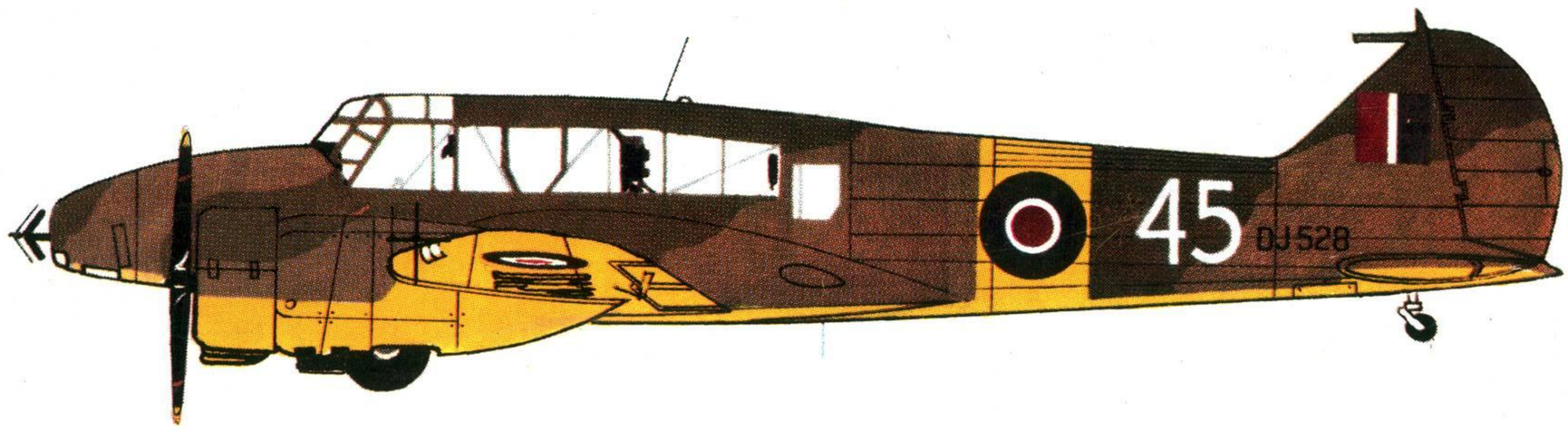
RE 20531-2

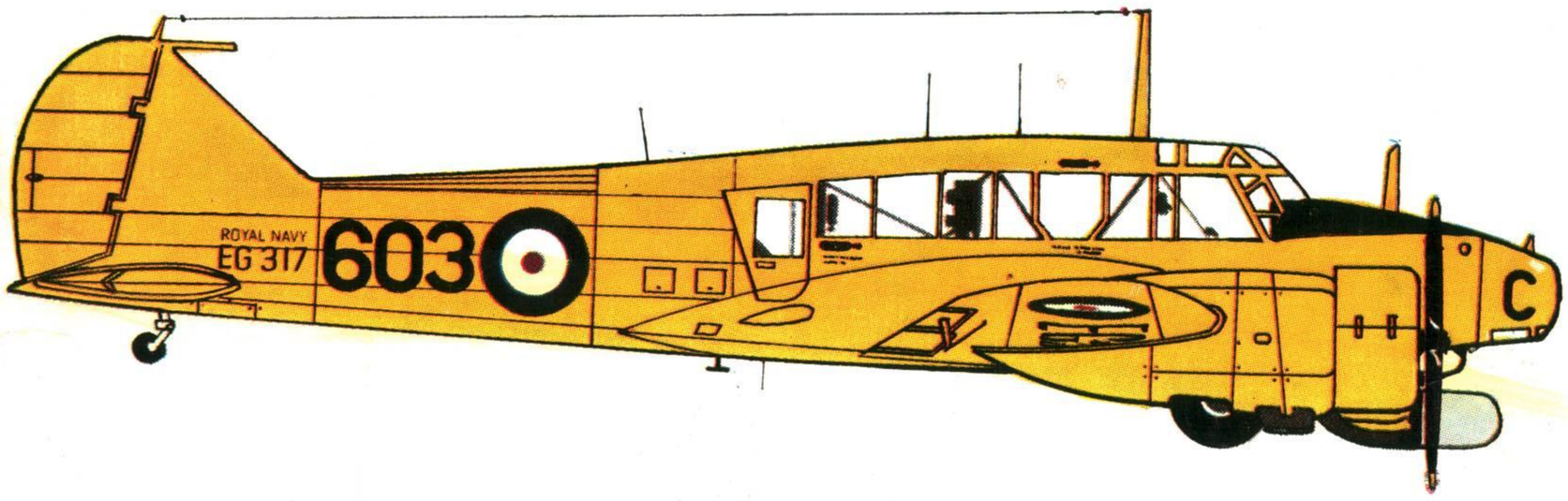
Canada

ALAN W. HALL and ERIC TAYLOR



Avro Anson

Marks I, III, IV & X



ALMARK PUBLICATIONS

Avro Anson

Mks I, III, IV & X

ALAN W. HALL

and

ERIC TAYLOR

ALMARK PUBLISHING CO. LTD., LONDON

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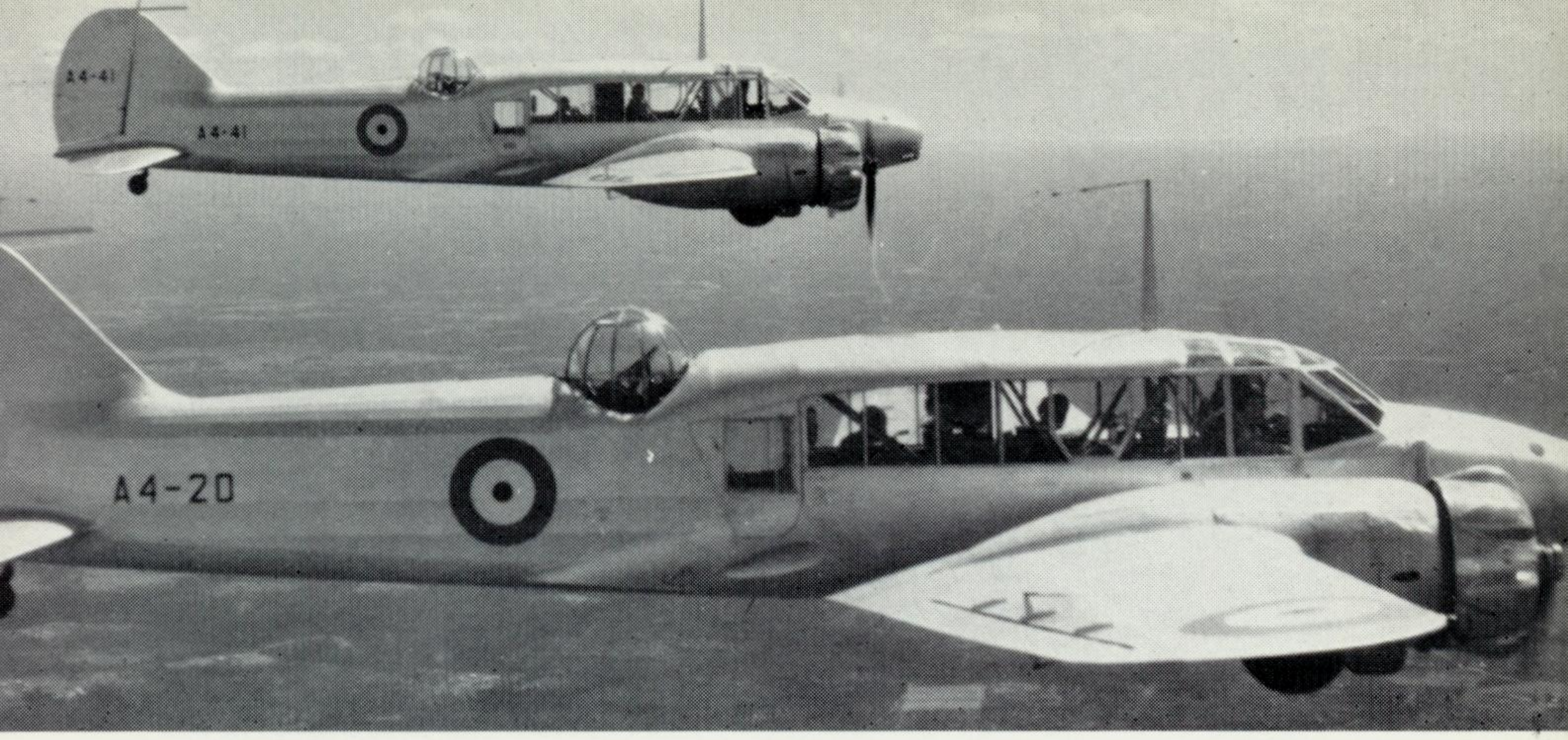

Two of the Anson Mk Is supplied to Australia before the war. Forty-eight aircraft serialled A4–1 to A4–48 and 969 Mk Is with RAF serials were used in the Dominion (RAAF).

Acknowledgements

The authors wish to acknowledge the help, support and advice given by many people over a long period, in particular: John D. R. Rawlings, John Bagley, Bruce Robertson, Anne Tilbury, John McNutty, R. C. B. Ashworth, Richard Leask Ward, Harry Holmes, F. Hotson, and G. Neal.

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Chapter 1: 'Faithful Annie'

THE Anson, in spite of its many years service, could never be described as a glamorous aeroplane. It has, however, served in every RAF Command possible during its long career, in numerous foreign air forces and in many parts of the world under civil registrations.

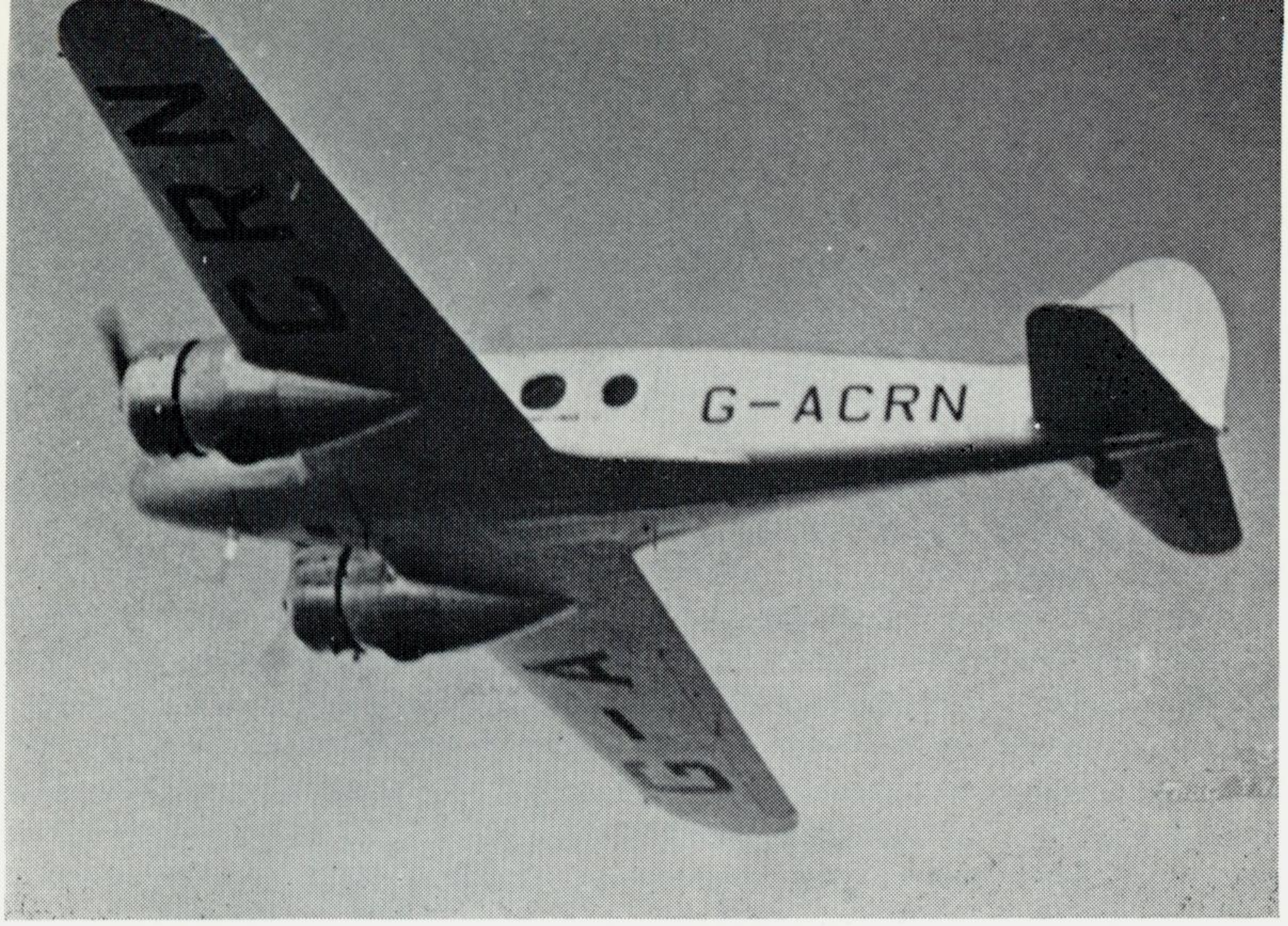
The aircraft has been described as the 'faithful Annie' and, although this is an over-used phrase, it aptly describes the many roles undertaken by the Anson both before, during and after World War 2. It remained in service from 1936 to 1967, a span of over 30 years, during which time about 11,000 Ansons of all Marks were built. Out of these the Anson Mk I production in Britain alone totalled almost 7,000.

The first Ansons to enter service joined No 48 Squadron at Manston, Kent, on March 6, 1936. For three-and-a-half years the Anson formed the back-bone of RAF Coastal Command especially during the critical period at the beginning of the war when it was the main equipment of the RAF's few reconnaissance squadrons, which had to cover an area of many thousands of square miles of sea around Britain's coasts and out into the Atlantic. Coastal Command was not the only one to receive this aircraft as, with the rapid expan-sion of the RAF, new bomber squadrons were being formed and Ansons were chosen to fill the gap until new types, such as the Wellington and Whitley, were available.

The Anson, apart from its offensive role, stands out as one of the four principal training aircraft used by the Commonwealth Air Forces for a quarter of a century and, indeed, outlived its contemporaries, the Oxford, Harvard and Tiger Moth in RAF Training Command. Thousands of aircrew, mostly navi-gators, observers, air gunners and signallers received their training on the Anson. With the Tiger Moth and Harvard, the Anson became the mainstay of the Commonwealth Air Training Plan and many were built in Canada to supplement those produced in Britain.

Although Ansons led a somewhat mundane existence, the aircraft was notable, in its early years, for the introduction of several innovations to the RAF. It was the first twin-engined monoplane with a retractable undercarriage used by the service and, although joined by other types having a similar configuration during the next few years, was regarded as very advanced for its

One of the two Avro 652s seen at Croydon before the war. This aircraft, together with 'CRM flew the Croydon–Brindisi route for Imperial Airways from March 1935. They were eventually sold to Air Service Training Limited and used as navigational trainers at Hamble before being pressed in Royal Navy service in February 1941 (J. Bagley).



*The ancestor of the Anson in flight. 'CRN had room for six passengers and was powered by two 270 hp Cheetah V engines which gave the machine a top speed of 165 mph. Note that the rudder is horn balanced and differs from that on the earlier photograph on the opposite page (*Aeroplane *photo).*

time. The Anson, or Avro 652A, was a military development of the Avro 652 six-passenger commercial aircraft, two of which were ordered by Imperial Airways in April 1934. Designed by Roy Chadwick these aircraft had a welded steel tube fuselage, two 270 hp Cheetah V engines and a crew of two.

Registered G–ACRM and 'RM they flew the Croydon–Brindisi scheduled service for several years, until sold to Air Service Training Limited as navigation trainers.

In May 1934, the Avro company was invited by the Air Ministry to consider the design of a twin-engined landplane for coastal reconnaissance duties and the Avro 652 was adapted for this purpose. Powered by up-rated Cheetah VI engines in helmeted cowlings, the new aircraft had an estimated cruising range of 600 miles at 160 mph and was given a gun turret aft of the wings, which contained a single Lewis gun. Provision was made for a Vickers machine-gun on the port side of the fuselage forward of the pilot's cockpit, and the aircraft could carry a bomb load of 360 lb.

The prototype, K4771, first flew on March 24, 1935, piloted by S. A. 'Bill' Thorn and service trials were held at Coast Defence Development Unit, Gosport, when the Avro 652A was evaluated against the DH89M. At the Hendon RAF Display in June the Avro 652A was presented in the New Types Park. This was followed by Martlesham Heath trials which showed that an increase of 25 per cent in the span of the tailplane was needed, plus a reduction in the elevator area. The Air Ministry decided to order the type in quantity and in July 1935 an initial contract for 174 Ansons was awarded. Specification 18/35 was issued to cover the production version.

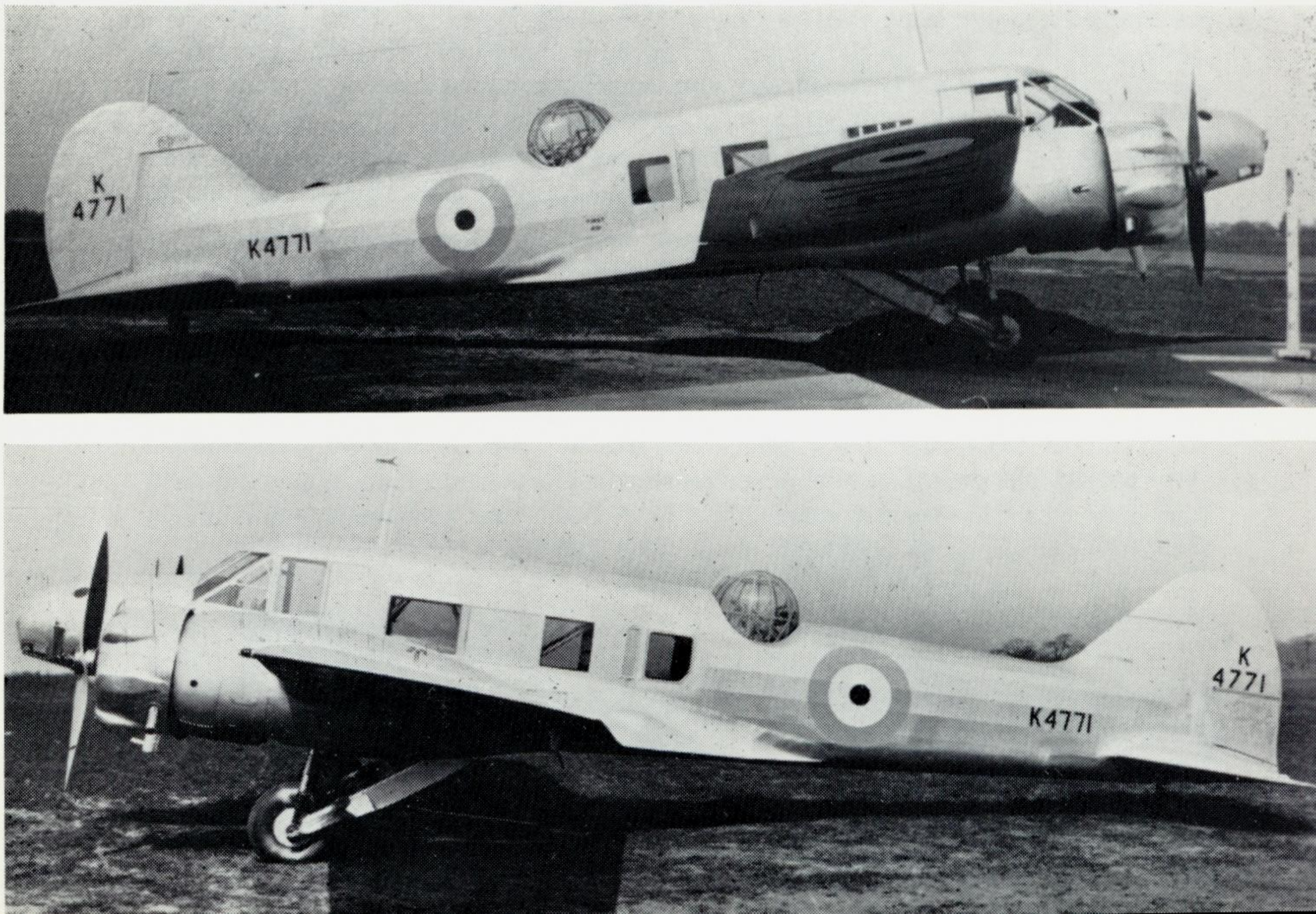
Geoffrey Tyson took K6152, the first production machine, into the air on December 31, 1935, from Woodford, Cheshire, and the aircraft received its service name of Anson Mk I. This prototype differed from K4771 by having a continuous line of cabin windows giving an almost uninterrupted all-round view, a further increase in tailplane span, and 350 hp Cheetah IX engines in seven-lobed NACA cowlings. The first batch of production aircraft, K6152 to

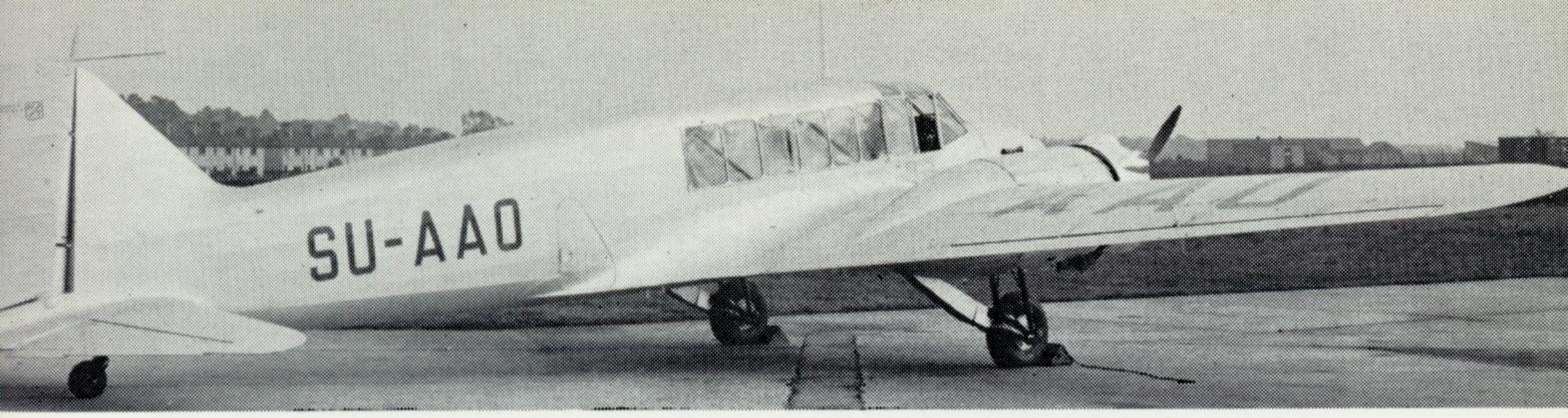
K6207, had fixed trailing edges to the wings and wooden ailerons. To ease transportation on later aircraft the trailing edge was made detachable at the rear spar. K6208–K6325 and K8742–K8844 had this feature but retained wooden ailerons. K8720–K8737, and aircraft subsequent to L7046, had a detachable trailing edge, metal ailerons and flaps.

The novelty of having a retractable undercarriage was just a little too much for many pilots of the first squadrons in RAF Coastal Command who flew the Anson. In his book *Fun and Games* Air Chief Marshal Sir Philip Joubert recalls that one squadron commander, having successfully retracted his undercarriage, on three occasions forgot to wind it down again and 'so carried out what are vulgarly known as belly landings, to the detriment of the aircraft and airscrews'. It was either the wireless operator or navigator's job to complete the 144 turns on the small handle on the right-hand side of the pilot's seat which wound up the undercarriage, and many ex-aircrew will remember with nostalgia the laconic call from the pilot to come forward to complete the task. Wireless operators serving in the Rhodesian Air Training Group after the War (and probably many more in other Commands, if the truth be known) became cunning in realizing that the Anson's speed did not suffer if the undercarriage was not fully retracted and, before long, they learned that if only 100 turns were given the aircraft operated satisfactorily.

The problem of forgetfulness in lowering the undercarriage was solved by the introduction of a modification (No 106) which provided an audible warning device to alert the pilot if he throttled back to landing speed without having performed this essential duty. The warning horn was fitted retrospectively to Ansons in service as well as to aircraft on the production line, and by 1938 it was a compulsory fitting on all Ansons.

Two views of the prototype Avro 652 Anson at different stages in its development. Note the differences in the rudder and also the fuselage windows. The photograph below shows the prototype at A & AEE at Martlesham Heath in April 1935.



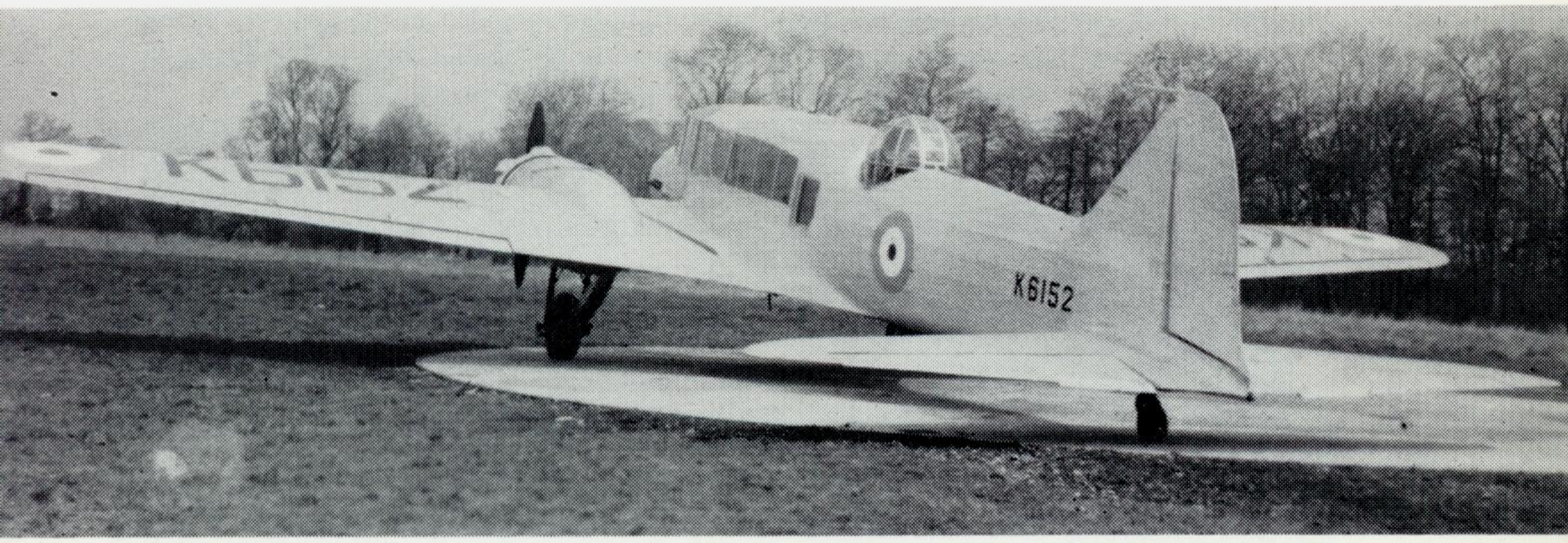


Avro 652 Mk II. This aircraft, SU–AAO, was produced for the Egyptian Government. The cabin windscreen was the same as on the Anson Mk I but the windows on the fuselage sides have a different framing from the RAF version (via J. Bagley).

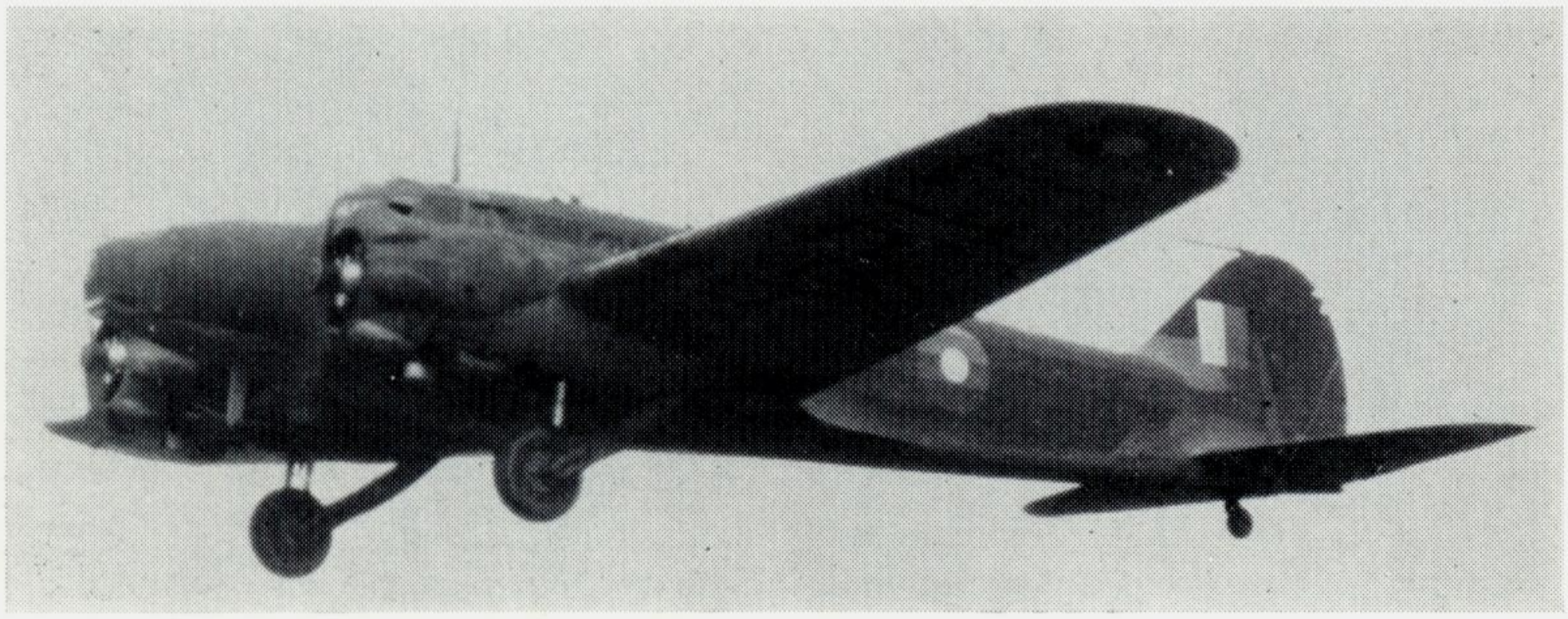
Other in-service modifications to the Anson proved necessary. One of these concerned the windscreen. To improve visibility, particularly in rain, a simpler two-panel windscreen with a steeper slope was introduced.

Early production aircraft had no external oil coolers, but soon five-element units were introduced and fitted on the outboard side of each nacelle. Another modification (No 144) heralded the approach of war-time conditions. This covered the introduction of camouflage paints on production aircraft and added a total of 30 lb to the all-up weight of the aircraft.

The first production Anson Mk I, K6152, which was first flown at Woodford on December 31, 1935, had the rectangular windows of the prototype replaced by continuous windows along the sides of the cabin. The aircraft, after trials at A. V.Roe's, RAE, Farnborough and A & AEE was eventually issued to No 220 Squadron on May 5, 1939. The photograph reveals the earlier rudder shape before modification.



Photographed at Comilla, this Anson LT246 sports South-East Asia Command markings (J. D. R. Rawlings).



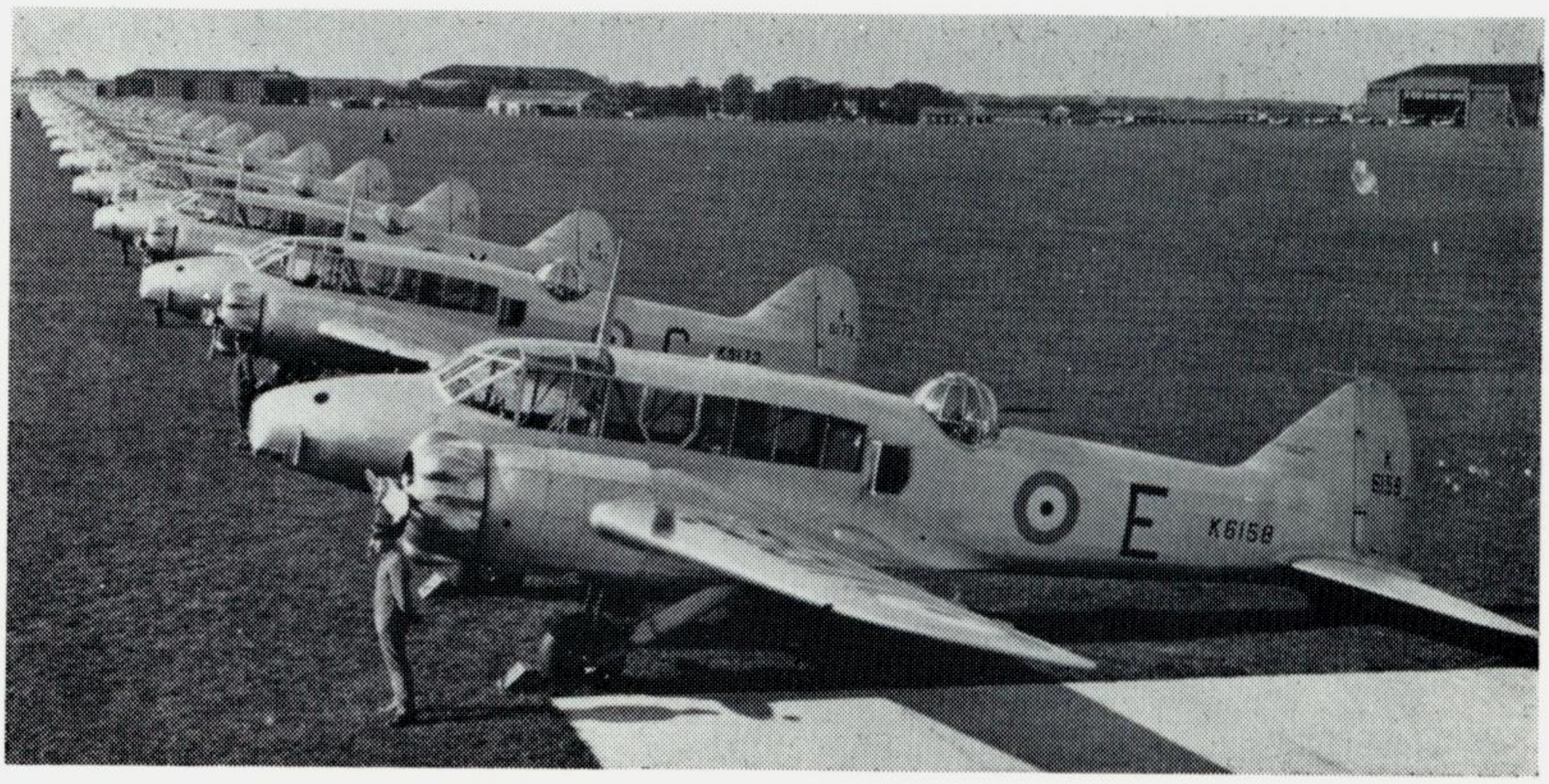
Chapter 2: The Anson in Service - Coastal Command

THE first Anson to be delivered to the RAF was K6153, which arrived at Manston on March 6, 1936, and was handed over to No 48 Squadron. It was followed by K6154–K6162. All of these aircraft were delivered six months after the order had been placed with Avro and less than a year after the prototype had first flown.

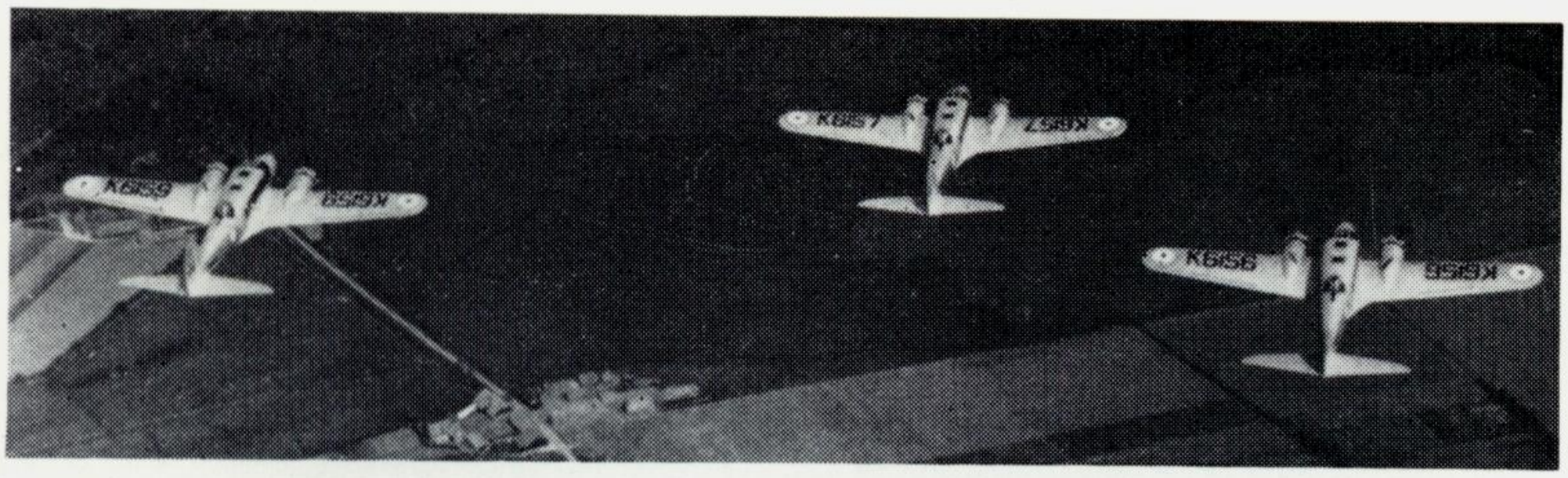
No 48 Squadron was a training unit given the task of introducing aircrew, particularly navigators, to the task of general reconnaissance over the sea. The training commitment of the squadron was greatly increased when the School of Air Navigation, also at Manston, was merged with it and the unit became the largest to operate the Anson pre-war.

No 206 Squadron was formed at Manston on June 15, 1936, but moved to RAF Bircham Newton, Norfolk, later that month. Its initial equipment included Ansons K6175–K6179. On December 4, 1936, a pilot from this squadron became lost in bad weather whilst piloting K6184 and, whilst attempting to land at Bircham Newton, hit the boundary fence and the aircraft was badly damaged. According to the records this boundary fence seems to have been something of a menace, as earlier in October 1936 Anson K6202 of No 220 Squadron had also failed to clear it and struck one of the concrete posts.

Other squadrons quickly formed in Coastal Command, Nos 220, 269, 224, 217 and 233 being equipped by May 1937. The Auxiliary Air Force also received Ansons to supplement the strength of Coastal Command and four squadrons, Nos 500, 502, 608 and 612, became part of the Command during 1938 and 1939.



*No 48 Squadron based at RAF Manston was the largest pre-war user of the Anson. The 15 aircraft in this photograph were only part of the actual number used by the Squadron, which was also a navigational training unit for general reconnaissance duties (*Flight International*).*

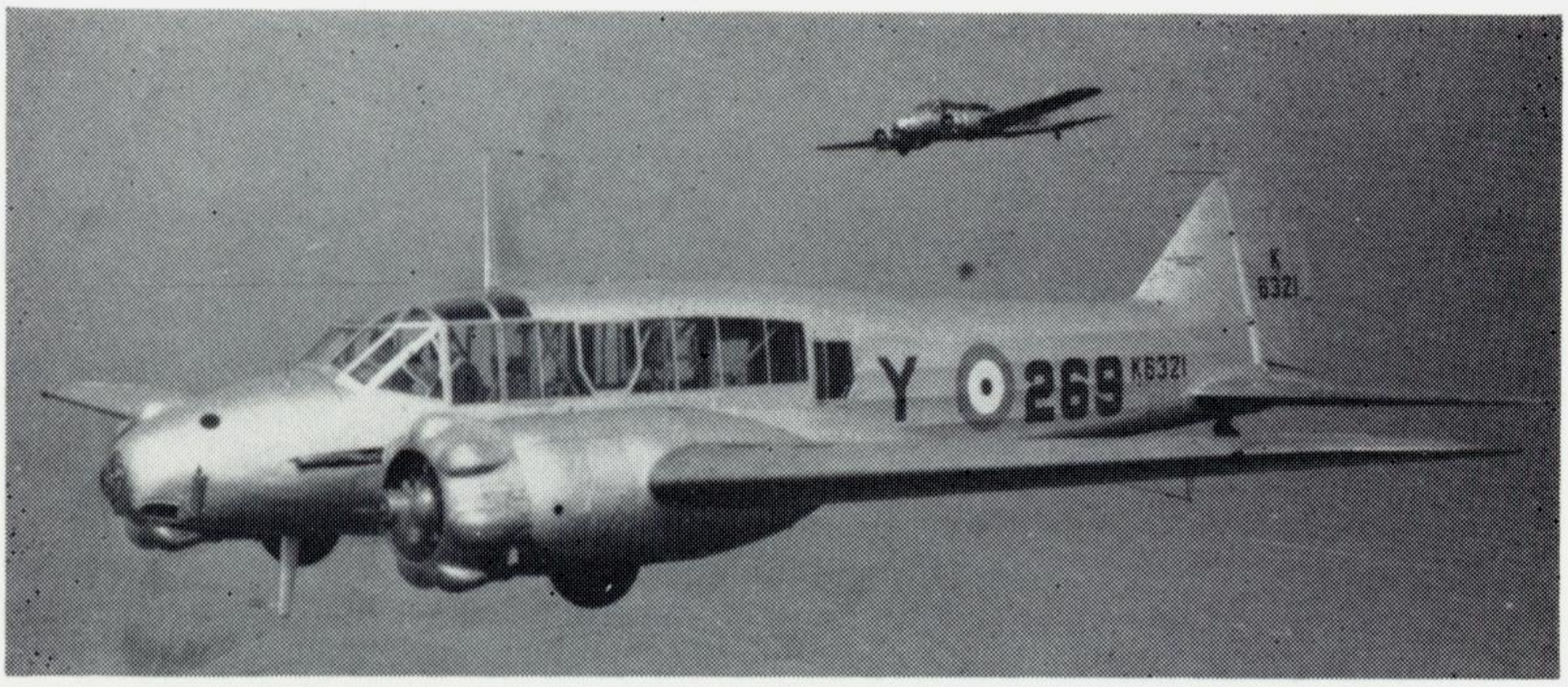


An unusual feature of many pre-war Ansons was the use of the aircraft's serial painted above the wing. These three from No 48 Squadron illustrate the size of the lettering and its position on the mainplane (Aeroplane photo).

Coastal Command Ansons were originally all-silver finish with the squadron number displayed on the fuselage sides. An unusual feature on some of the early aircraft was the serial number painted in black *above* the wings in letters and numbers 3 ft. 6 ins. high. After Munich the temperate land scheme of camouflage was applied, which consisted of dark earth and dark green upper surfaces with the undersides either black or light grey. Later sky became standard for undersurfaces. Code letters carried on the fuselage sides were in light grey.

Although obsolescent at the beginning of the war, eleven squadrons of Ansons (Nos 48, 206, 217, 220, 224, 233, 269, 500, 502, 608 and 612) were still operating with Coastal Command. Initially they were used to patrol the coastal areas of the North Sea, to keep watch for German surface raiders

No 269 was one of the first Coastal Command Squadrons to form, at RAF Bircham Newton on December 29, 1936. The individual letter and squadron number of this aircraft are thought to be in red with a black outline.



passing into the Atlantic between Scotland and Norway, and on anti-magnetic mine patrols. At that time the Luftwaffe used Heinkel He 115s to drop these weapons in coastal waters and for a time caused considerable dislocation of shipping.

Anti-submarine and convoy protection patrols were also flown, often in extremely bad weather conditions. Typical was a flight by No 206 Squadron Anson K6183: 'B', which was lost during a sea search on September 5, 1939. On the same day, however, K6187: 'E' made one of the first attacks of the war on a U-boat, during which two 100-lb anti-submarine bombs were dropped. Four days later the same aircraft force-landed in the sea off Calais after the crew had missed seeing blacked-out England, and carried on out to

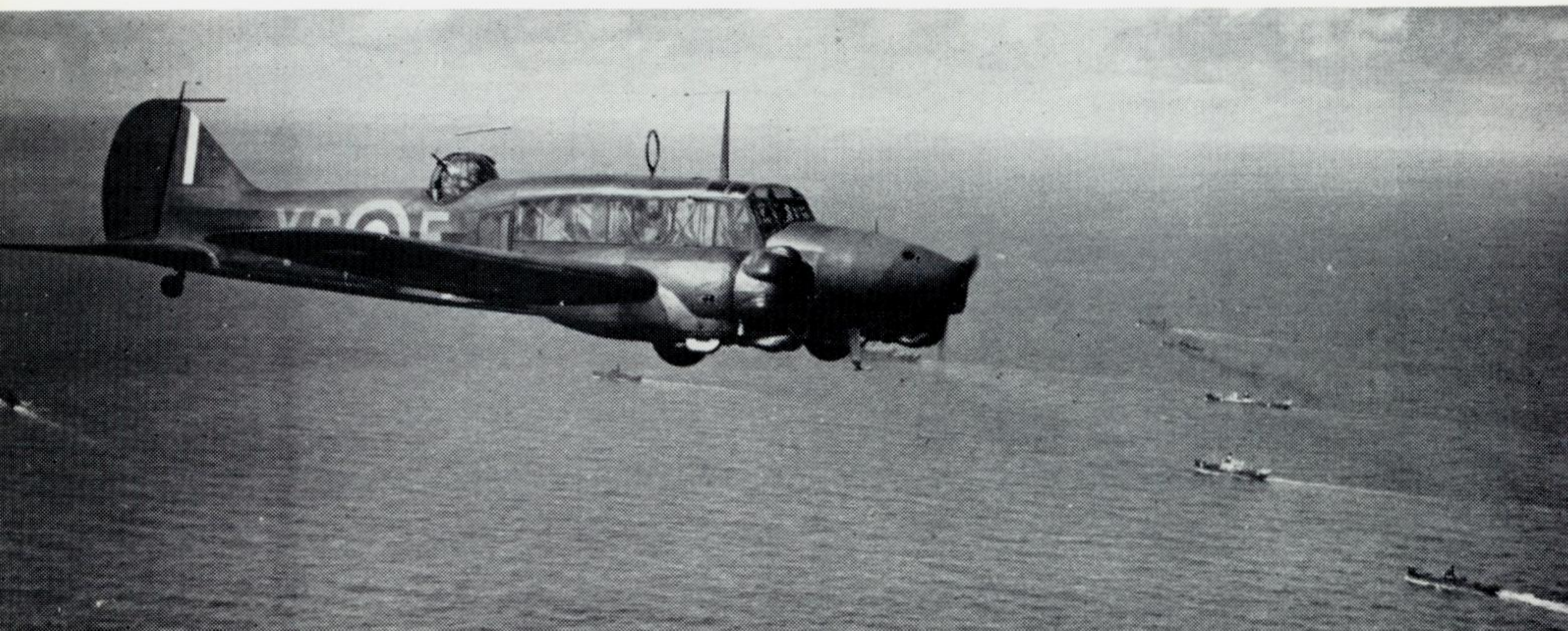
sea. On December 3, 1939, the crew of K6184 : 'P' of No 206 Squadron sighted a U-boat and managed to get in an attack. One bomb was seen to hit the base of the conning tower and a large patch of oil formed on the sea after the submarine had dived. The pilot, Pilot Officer R. H. Harper, was later awarded the DFC for this operation.

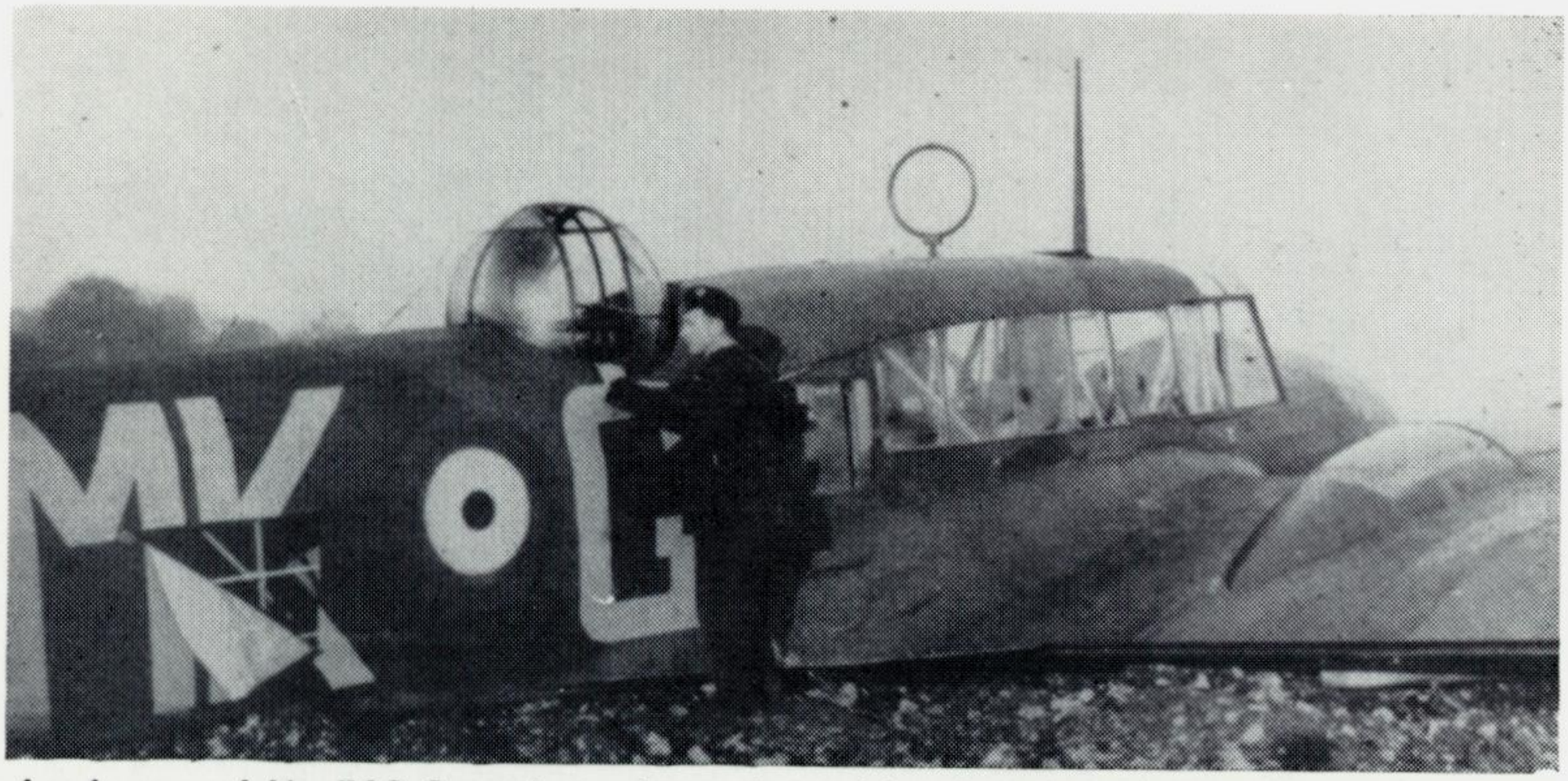
The Heinkel He 115 was a regular adversary of the Anson. On November 11, 1940, R9577, one of three aircraft on patrol from No 608 Squadron, sighted two of these aircraft at 1 mile range flying at 2,500 feet. A short battle followed which ended when the Anson retired with a jammed front gun. A few days later, on November 14, a similar indecisive action was fought with another of the Luftwaffe floatplanes by R9773 : 'P' of the same squadron.

The Anson was involved in many operational exploits at the time of the Battle of Britain and immediately afterwards. Although these are too numerous to mention in detail, it is worth recalling the exploits of No 500 Squadron which was based at RAF Detling, Kent. This squadron operated close to the German bases on the Channel coast after the fall of France and, to improve the

Servicing a pre-war Anson. The detail of the sloping windscreen, fixed forward-firing Browning machine-gun and the uncowled Cheetah IX engine are clearly shown (Flight International).

Photographs of Ansons on operational service are rare. This Coastal Command aircraft from No 502 Squadron is one of those that flew many hours on convoy patrol early in the war (Topical Press).



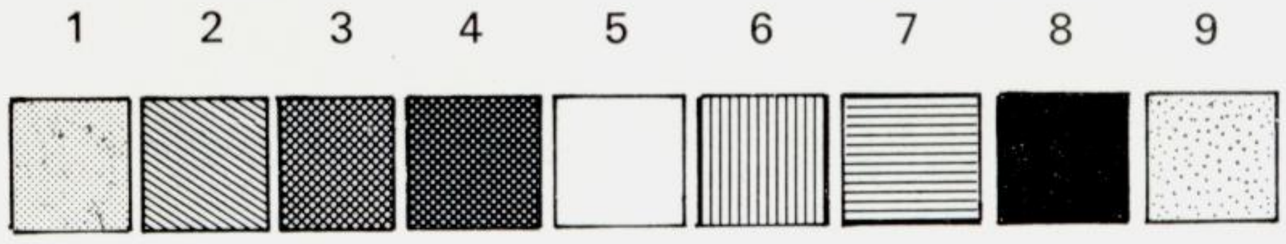


An Anson of No 500 Squadron after a forced landing. It was this Squadron, when operating from RAF Detling, Kent, that armed its aircraft with two extra machine-guns, one on each side of the fuselage, and had considerable success in shooting down no less than six German fighters during the evacuation from Dunkirk.

armament, squadron personnel modified their aircraft to carry two extra machine-guns, one on each side of the fuselage, using mountings manufactured free of charge by a Maidstone engineering firm. These additions proved invaluable during the evacuation from Dunkirk and afterwards, as no less than six Messerschmitt Bf 109 fighters were shot down by Ansons of this squadron. One of the aircraft, flown by the squadron's commanding officer, Squadron Leader W. K. LeMay, in addition to having the extra side guns was fitted with a 20mm Hispano cannon on a movable mounting, pointing through the floor. It was used against German E-boats with considerable success. No 500 Squadron's redoubtable Ansons were eventually replaced by Blenheims by September 1941.

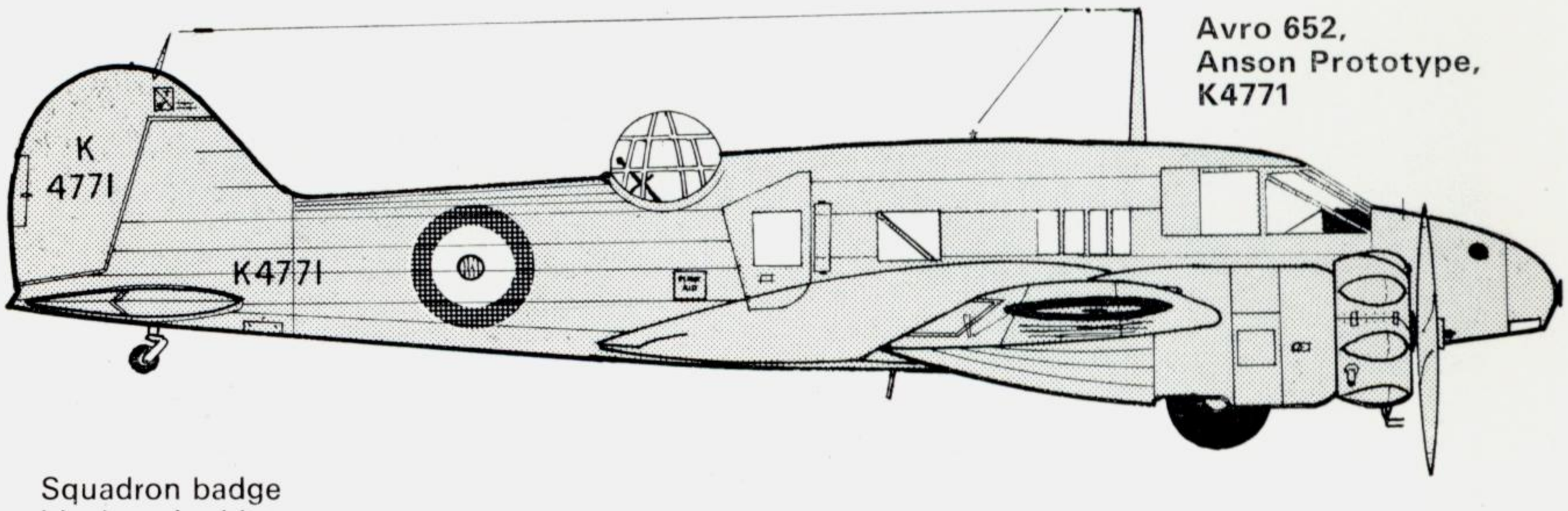
Although the Anson squadrons slowly acquired more modern aircraft, such

*The instrument panel of this early Anson shows the relative simplicity of the layout. The photograph was taken during a pre-war exercise and illustrates the use of the forward observation panels for map reading (*Flight International*).*



1. Silver
2. Dark Green
3. Dark Earth
4. Roundel Blue
5. White
6. Roundel Red
7. Trainer Yellow
8. Black
9. Light Grey

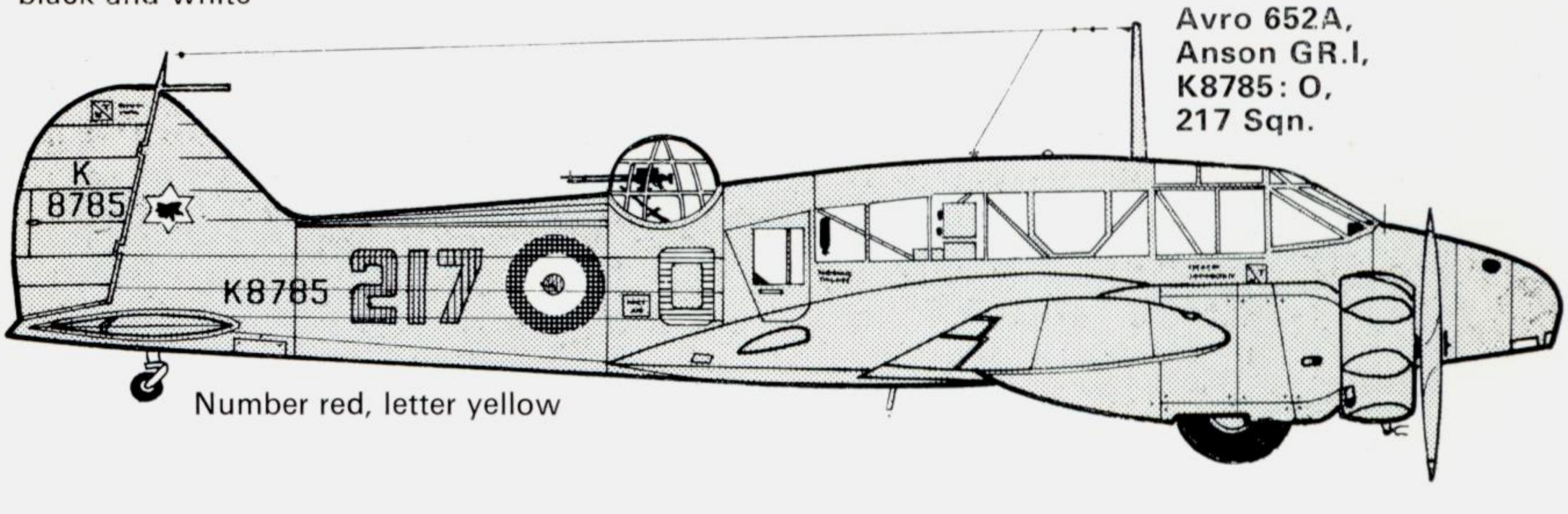
Note rudder shape



**Avro 652,
Anson Prototype,
K4771**

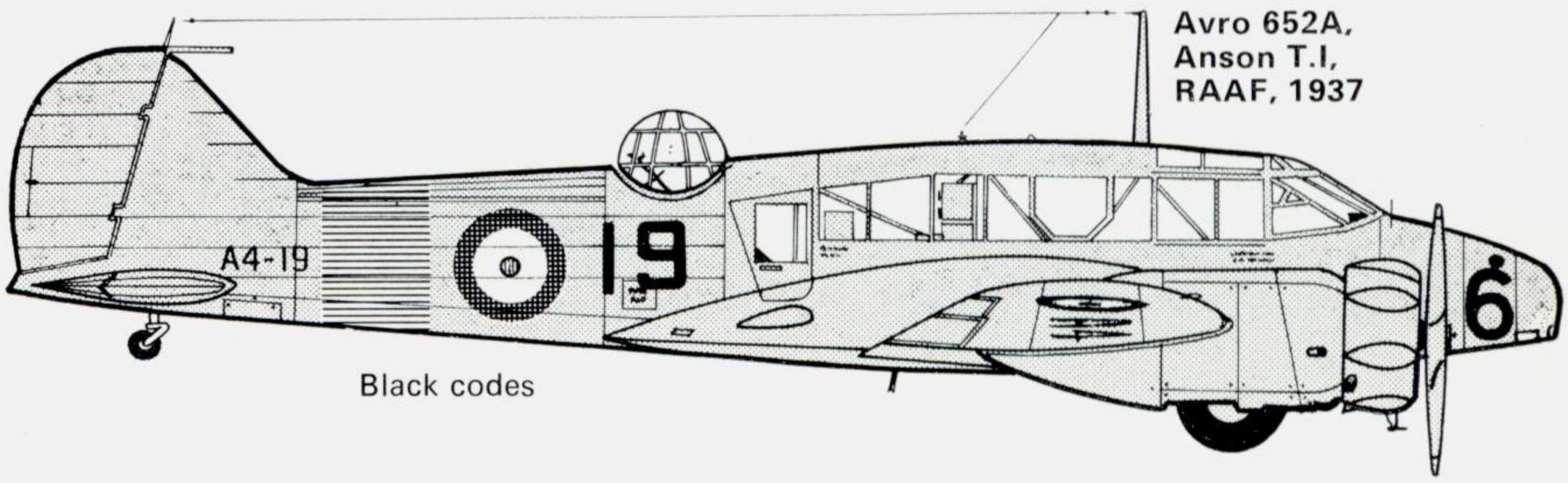
Lan
ligh
nos

Squadron badge
black and white



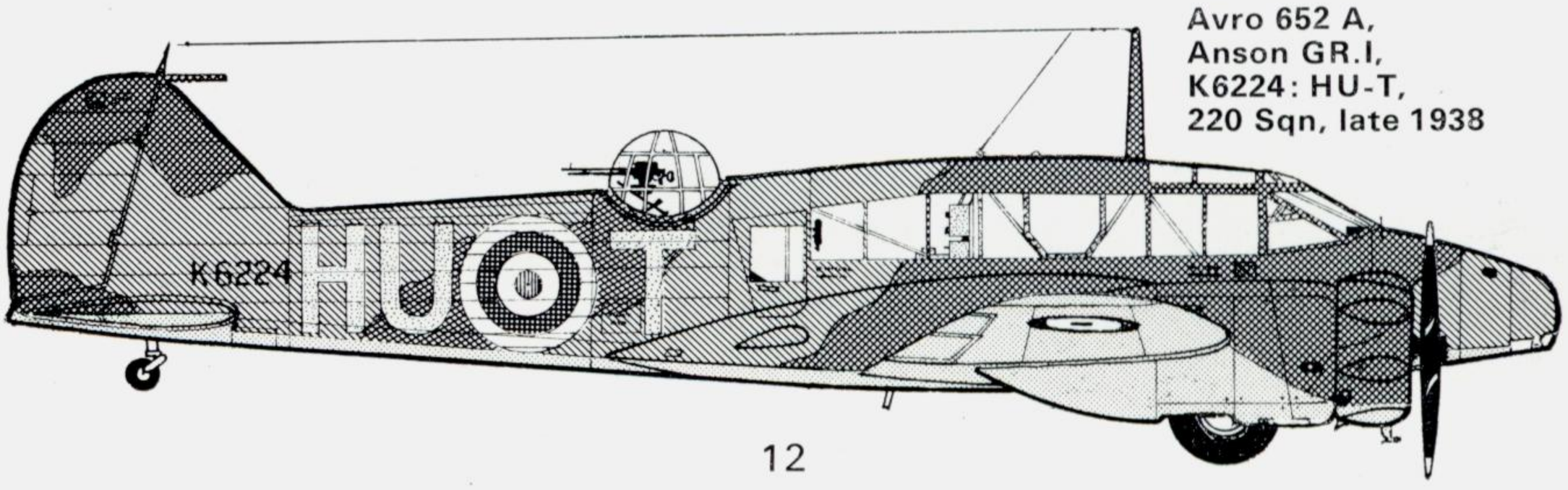
**Avro 652A,
Anson GR.I,
K8785 : O,
217 Sqn.**

Number red, letter yellow



**Avro 652A,
Anson T.I,
RAAF, 1937**

Black codes



**Avro 652 A,
Anson GR.I,
K6224 : HU-T,
220 Sqn, late 1938**

ABOVE: Anson in trouble; one of the first, if not the *first, of the new Ansons to be lost was K6166: R which force-landed in the sea after engine failure off the Kent coast on June 25, 1936. The aircraft stayed afloat after the crewmen were picked up, and two local fishing boats towed it to Tankerton harbour where interested holiday-makers watched proceedings. BELOW: N5298 in typical early trainer finish. The yellow undersides continue well up the fuselage and merge with the yellow of the fuselage roundel. A gas detector patch (also yellow) is visible just forward of the tail.*

*AN101—the first of three Ansons to be delivered to Finland (*Flight International*).*

as Beauforts, Hudsons and Blenheims, two new squadrons were formed on June 1, 1940. These were Nos 320 and 321, which were operated by Dutch aircrew who had escaped from their home country after the German invasion. The Ansons were, however, replaced a few months later by Hudsons.

Ansons continued to be used by Coastal Command for many years after they had completed their operational life. Operational Training Units in the Command used aircraft withdrawn from first-line service and some of these were modified to take ASV radar, fitted in the form of three masts, on the nose. One other training unit which should be mentioned was No 3 School of General Reconnaissance at Blackpool, which reverted to the use of the Anson after the failure of the new Blackburn Botha for this work.

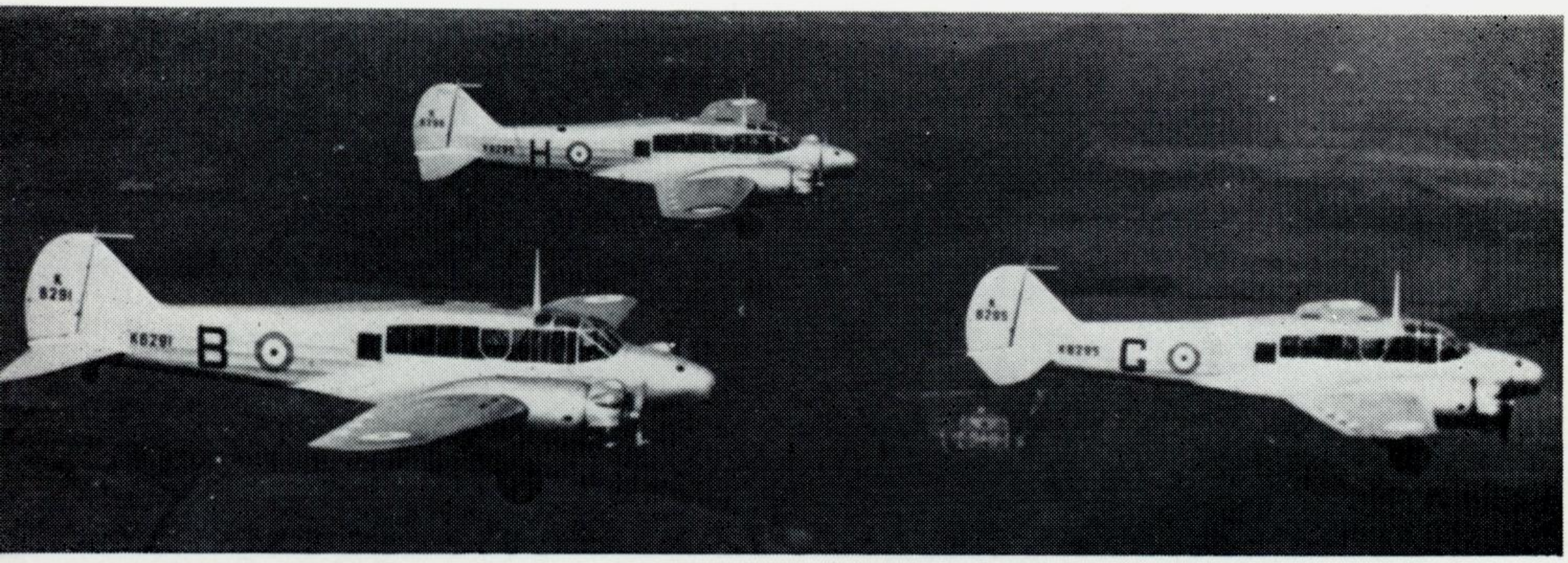
*Thought to be one of the Finnish Ansons, this photograph reveals a different layout on the cockpit instrument panel. The navigator's position over the main wing spar has duplicate flight instruments. The radio operator sat at the rear of the cabin (*Flight International*).*

Chapter 3: The Anson in Service - Bomber Command

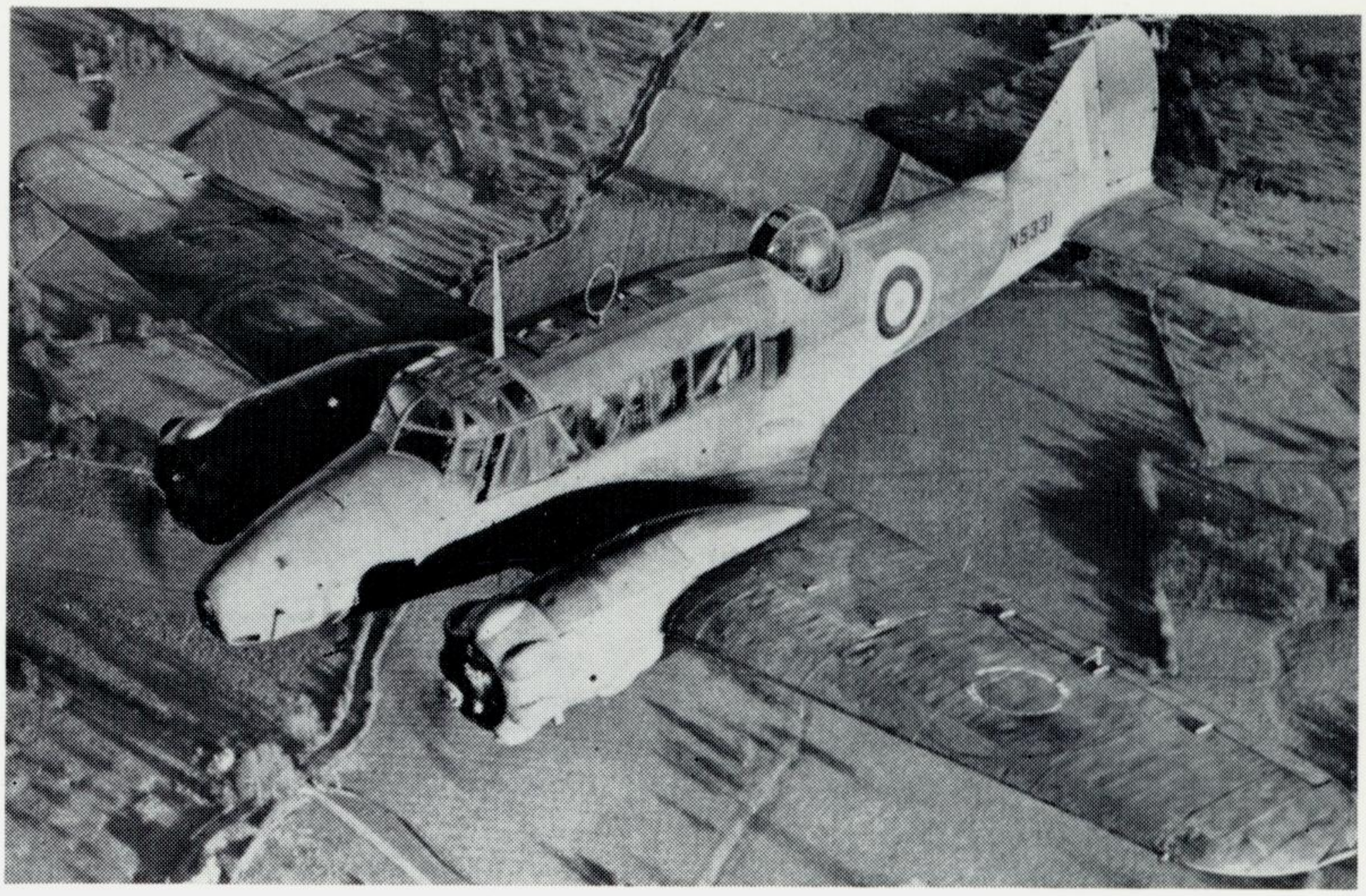
THE Anson played a small but nevertheless important part with Bomber Command immediately before and during the first months of the war. No 144 Squadron, which reformed at RAF Bicester on January 11, 1937, was the first to receive Ansons (K6264–K6269) followed by No 58 Squadron at RAF Driffield (K6270–K6277) in February 1937. Two other squadrons to get them were Nos 61 and 215, but the aircraft only stayed on strength for a few months and were disposed of as soon as the squadron's more permanent equipment arrived.

By 1939 it was clear that improvements were necessary for the training of bomber crews, as the peace-time system allowed time for operational training on the squadrons. Some bomber squadrons, No 52 for example, were ear-marked specifically for the training role. Stationed at RAF Upwood this unit had Ansons N5027, N5029, N5030 and N5037 to supplement its Fairey Battles for training purposes.

Operational training in the Command after the outbreak of war was intensified and it was considered essential that crews posted to squadrons should be fully proficient on the type of aircraft they were to fly. Bomber Group Pools were formed for training purposes and squadrons from each operational Group were joined together as a 'Group Pool'. For instance, No 52 Squadron, mentioned earlier, moved to RAF Abingdon with No 63 Squadron to form No 1 Bomber



Many pre-war Ansons were built without turrets. The undercarriage was often left down when pilots were flying solo because of the difficulty of winding up the wheels by hand after take-off. The aircraft, K6296: H, in the background was one of the few early Ansons to have dual controls fitted. It was also one of the first aircraft to be shipped to Canada, but was lost at sea en route. The unit operating these three Ansons at the time the photograph was taken is not certain but previously all of them were issued from the production line to No 215 Squadron in February 1937 (via M. Garbett).



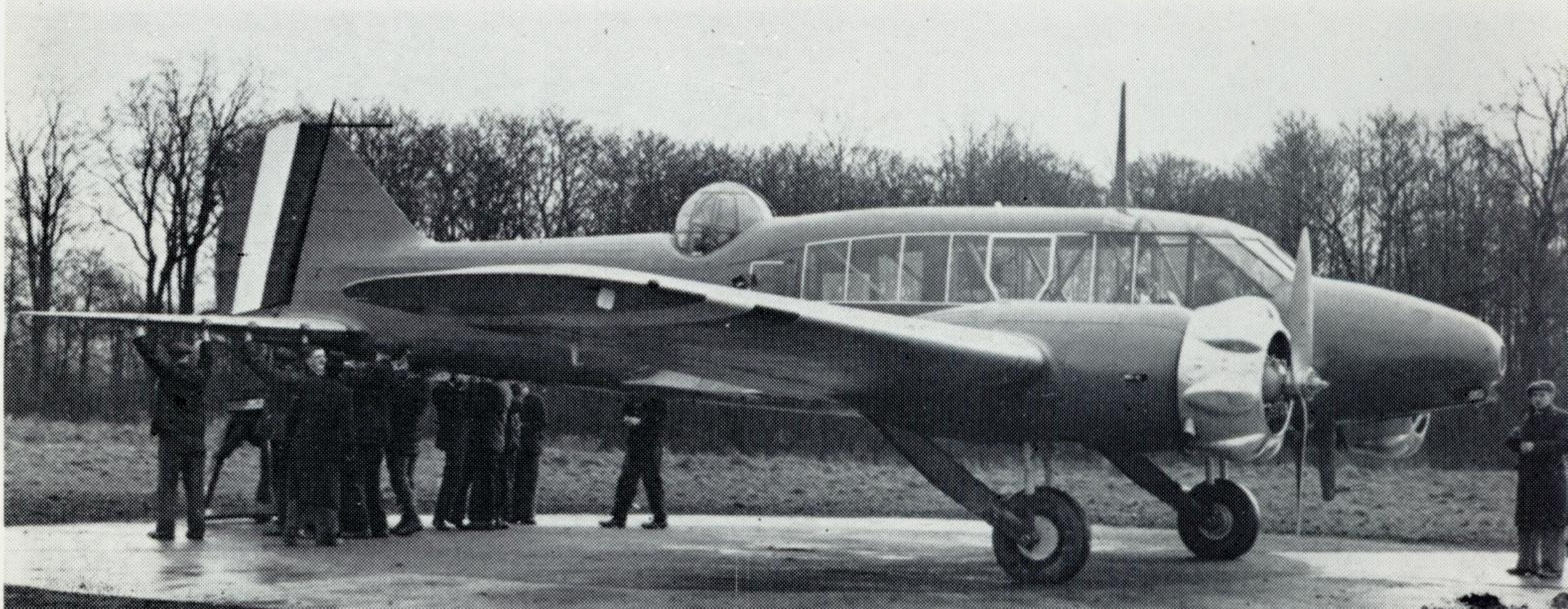
Although little is known about this Anson, N5331, it is believed to have been flown by a Polish crew, because of the small national marking on the port side of the nose. It is, however, interesting to note the wrinkling on the upper surface of the wings.

Group Pool and was allocated one flight of Ansons for training purposes. The Group Pool system was short-lived as, in April 1940, Operational Training Units took over and were formed, in the main, from the Group Pool system. No 1 BGP became No 12 OTU and various squadrons forming the Pool lost their identity and eventually reformed as operational squadrons.

Throughout the war Ansons served in Bomber Command, either in OTUs, on Station Flights or often attached to bomber squadrons, such as W1708 which was on the strength of No 109 Squadron.

Ansons occasionally came in contact with the enemy. On the night of June 12, 1941, Anson N5014 of No 16 OTU, RAF Brackley, was fired on by an enemy intruder and R9691 was shot at from behind whilst coming in to land.

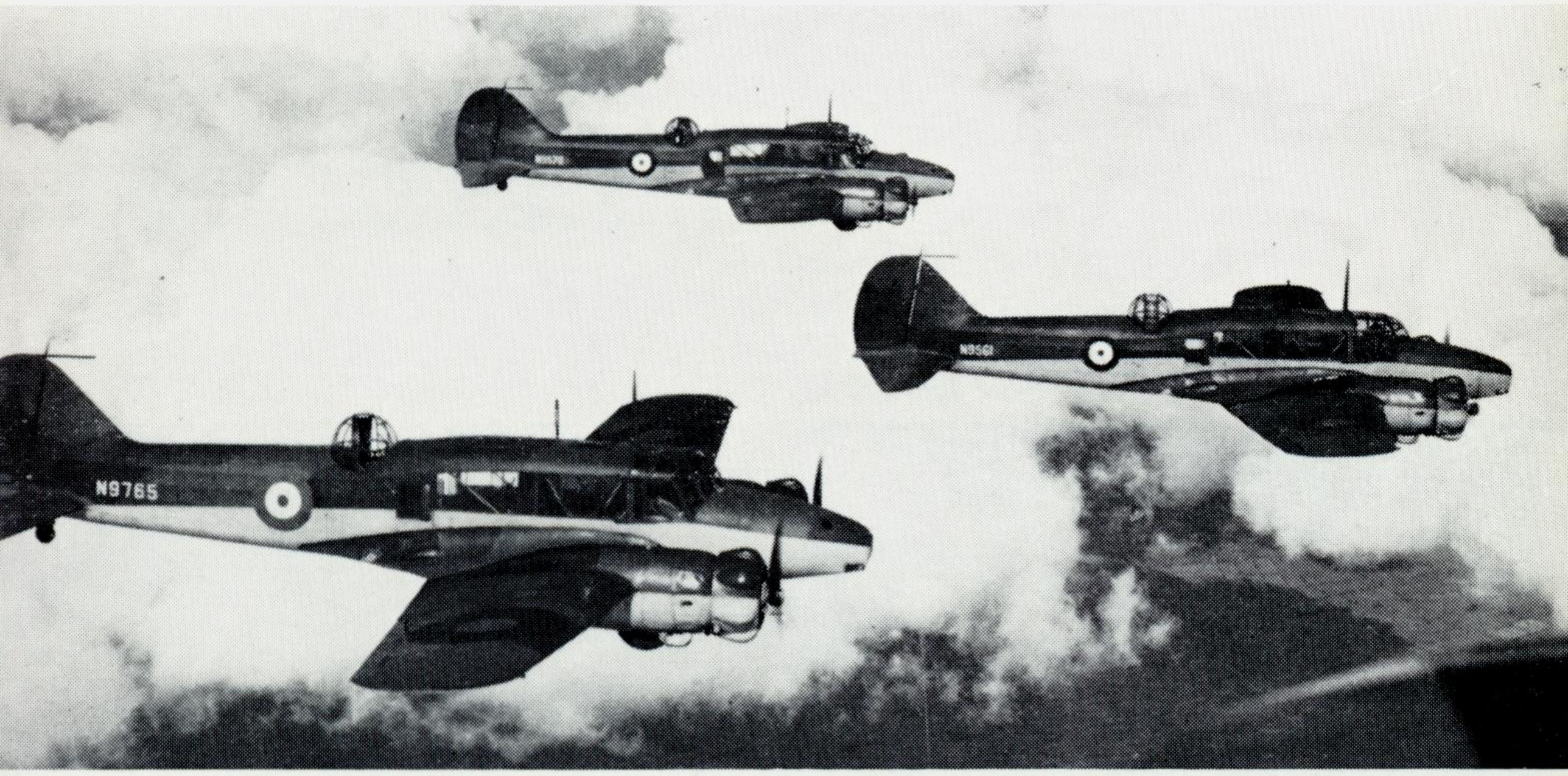
*Many hands make light work in lifting the tail of this Irish Air Corps Anson Mk I on a compass swinging base. The aircraft was one of four delivered to the Irish Coastal Patrol Flight before the war and is distinctive in having natural metal cowlings, an overall dark green paint scheme and the Irish National markings on the rudder and chordwise across the outer wing panels (*Flight International*).*



Chapter 4: The Main Role - Flying Training

FEW service pilots during World War 2 did not receive at least one trip in an Anson. Many navigators, radio operators or air gunners started their training on the aircraft and multi-engine pilots flew Ansons after initial training on aircraft like the Tiger Moth and Harvard. The 'tame' Anson appeared on many RAF Stations, mostly Bomber or Coastal Command, and were used for ferry flying, liaison work or even the 'gash' weekend.

The Anson started its career as a trainer before the war as one of the first production aircraft, K6163, was delivered to the Central Flying School direct from the factory. Many of the early aircraft from the third production batch were delivered to flying training schools in 1937 as Airspeed Oxfords, intended for



*Flying in formation shortly after their delivery to No 9 FTS (September 1939), these three Ansons N9561, N9570 and N9765 illustrate the early Training Command green, brown and yellow camouflage scheme. Of the three, N9561 went to South Africa, N9570 was burned out, probably by enemy action on October 16, 1940, and N9765 was destroyed in a flying accident on May 22, 1942 (*Flight International*).*

pilot training, were not readily available at that time. K8703 (delivered July 29, 1937) to K8706 inclusive went to No 11 Flying Training School, RAF Wittering, followed by K8707–K8710 to No 6 FTS at RAF Netheravon. K8715–K8719 went to No 9 FTS at RAF Hullavington. These aircraft were painted silver overall with black serials on the fuselage sides, rudder and under the wings. Ansons of No 10 FTS had a wide red band behind the fuselage roundels with an individual aircraft number painted on it in white. K8723 became '6' in this unit.

After Anson L7046 had left the factory most production aircraft were destined for training purposes, though a few went to operational units. Aircraft coming off the production lines after L7046 had twin landing lights in the port mainplane in place of the single light in the nose of earlier production aircraft. Ansons from L7903 were delivered fully camouflaged after March 15, 1938, and Ansons already in service started to be painted in the temperate land scheme of green, earth and grey or yellow undersides at about this time.

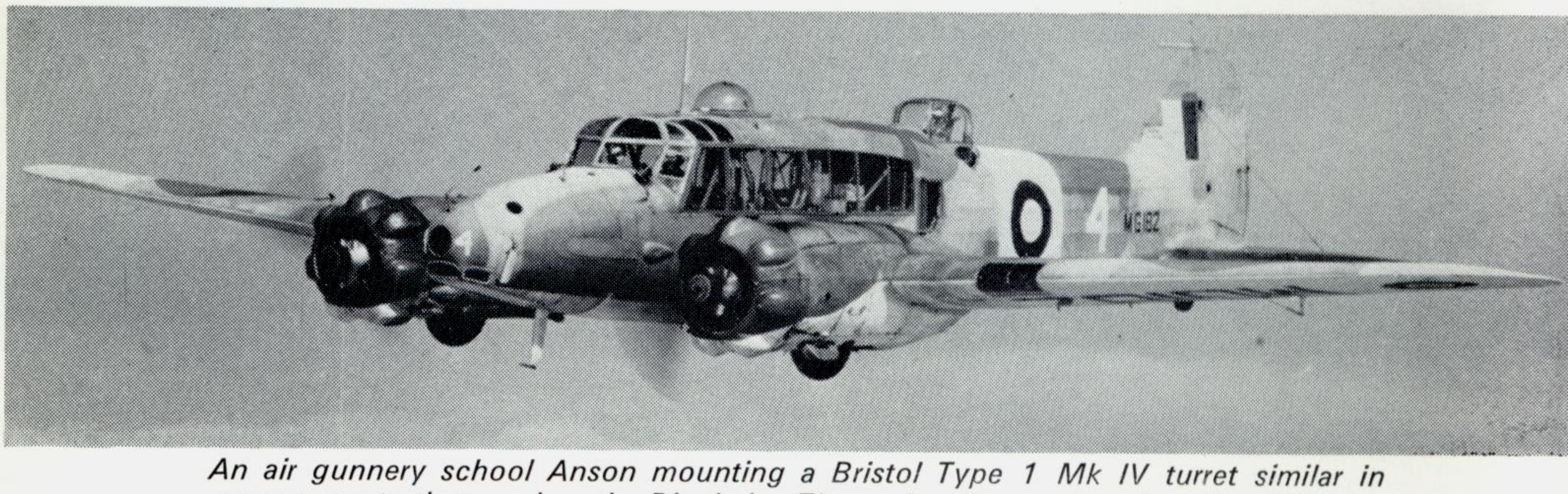
Most of the Ansons built for training purposes did not have turrets fitted unless they were destined for the gunnery training schools. Some of the Ansons relegated to training duties after flying with Coastal Command squadrons kept their turrets until these were removed at their new units.

The machine-gun in the nose was not fitted on the trainer, and the trough in which it was housed was covered with a thin strip of metal riveted in place. Even late production Anson Mk Is had this covering, which always looked like an afterthought, and invariably was the cause of the strong draught that used to blow round the pilot's legs, particularly during cold weather.

The Anson was not generally fitted with dual controls, but K6292 was produced straight from the production line in this configuration. The modification was successful and dual control kits were produced for retrospective fitting on training aircraft as required.

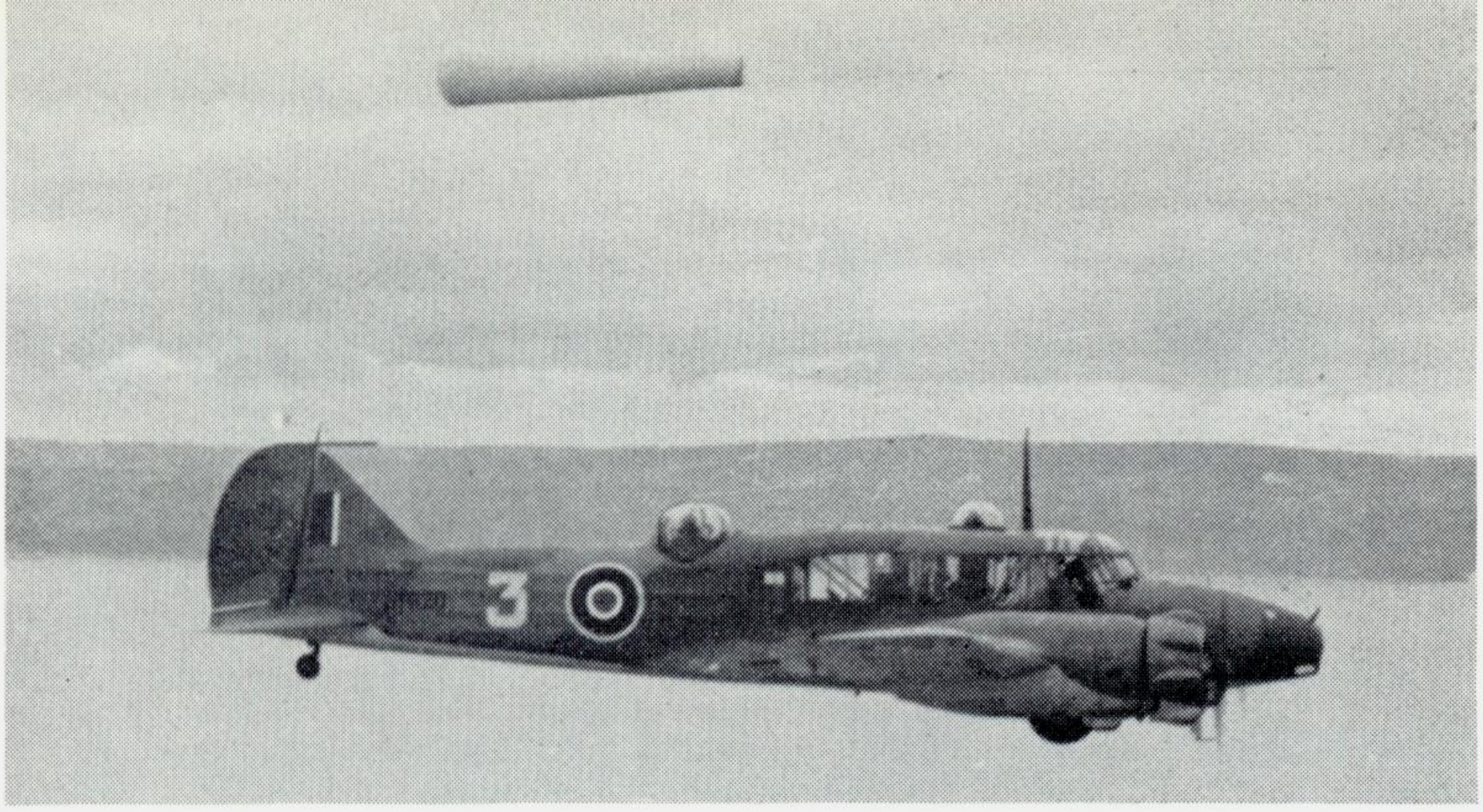
Before World War 2 Ansons were issued to Elementary and Reserve Flying Training Schools for the training of volunteer reserve navigators and observers. They also went to Nos 1 and 2 Air Observer Schools and Nos 1, 2, 3 and 4 Civil Air Navigation Schools and certain Service Flying Training Schools. Although most training was done overseas during the war, several Anson units remained and these were mostly concerned with navigation, radio and particularly gunnery training.

Air Gunners' Schools used a miscellaneous variety of aircraft types, including the Anson. Before 1943 these Ansons were fitted with the Armstrong Whitworth 'birdcage' turret mounting a single Lewis gun. After that date, however, a



An air gunnery school Anson mounting a Bristol Type 1 Mk IV turret similar in appearance to that used on the Blenheim. These aircraft were introduced in 1943 and this photograph of MG182 reveals a camouflage pattern of the 1944 period which was green and brown on upper surfaces and yellow for all undersides. Yellow bands appeared under the fuselage national markings and at the wing tips.

new version of the Anson appeared for gunnery training which had a Bristol Type 1 Mk IV turret similar in appearance to the sort fitted on the Blenheim. These aircraft were also distinguished by having an astrodome fitted. The first modified Anson, LT112, went to A & AEE Boscombe Down for trials using the new turret, and this particular machine also sported a streamlined D/F loop not normally fitted to later gunnery Ansons. A total of 313 Ansons were built



*Another view of a gunnery training school Anson Mk I, this time belonging to No 7 AGS Stormy Down serialled LT830. Immediately above it is a target sleeve which was towed by another aircraft over the ranges for gunnery practice (*Flight International*).*

with Bristol turrets for use with the Air Gunners' Schools.

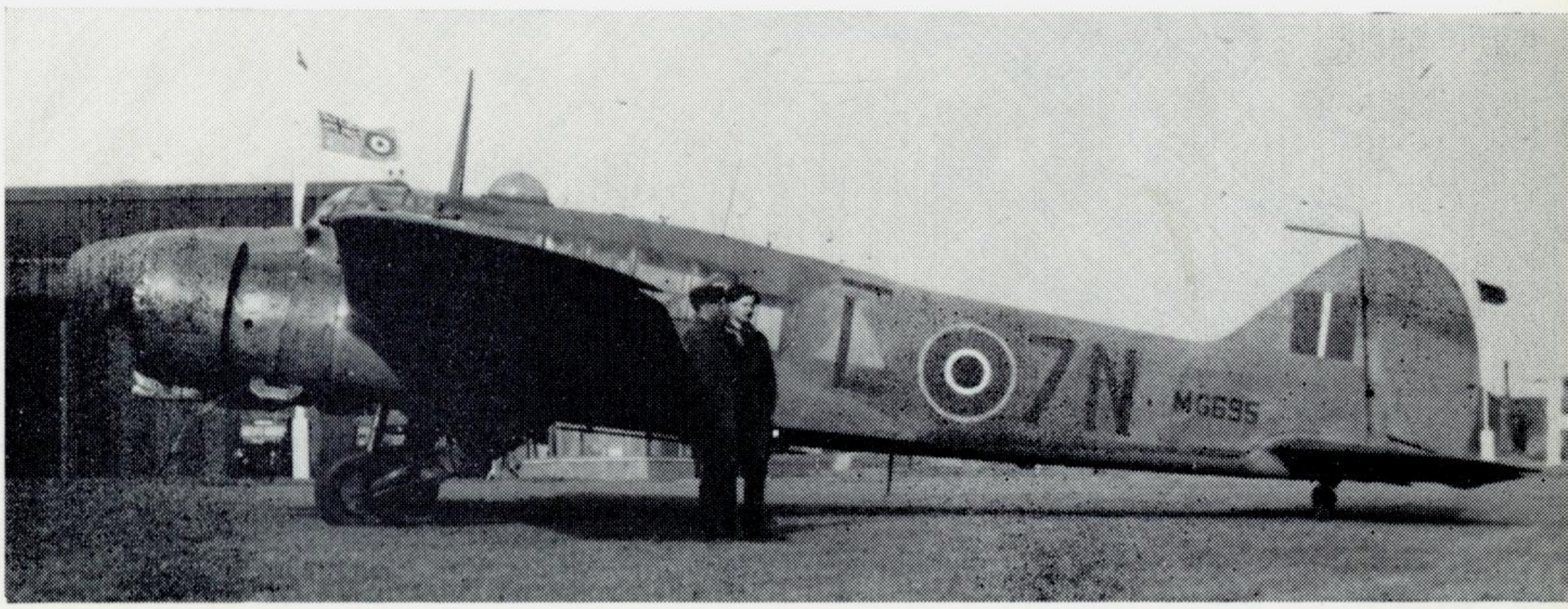
Blind Approach Training Flights also used Ansons. To distinguish them from normal training aircraft they had two distinctive yellow triangles, one on the nose and the other normally aft of the fuselage roundels, indicating that the aircraft was using standard beam approach equipment and that other aircraft should keep clear. These triangles were painted each side of the aircraft.

As the war progressed and aircrew arrived back in England after overseas training, it was found necessary to allow time for them to adjust to wartime conditions. For this purpose Advanced Flying Units were formed, most of which had Ansons on their strength.

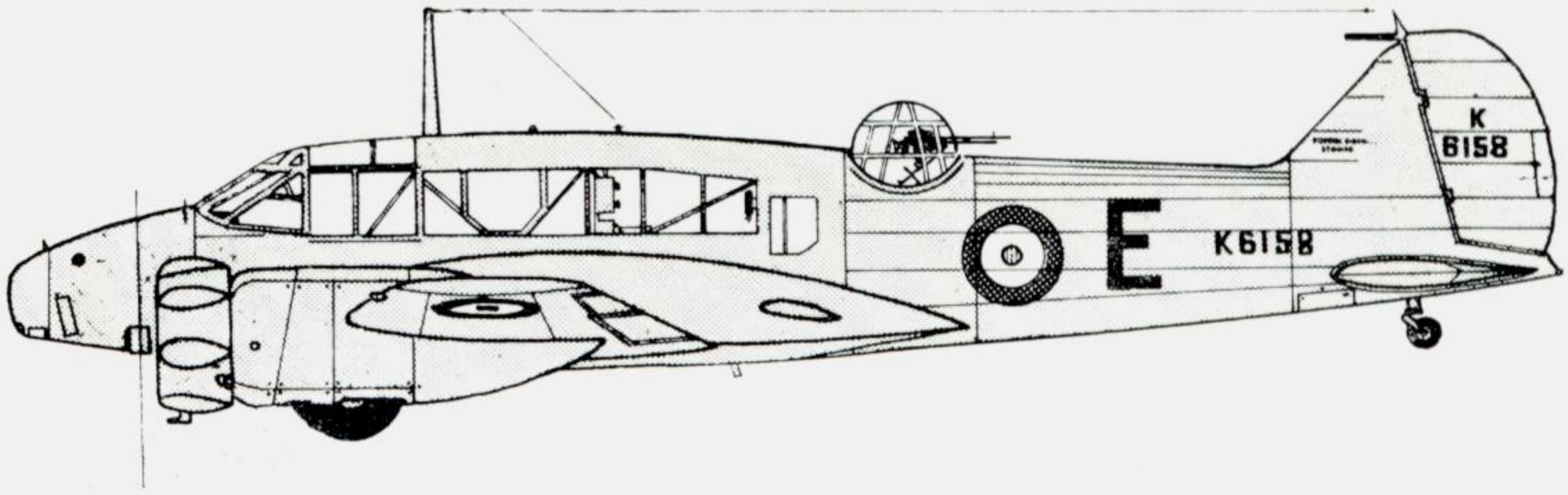
Although the Anson served in quantity with Bomber and Coastal Command Operational Training Units, only one of the many Fighter Command OTUs used Ansons. This important exception was No 62 OTU which trained navigators in the use of airborne interception radar before they were posted to night fighter squadrons. No 62 OTU formed at RAF Usworth on January 1, 1942, by moving the Airborne Interception Training Flight at No 3 Radio School, Prestwick, to Usworth with 14 Ansons and 35 pupils.

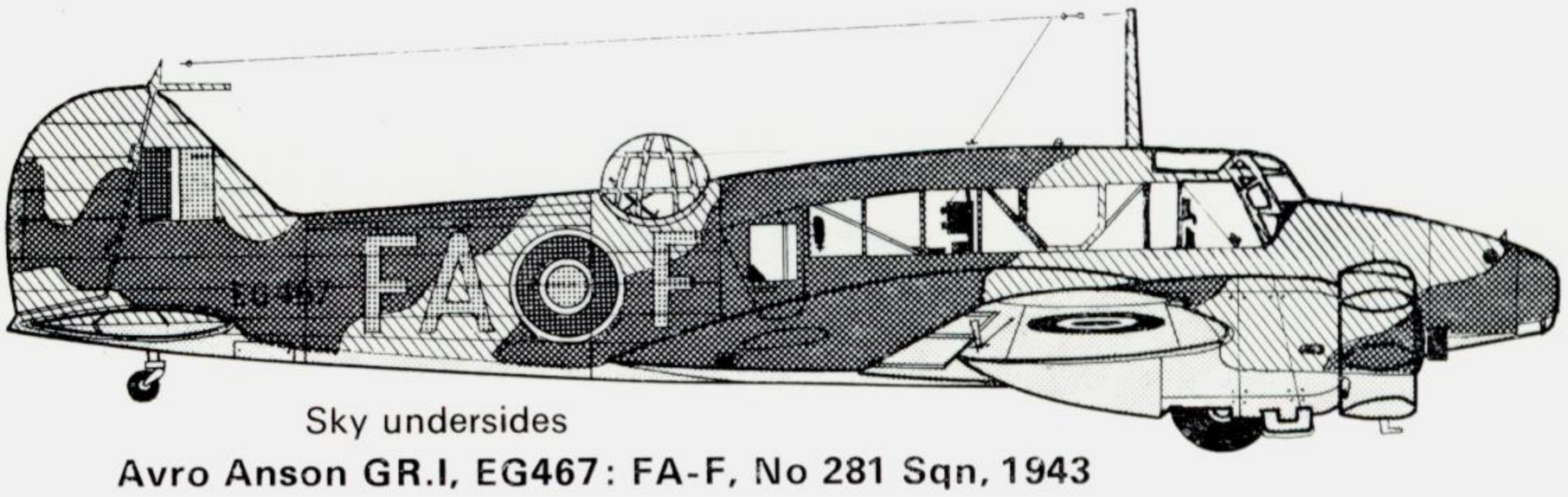
Fighter Command's only Anson OTU moved to RAF Ouston on June 21,

One of a number of Anson Mk I aircraft used for Standard Beam Approach training later in the war. To denote that the aircraft was engaged on SBA flying a large yellow triangle was painted on the fuselage in front of the roundel. On this aircraft, MG695, a red code letter has been painted over the triangle (J. D. R. Rawlings).



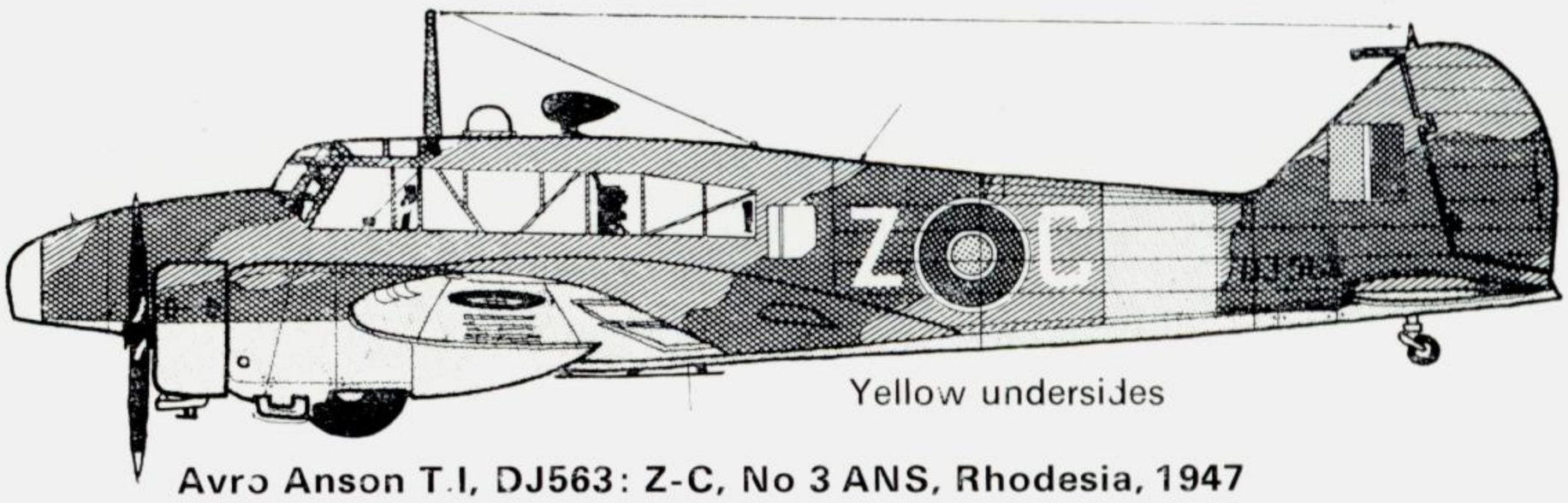
Avro Anson I, K6158: E, No 48 Sqn, Manston 1936





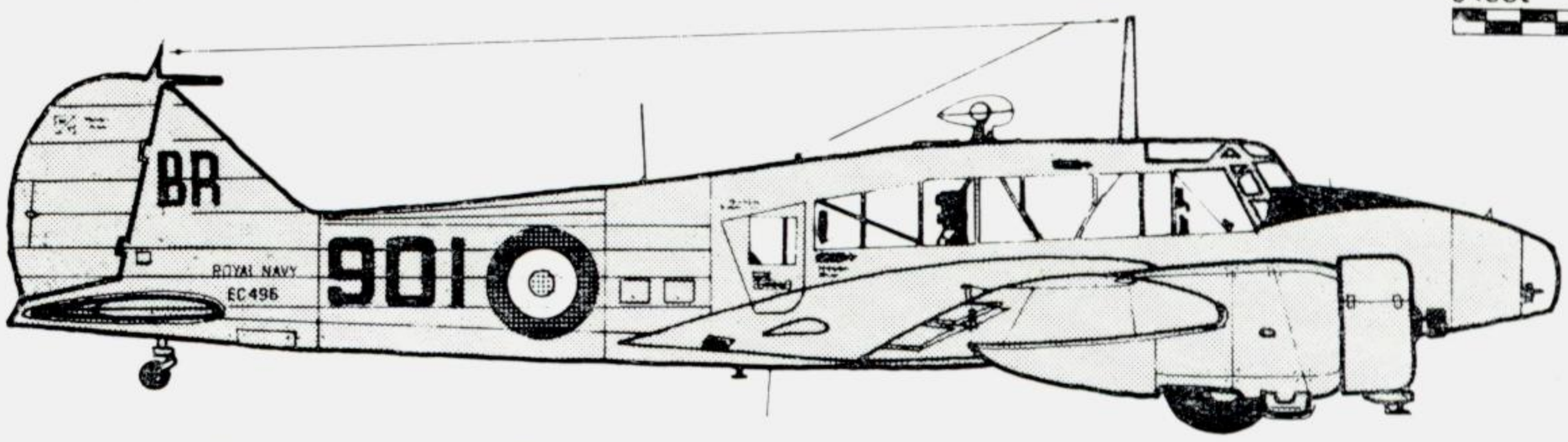
Sky undersides

Avro Anson GR.I, EG467: FA-F, No 281 Sqn, 1943



Yellow undersides

Avro Anson T.I, DJ563: Z-C, No 3 ANS, Rhodesia, 1947



Avro Anson C.I, NL121: 901/BR, Station Flight, RNAS, Bramcote

Roundel Blue

Roundel Red

White

Black

Silver

Dark Earth

Dark Earth

Serials black

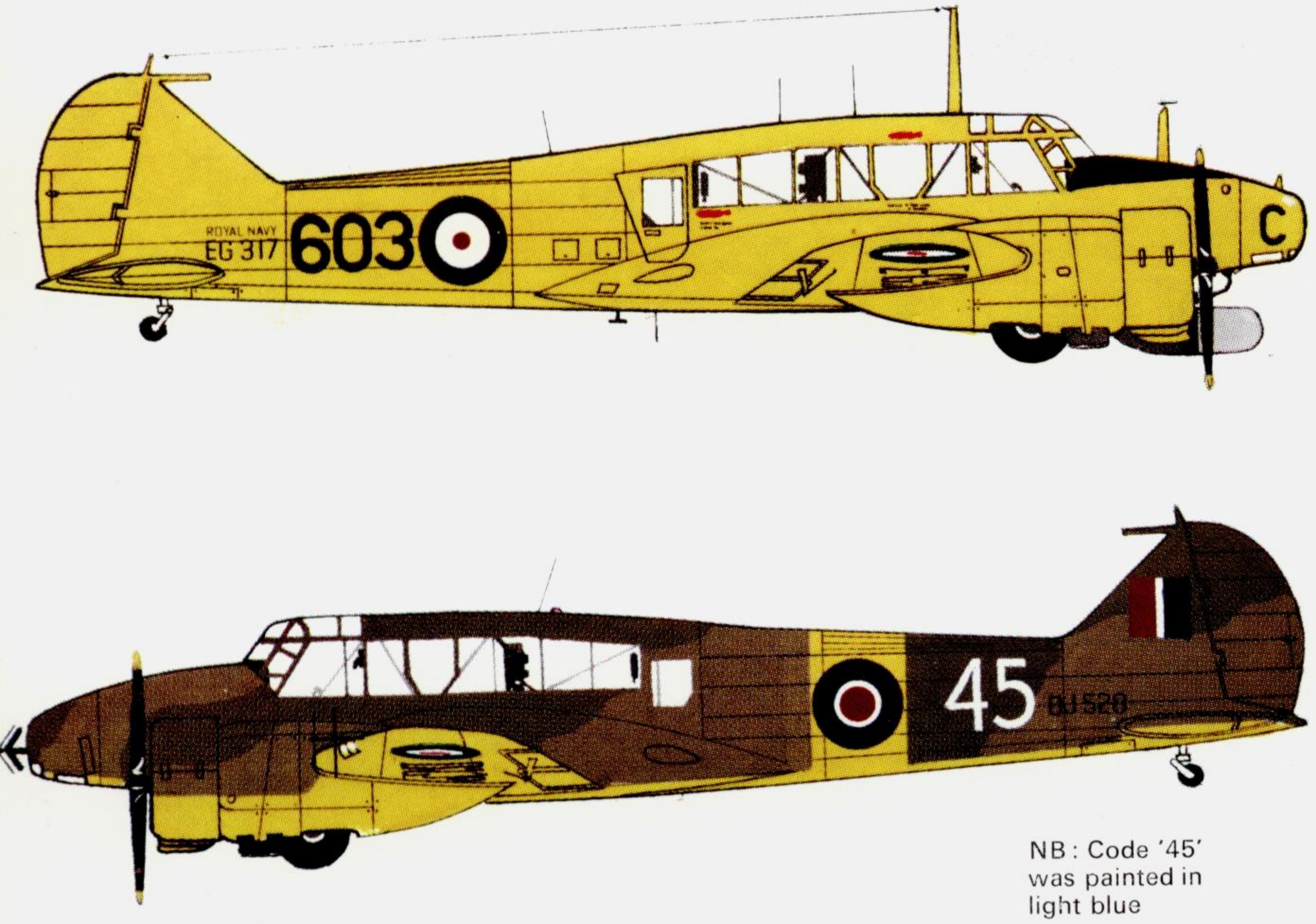
Codes white

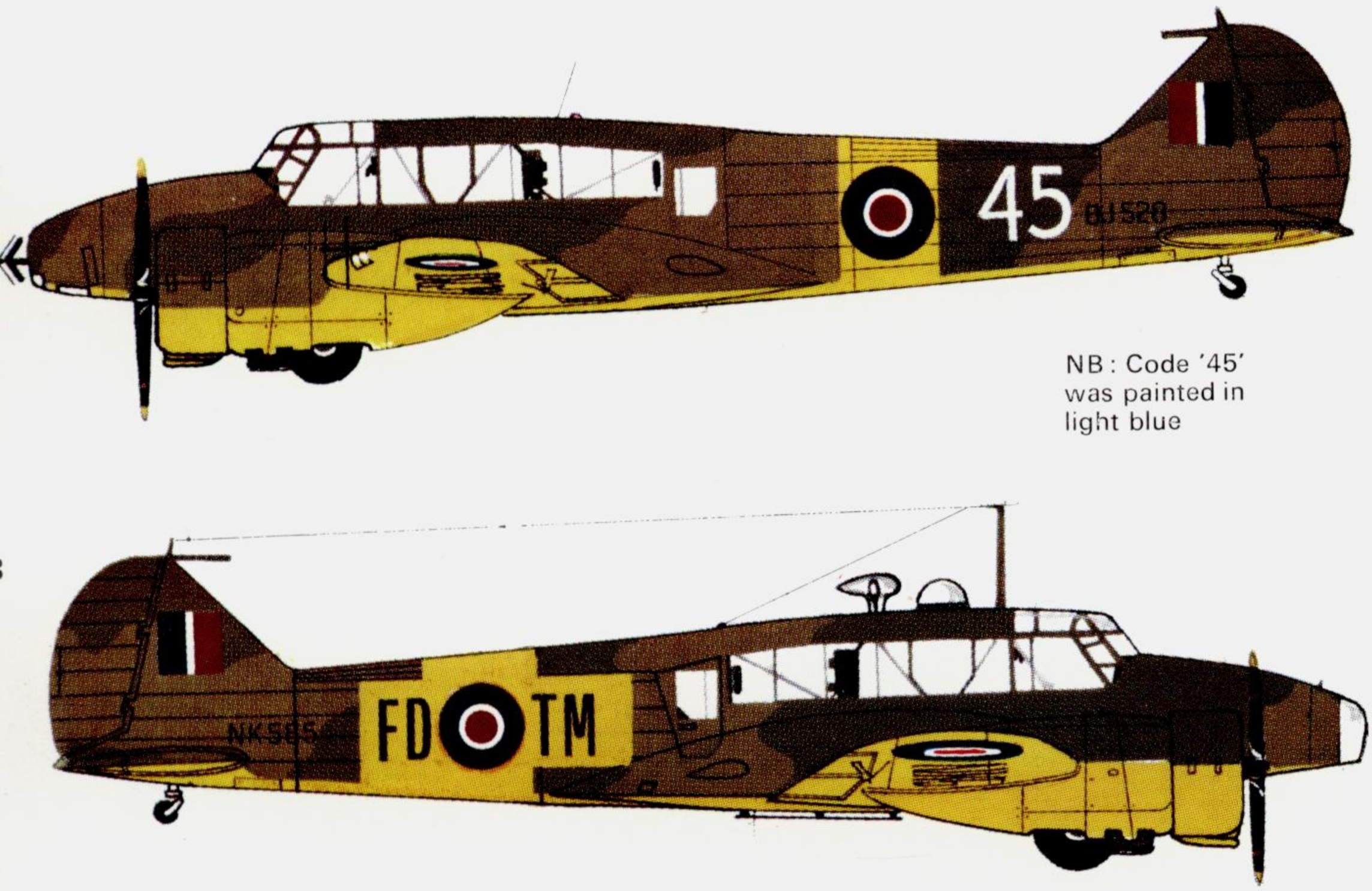
0 feet 10

COLOUR DRAWINGS OPPOSITE:

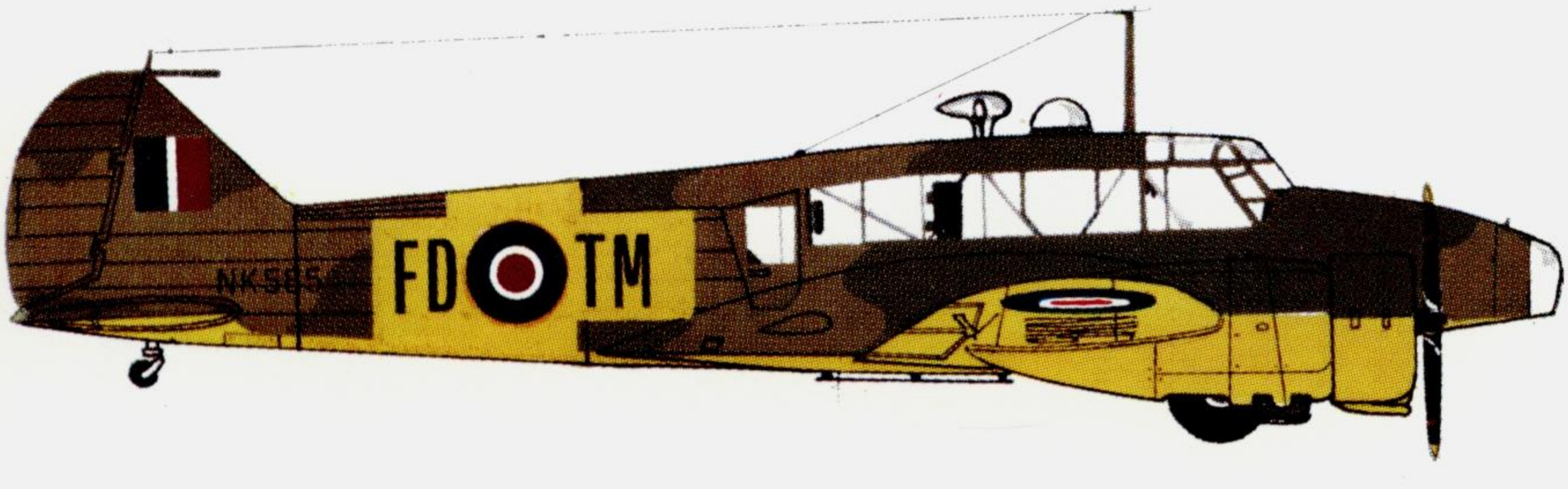
1. **Avro Anson T.I, EG317:603, Fleet Air Arm, Hamble, 1952 (radar training).**
2. **Avro Anson T.I, DJ528:45, No 62 OTU, Ouston, March, 1945 (training A.1 radar operators).**
3. **Avro Anson T.I, NK585:FD-TH, Training Command, 1945.**
4. **Avro Anson T.I, MG798:Z-D, No 3 ANS, Thornhill, Southern Rhodesia, Decmber 1947.**

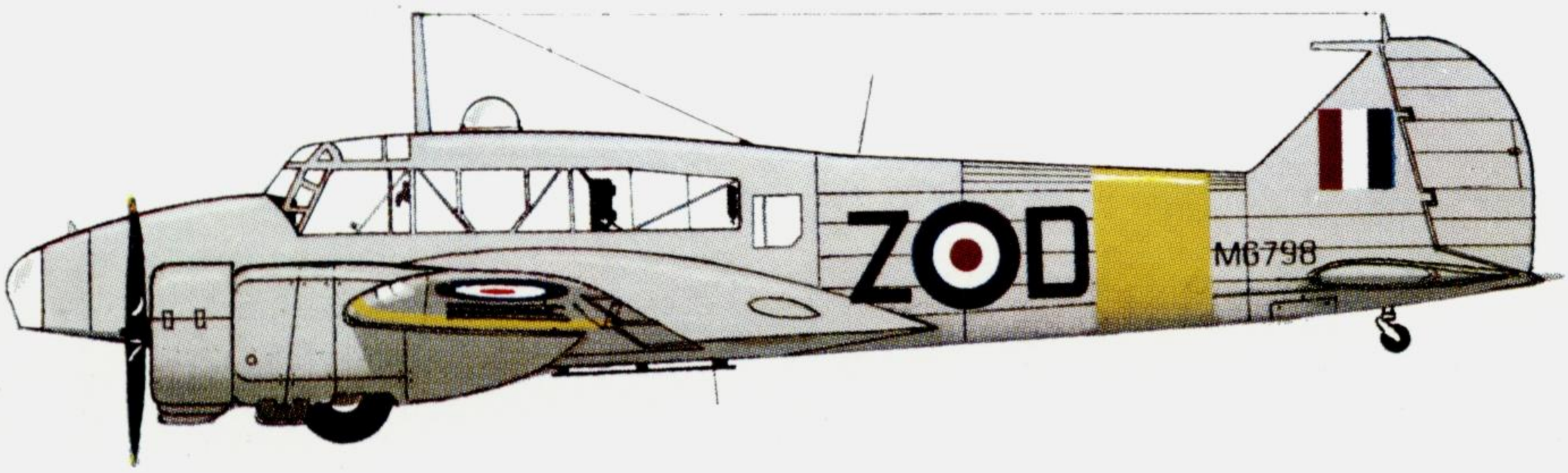
Dark Green | Dark Earth | Trainer Yellow | Silver | Roundel Blue | Roundel Red | Black

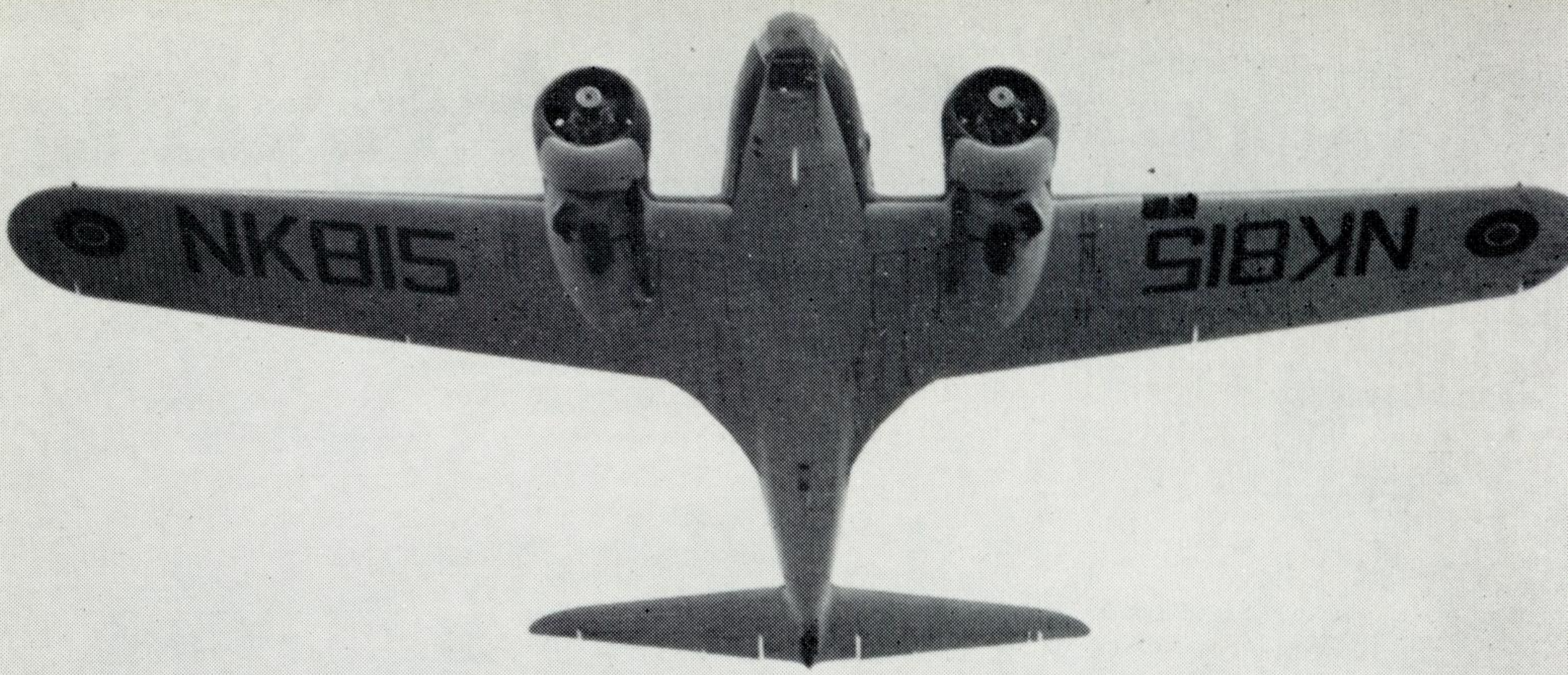




NB : Code '45' was painted in light blue



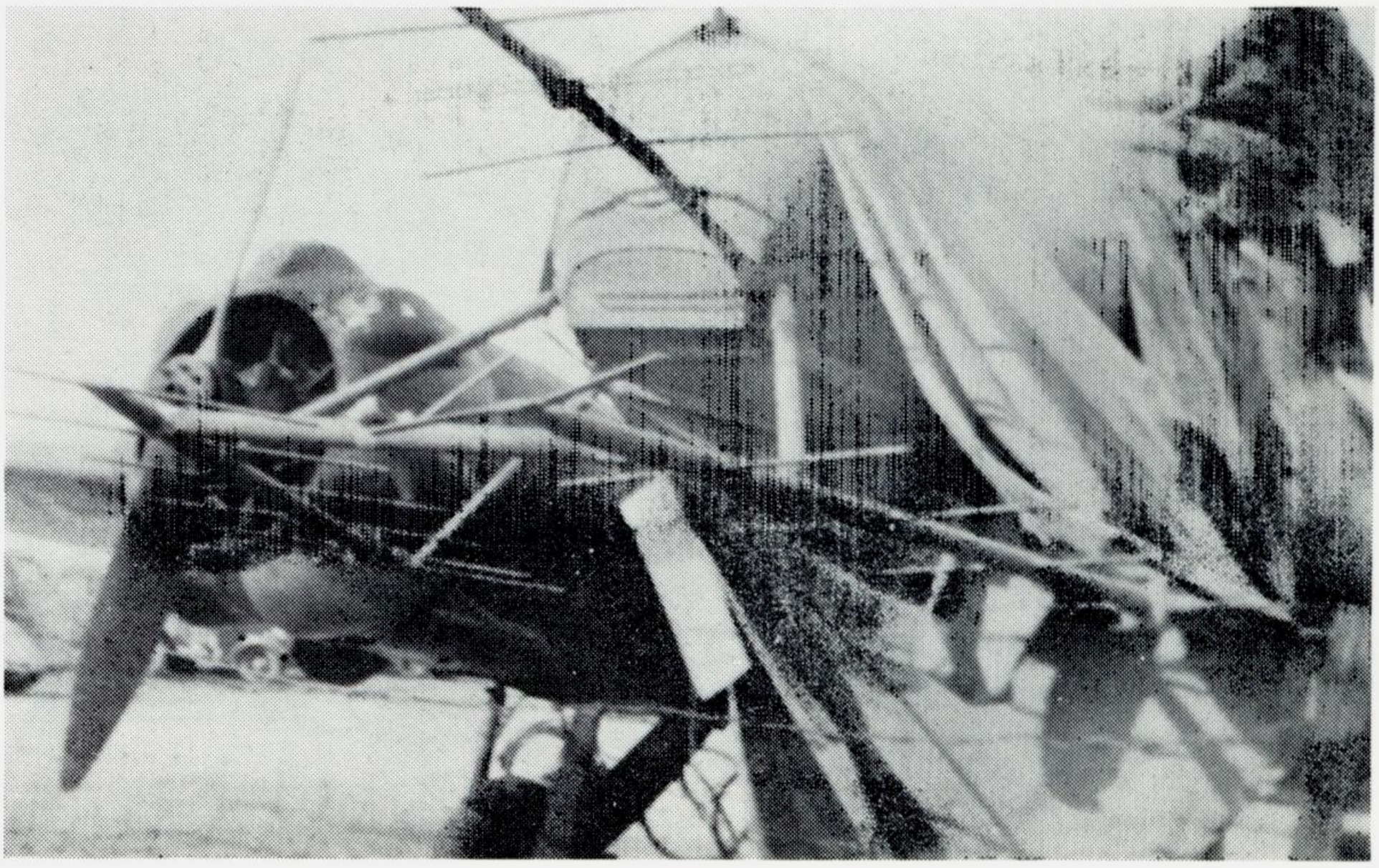




NK815 shows the positioning of the under-wing serials and C type roundels. Note, too, the smooth cowlings and exhaust pipes inboard of the nacelles.

1943, and used the aircraft until Wellingtons replaced them and the unit disbanded on June 6, 1945. At full strength this unit had an establishment of 42 Ansons (later increased to 52) most of which had A.I. radar fitted. This had arrowhead aerials in the nose and twin vertical aerials fixed to the leading edges of the wings similar to those used on the early Beaufighter and Mosquito night fighters. The unit initially accepted 34 pupils every fortnight for six-week courses on A.I. Mk IV and Gee. Under normal circumstances the crew of each Anson consisted of a pilot, instructor and two pupils. The aircraft flew in pairs, one-and-a-half hours each as target and 'fighter'. These Anson duos were a familiar sight over Northumberland and the northern counties of England in the last three years of the war. Trainees did 65 hours on the type before passing on to either No 51 or No 54 OTU to complete their training.

Somewhere to hang the washing! Anson NK328 was used for ASV radar training and was festooned with aerials. The photograph was taken at Walsall Airport on April 13, 1947 (M. P. Marsh).



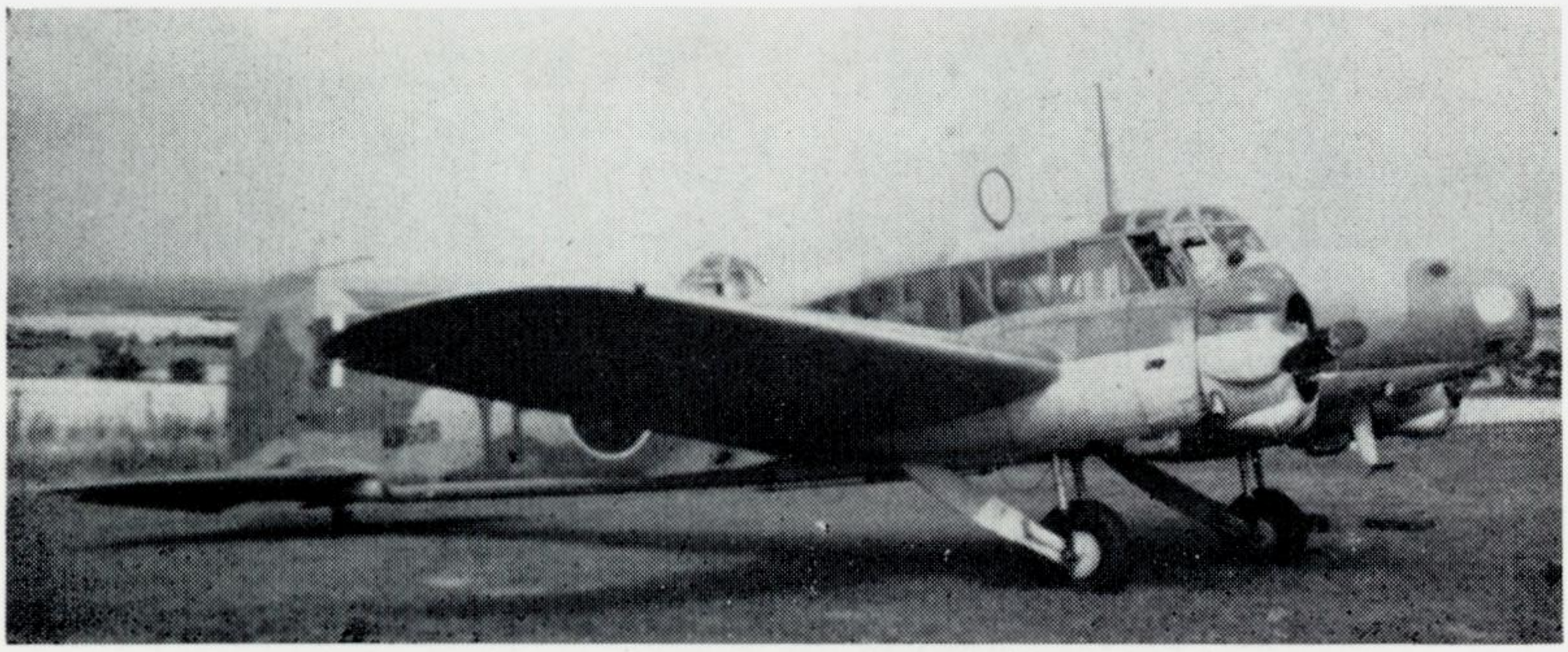
Chapter 5: Maid-of-all-Work

Air-Sea Rescue

ONE of the many tasks that fell to the Anson was air-sea rescue. With the marked increase of air operations over the English Channel and North Sea after the German occupation of France, Belgium, Holland, Denmark and Norway, provision had to be made for the rescue of ditched aircrew.

The original intention was to use Lockheed Hudsons in the ASR (air-sea rescue) squadrons for long-range search but, because most of these aircraft were committed to the Battle of the Atlantic, the Anson was introduced. No 279 Squadron was formed at Bircham Newton in November 1941, followed by No 280 Squadron at Thorney Island in 1942. Special equipment was carried including marine markers, smoke floats and visual signalling equipment. Dinghies could be carried on light bomb racks under the centre section, and later one Lindholme 'D' type dinghy was carried in the bomb bay.

Fighter Command formed ASR Squadrons (Nos 275, 276, 277, 278, 281 and 282) and although these were initially not equipped with Ansons, two were provided for No 275 Squadron at RAF Valley in September 1942 and were used to search for training aircraft ditched in the Irish Sea. Later in that year, when Spitfires replaced Defiants and Lysanders in areas where enemy opposition was



An air-sea rescue Anson AX608 of No 280 Squadron coded 'YF' at RAF Langham, about 1943 (J. D. R. Rawlings).

likely, Ansons were authorized for all squadrons with bases from which enemy aircraft were not likely to be encountered. All of the squadrons mentioned, apart from No 277, eventually received Ansons, and they became the main equipment of Nos 275 and 281 Squadrons.

Search and rescue operations often involved difficult and sometimes dangerous flying, and losses were inevitable. For example, one crew from No 281 Squadron, flying EG491, crashed on July 28, 1943, whilst dropping a dinghy and had to be rescued themselves.

Special Duties

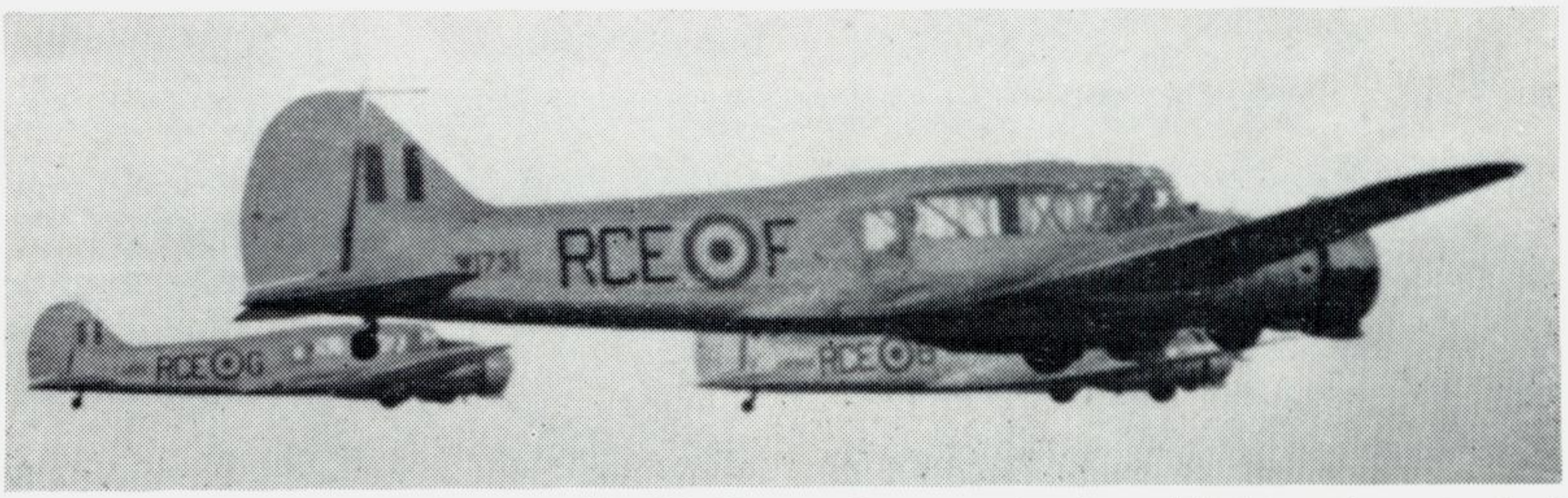
Little publicity was given to the Ansons which served with No 138 and No 161 Squadrons which were responsible for the dropping and pick-up of agents

and freight travelling to and from occupied Europe. Lysanders were normally used for this work, but there were frequent occasions when larger loads of passengers and cargo had to be carried and the Anson was the most suitable alternative. In his book *Moon Squadron* Jerrard Tickle describes a pick-up on March 1, 1943, when a crashed Lysander pilot and three agents were successfully recovered from occupied France by an Anson.

Air Transport Auxiliary

Before the war most new aircraft were collected from the factory airfield by squadron pilots. As the RAF expanded, this task was given to special aircrew selected for the job and Ferry Pools were set up at Nottingham and Bristol. The pilots from these units ferried aircraft not immediately destined for squadrons from the factory to storage depots. The Pools were given a few Ansons to take pilots from their home bases to the factories and collect them from all over the country at the end of the day's work. Eventually, Air Transport Auxiliary was established as the main ferrying organization, and used many Ansons for taxi work to get pilots out and back from their home base as required.

Many stories have been told about these aircraft, as they were the first Ansons to be generally used in the pure passenger-carrying role. All possible equipment was removed and light seats were fitted to enable nine pilots, complete with their parachutes and other belongings, to be carried. On some occasions, more than the regulation nine packed inside the tight confines of the

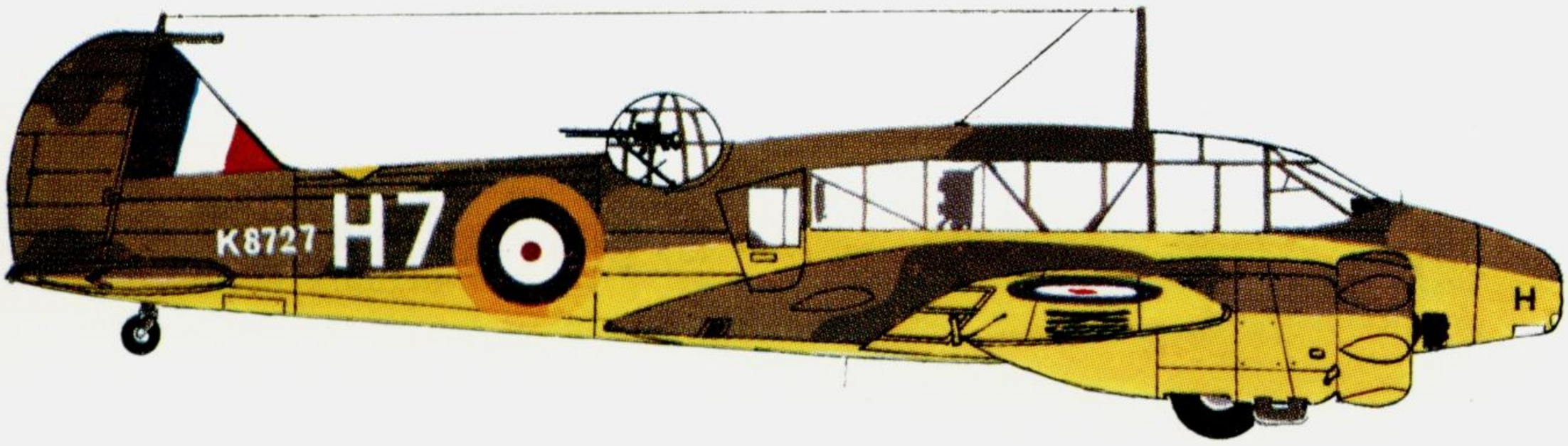


These three Ansons belong to No 61 Group Communications Flight and are typical of the type when used for this sort of duty after the war. Painted silver overall, unit codes were in black. The aircraft nearest the camera is W1731.

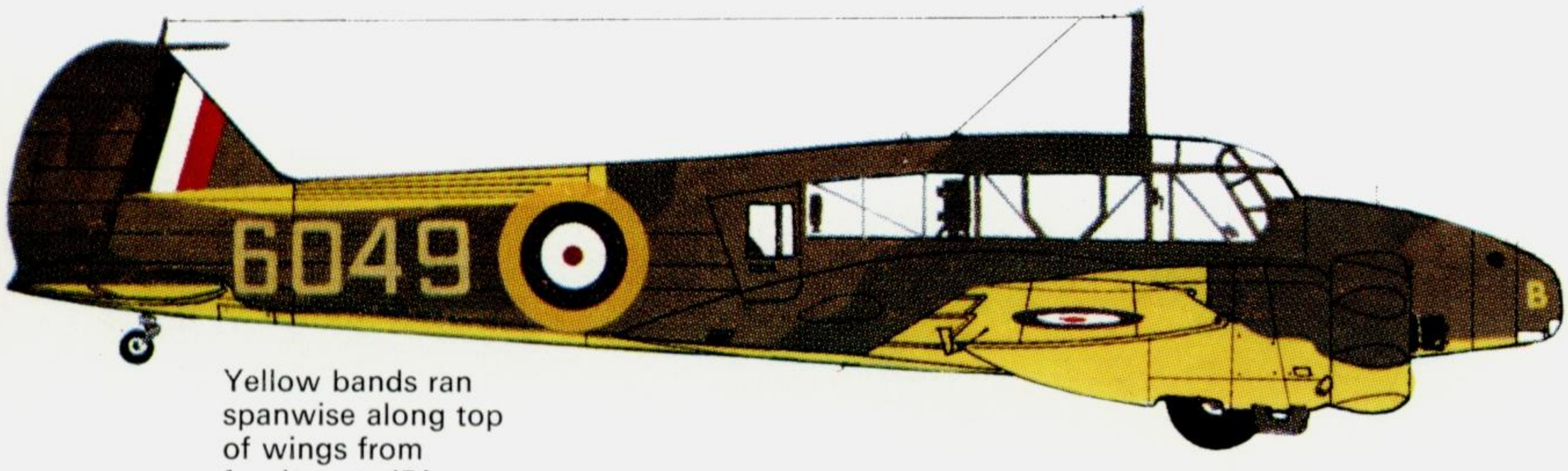
Anson's fuselage, and it is reported that up to 13 could be accommodated when necessary. One woman pilot, Alison King, said when referring to the Anson, 'You never fear it won't take off or have an engine cut, you only think that the bottom might fall out if it's too full'.

At first it was considered necessary to carry a turret and gunner on the taxi Ansons but, as the war went on, these were removed. As a tribute to the 'faithfulness' of the Anson in this type of flying, it is recorded that no fatal accidents occurred involving ATA Ansons which could be attributed to a fault in the aircraft. Accidents did happen, and DJ471 was lost on March 20, 1945, on a flight from Filton to Aston Down due to a collision with a Typhoon while both were attempting to land at the latter airfield. First Officer F. Hill and Second Officer J. W. Brown were killed in this incident.

After D-Day (June 6, 1944), ATA extended its activities to the Continent and their Ansons crossed the Channel for the first time. At the time of Arnhem, Transport Command was stretched to its limits and ATA was asked for help. Twenty-five Ansons were collected from various Ferry Pools, moved to White Waltham, where everything possible was removed from their interiors, and they

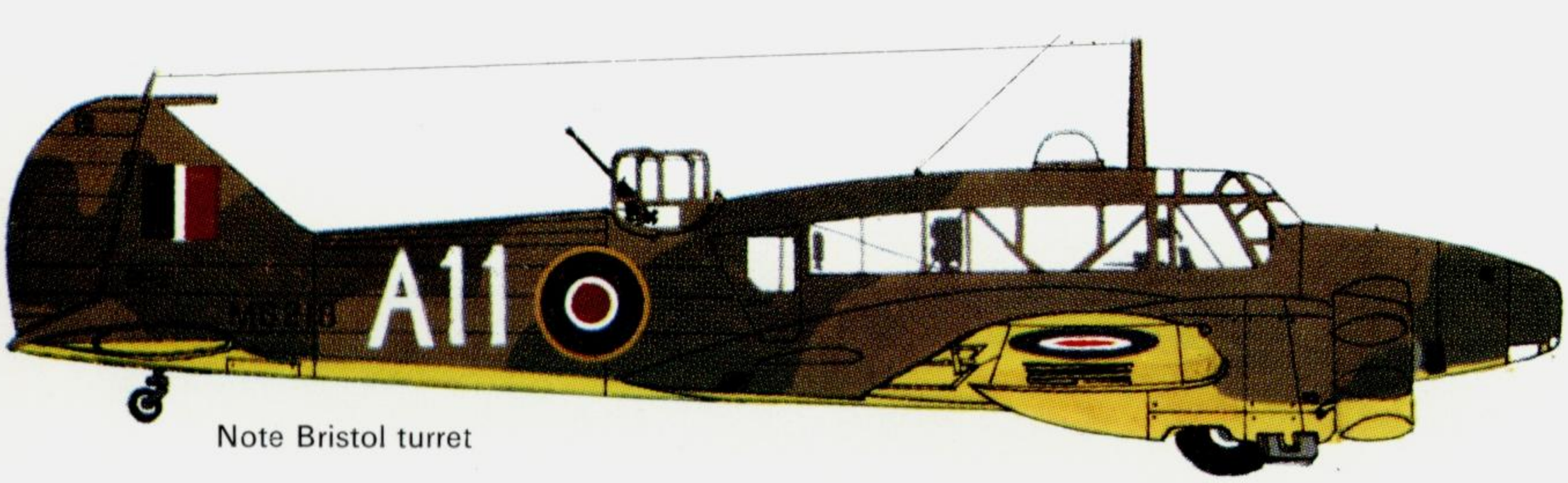


1



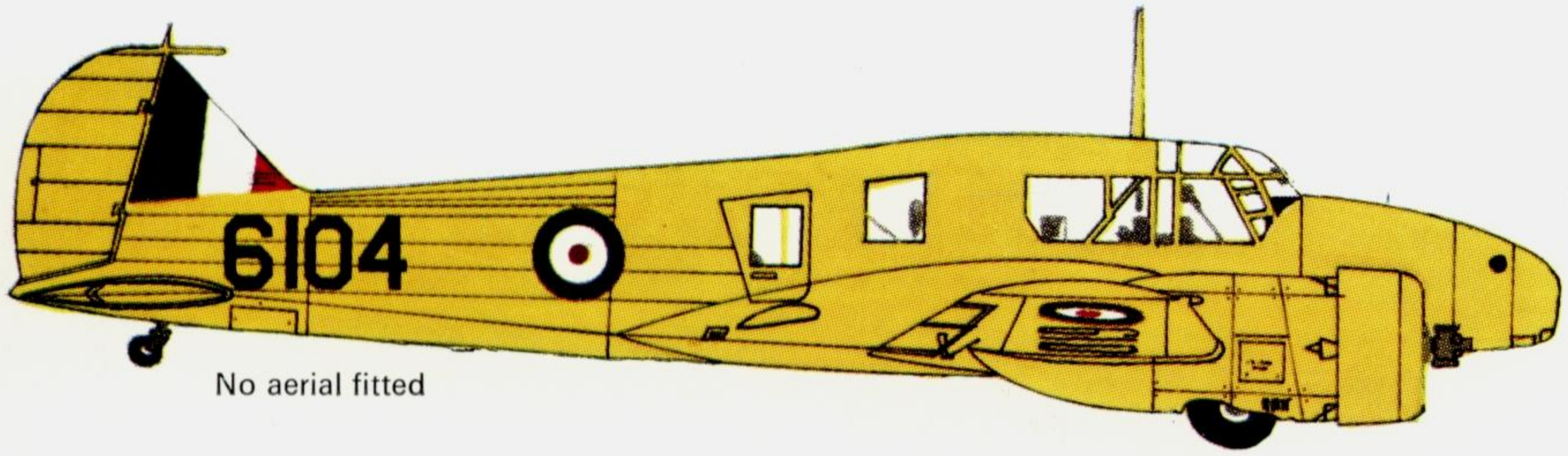
2

Yellow bands ran spanwise along top of wings from fuselage to 'B' type roundel



3

Note Bristol turret



4

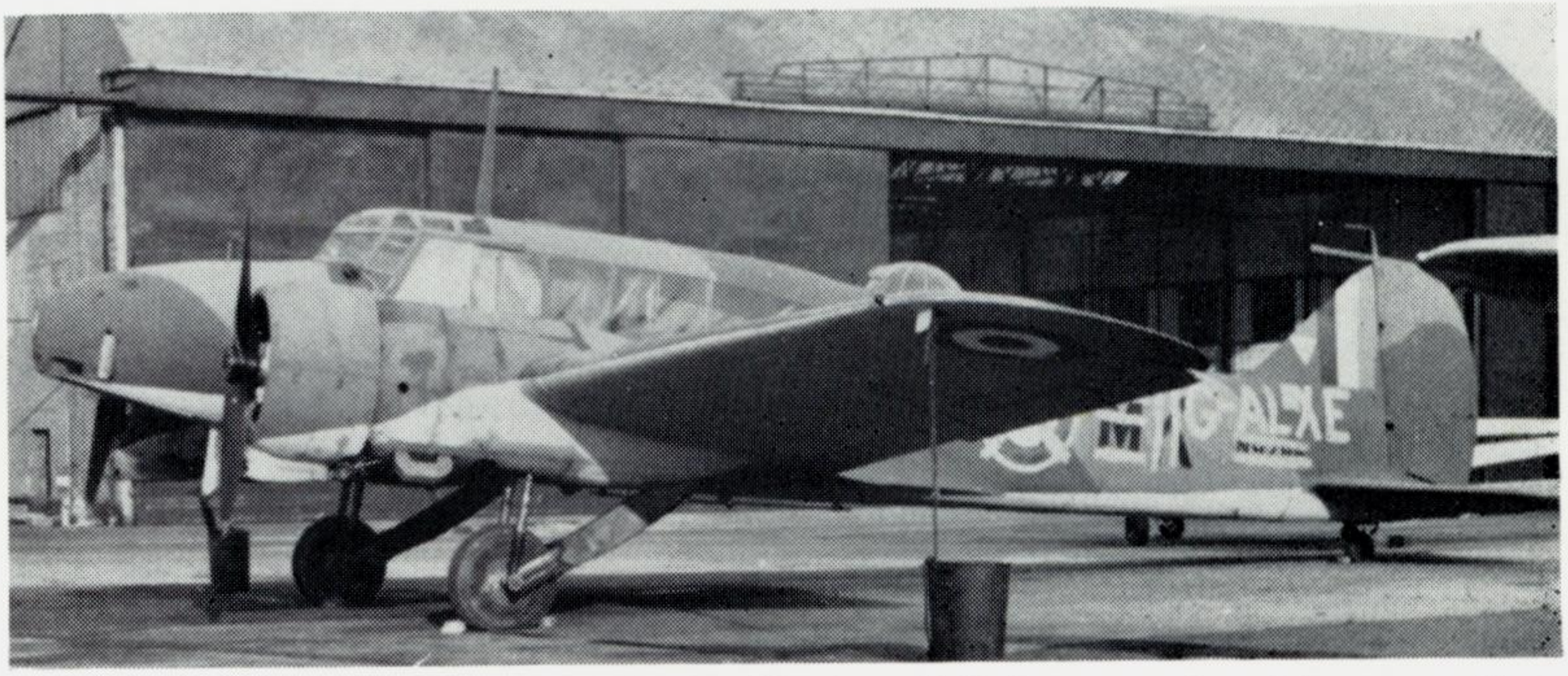
No aerial fitted

1. Avro Anson T.I, K8727: H7, Training Command, 1939-40 (typical style of camouflage of period).
2. Avro Anson T.I, 6049: B (ex-R3527: B), No 4 AOS, London, Ontario, March 1941; taken on RCAF strength 15.5.40 (later converted to Mk III).
3. Avro Anson T.I, MG218: A11, No 11 Air Gunnery School, Andreas, 1943.
4. Avro Anson IV, 6104, RCAF (converted from Mk I, ex-R9934, January 1943).

were loaded with supplies for the battle area. During these trips, one of the aircraft was shot down by anti-aircraft fire at Dunkirk.

Experimental Duties

The Anson quickly established a reputation for reliability and was a natural choice for the installation of test equipment. Even before the war, Ansons were used for radar experiments and one of the first airborne radar sets was fitted to K6260 in August 1937. This aircraft was used in Coastal Command exercises and on September 3 of that year, when all other aircraft of the Command were grounded due to fog, ships of the Home Fleet were spotted in



G–ALXE (ex-N9785) was used in the film Landfall. *It was painted in camouflage colours and given the codes 'MK'. The aircraft eventually turned up in Israel in May 1950.*

the Straits of Dover by ASV echoes on the equipment carried by this machine. Further proof of the effectiveness of this radar was shown on the following day when aircraft taking off from the carrier HMS *Courageous* produced echoes on the radar screen.

In 1940 the Air Ministry Scientific Intelligence Unit deduced that the Germans were using a form of radio beam to guide their bombers to British targets. On June 21, 1940, an Anson took off at dusk from RAF Wyton piloted by an instructor from the Blind Approach Training Unit using a short-wave receiving set, and a search was made around the Nottingham area. Signals were picked up which obviously came from the Continent. The experienced pilot was soon flying along the beam, whose direction and path was established. A special Radio Countermeasures Unit, known as No 80 Wing, was hurriedly formed to combat this beam bombing system.

Two Ansons, MH129 and NK234, were used for trials of a man-snatch pick-up system at the Royal Aircraft Establishment, Farnborough, during 1945. A long hook was fitted under the fuselage, designed to connect with a nylon rope suspended between two poles, and attached to the 'victim'.

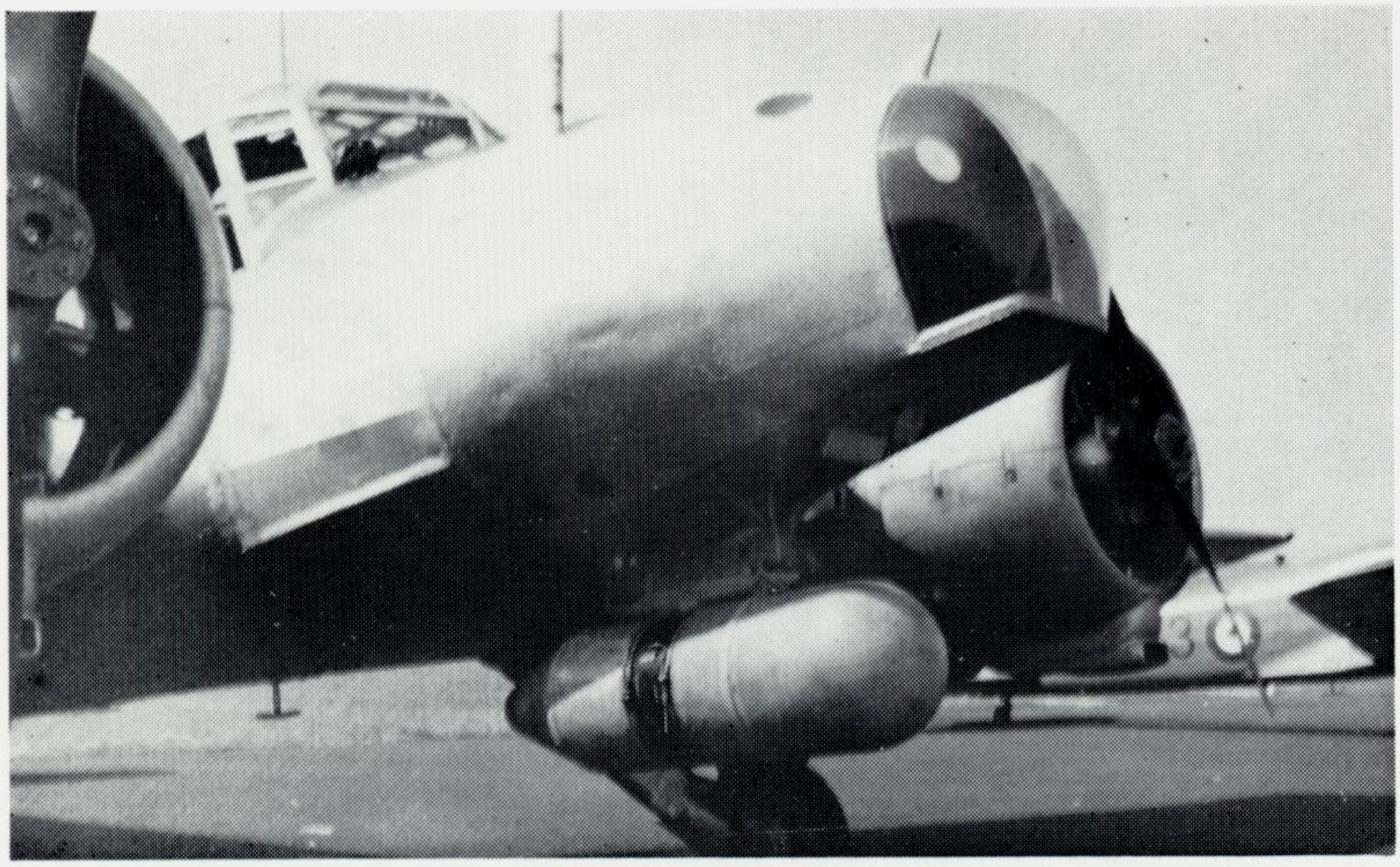
Anson Mk I, MG467, which had been used for boundary layer suction experiments by Cambridge University in 1950 was fitted with metal wings at RAE during 1953. Other experimental Ansons used by the Establishment included EG309 and EG313 for ASV trials, and EG699 for engine cooling tests.

Several other small units were formed from time to time and Ansons were used for specialized work. One of these, No 1473 Flight at RAF Finmere, a satellite of RAF Bicester, was engaged on radio counter measures work in 1943 and used five Ansons for this purpose.

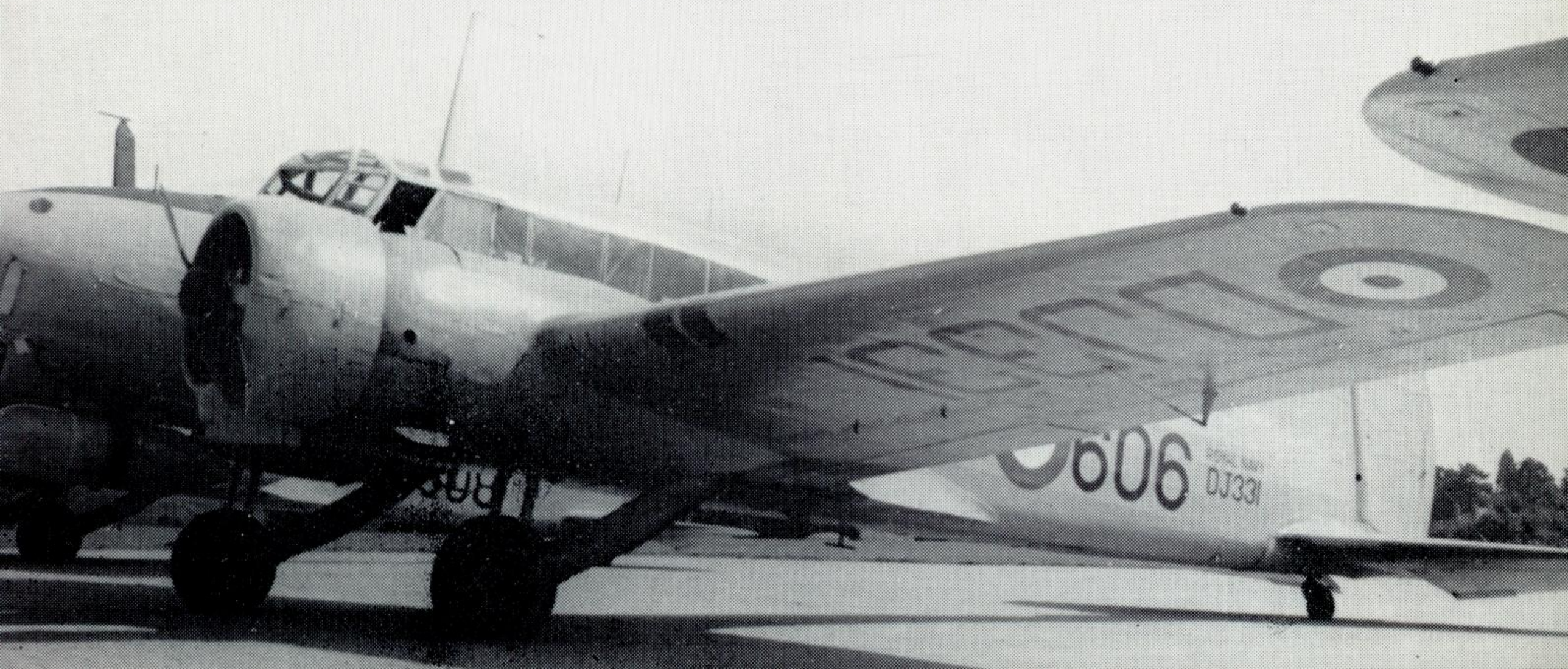
Chapter 6: Royal Navy Ansons

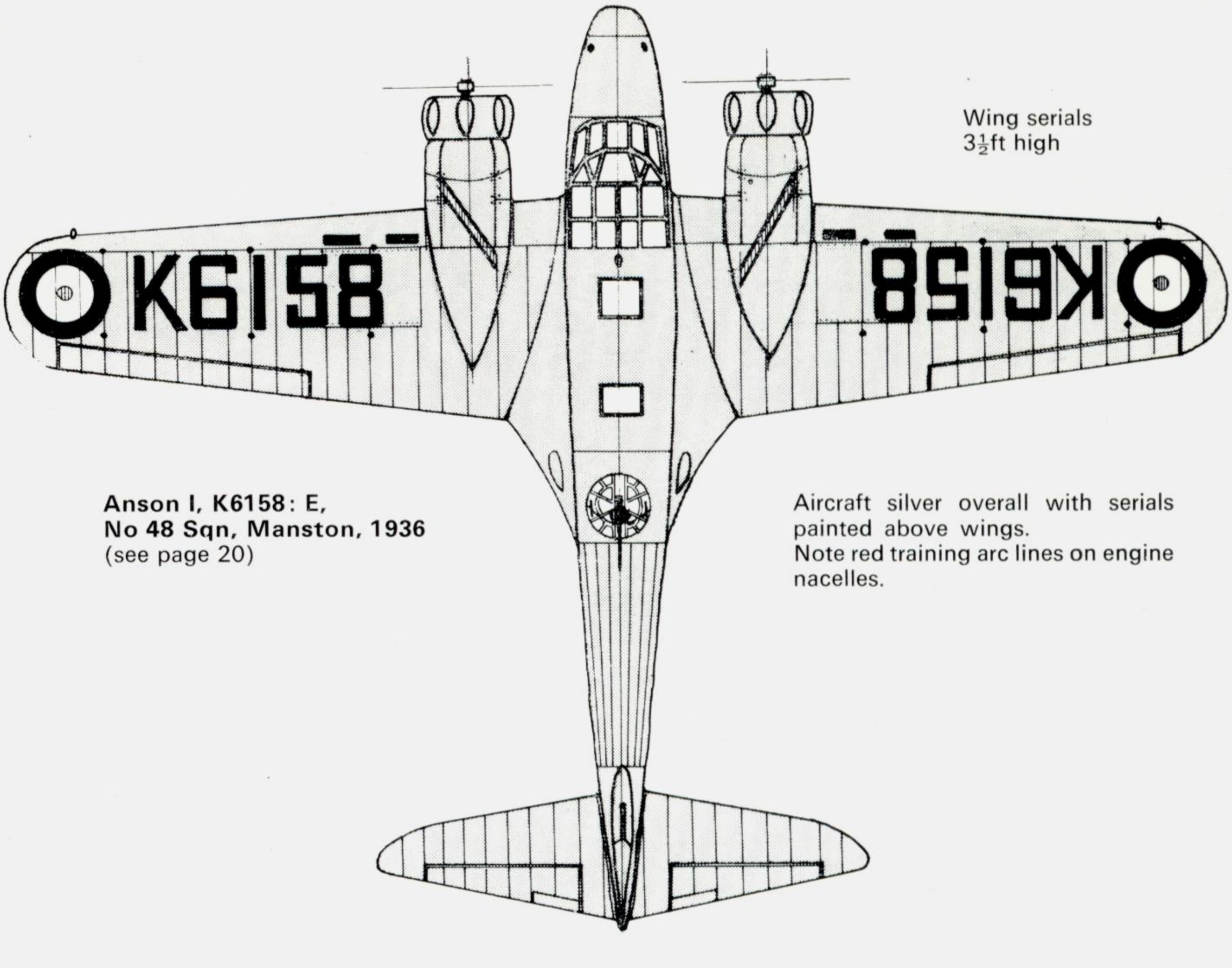
NO Ansons were built specifically for use by the Fleet Air Arm but, late in the war, a number were handed over from the RAF and used for training purposes. These continued to serve after the war and were beautifully maintained and kept in immaculate condition. A number of others were allocated to Station Flights and used for communications work.

The two Avro 652s (the civil prototype of the Anson) which were impressed as DG655 and DG656, found their way to the Royal Navy in 1941 from Air Service Training at Hamble, and served with No 811 Squadron at RNAS Lee-on-Solent.



Operating from Hamble, a number of Royal Navy Ansons were converted for radar training. Various modifications were made including the addition of the radar scanner under the nose and the repositioning of the ASI pitot head in front of the cockpit (R. M. Rayner and R. C. B. Ashworth).

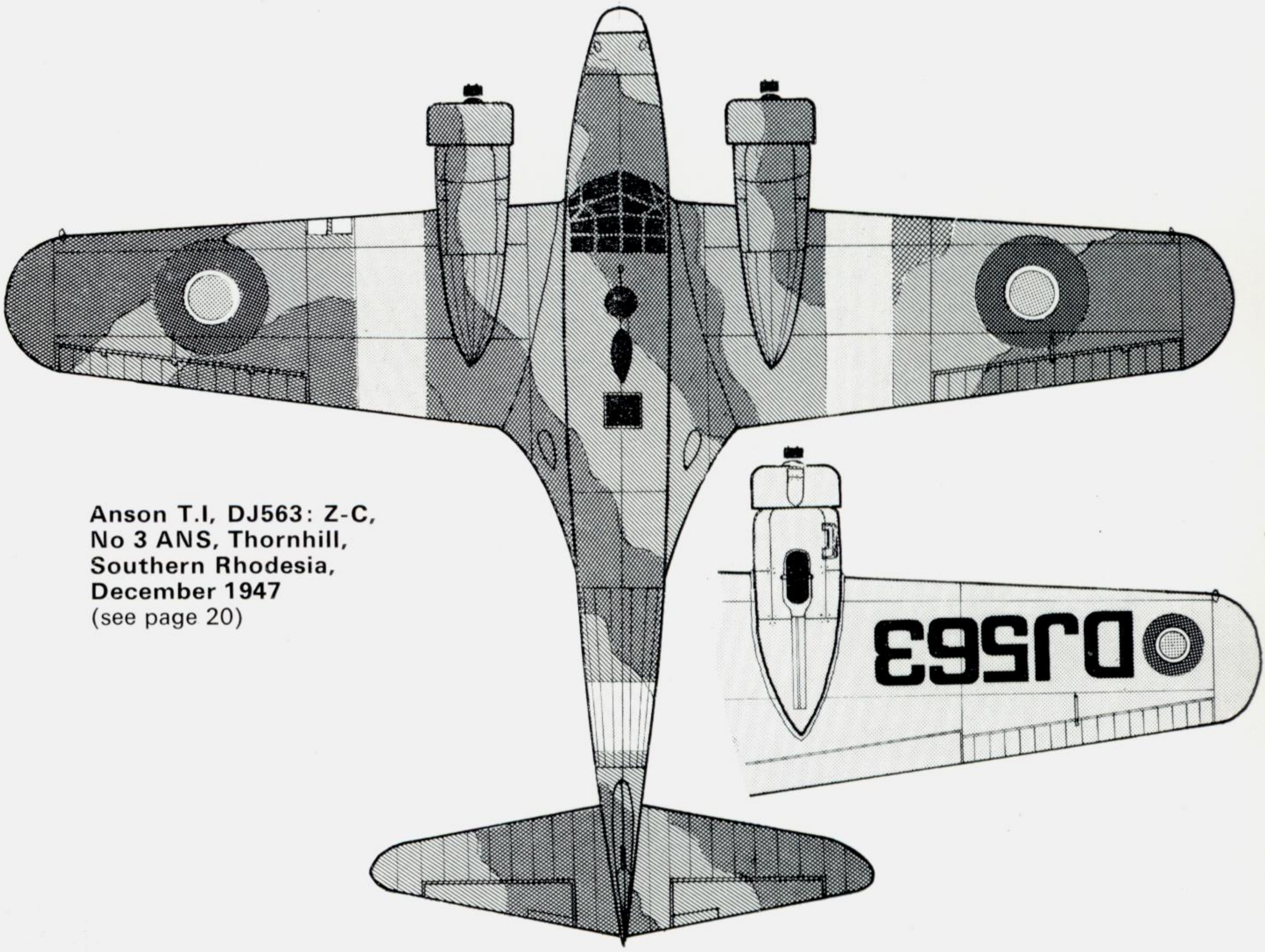




Wing serials
3½ft high

Anson I, K6158: E,
No 48 Sqn, Manston, 1936
(see page 20)

Aircraft silver overall with serials painted above wings.
Note red training arc lines on engine nacelles.



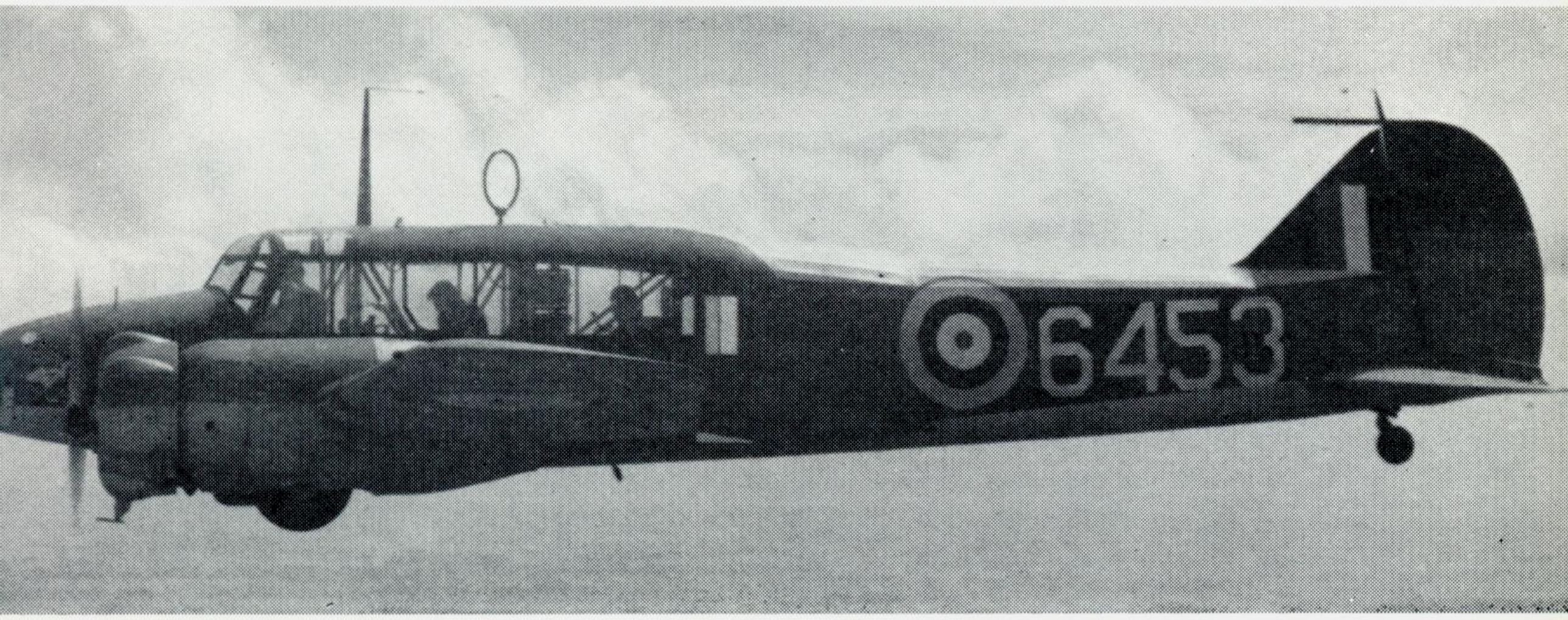
Anson T.I, DJ563: Z-C,
No 3 ANS, Thornhill,
Southern Rhodesia,
December 1947
(see page 20)

Canada

Chapter 7: The Anson in Canada

DISCUSSIONS had taken place before the war between the various Commonwealth countries and the United Kingdom with a view to setting up an Empire Air Training Scheme should the need arise. After the declaration of war it soon became obvious that the discussions previously held would have to take a more concrete form and the Commonwealth Air Training Plan was initiated on December 17, 1939, and the Anson was chosen as one of the standard training aircraft.

The bulk of the training was to be done in Canada and Britain's contribution, apart from providing the potential aircrew, was also to build the aircraft to be

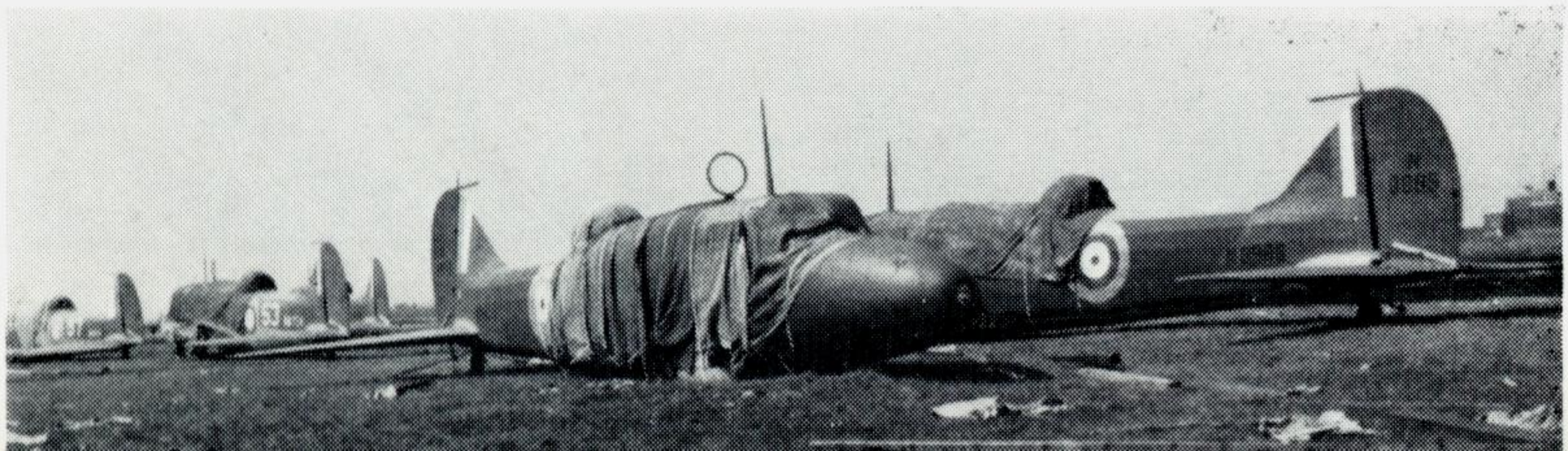


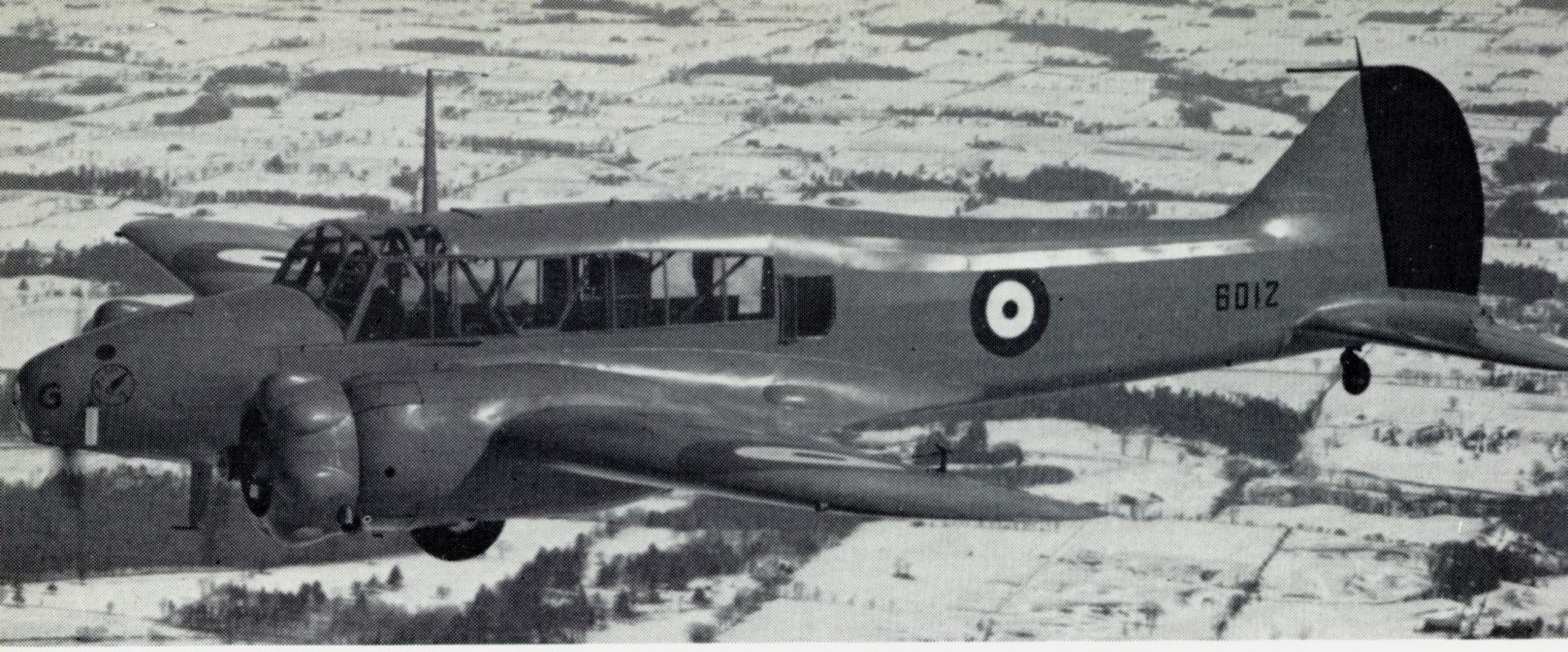
Photographed on June 4, 1941, Anson 6453 of No 1 AOS, Rivers, shows a typical Canadian Anson paint scheme. The large yellow Canadian serial is painted over the RAF one, W2090, which is still just visible. Note the yellow top decking to the rear of the fuselage, on the nose and rear engine nacelles (Canadian Armed Forces).

flown. A total of 1,528 Anson Mk Is arrived in Canada. They were modified after arrival to make them suitable for the different climatic conditions under which they would serve, having cockpit heating, panelling inside the fuselage, and carburettor heating.

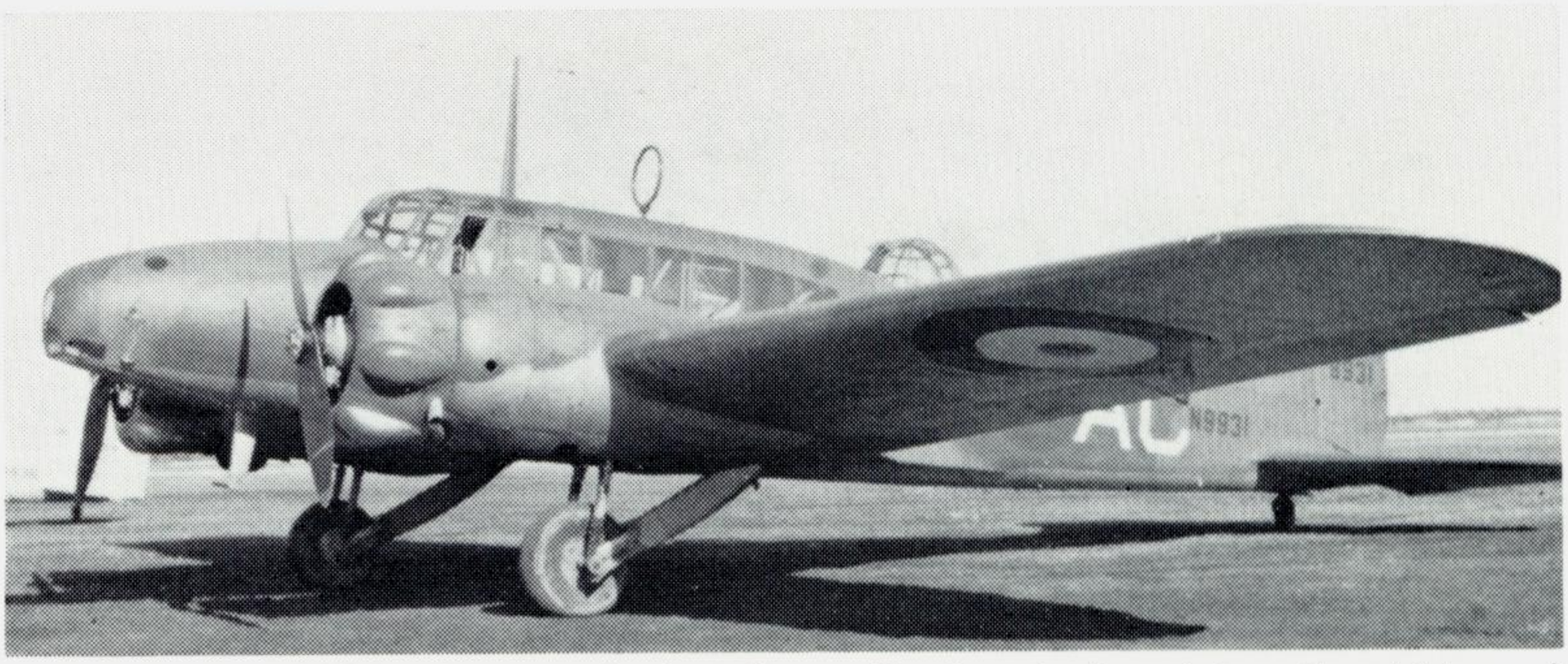
On arrival the Ansons still had their RAF serials and flew with these markings until RCAF serials could be applied. This was a gradual process and 1,073 Ansons eventually had Canadian serials applied in the ranges 3541–3542, 6001–7068 and 10497–10499. Due to the large numbers of aircraft being

Anson fuselages at Ottawa, Canada, after shipment from the UK. Often, wings and engines were sent separate from the fuselages and here N9658, N9985 and N9724 are waiting for their other parts to arrive (J. McNulty).





An early RCAF machine, 6012, originally N9942, from No 1 AOS photographed on March 10, 1941. In June 1942 this Anson was converted to Mk III standard and became a Mk IV in March 1944. (Canadian Armed Forces).

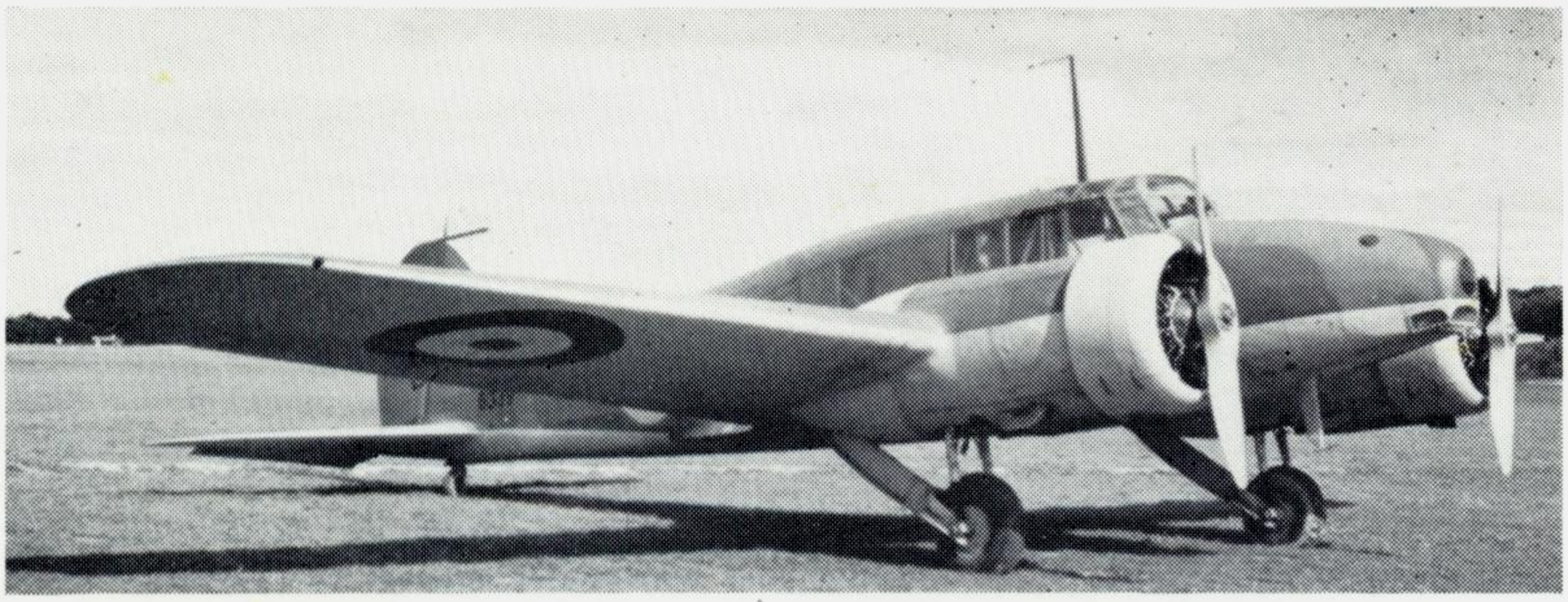


This Anson, N9931, photographed at Camp Borden, had an interesting history. It became RCAF 6005, had Jacobs engines fitted, becoming a Mk III, and later had these replaced by Whirlwinds making it a Mk IV. In this configuration it was sold to Mexico after the war becoming XA–FAU (J. McNulty.)

imported into Canada as the war progressed the system became swamped, and as a result 449 Ansons retained their RAF serials throughout their service.

Six Ansons were provided by the Air Ministry for ground instructional purposes and these were given serials in the Canadian instructional register. They were: A84 (ex-N5345), A85 (ex-N5296), A97 (ex-N4959), A103 (ex-K6154), A115 (ex-K6244 and 2175M), A116 (ex-K6156 and 2142M). At least five other Ansons no longer airworthy were relegated to instructional purposes and were given serials in the 'A' range (A134, A138, A407, A411 and A425).

Most of the Anson Mk Is sent to Canada had the normal Cheetah IX engines, but a few (eg, 6342 ex-W1850) were modified to have Cheetah Xs. Later it was arranged that the Anson was to be built in Canada but, before that, airframes were shipped from the British factories and given American and Canadian manufactured engines. Several of the airframes despatched failed to reach their destination as the ships carrying them were lost due to enemy action. Some of the aircraft lost in this manner were N5124, N9689, N5271, N9773, N9784 and R3440. In two cases at least Canadian-built wings were fitted to British-built fuselages as the missing parts were destroyed en route. Ansons 3541 (fuselage ex-W2532) and 3542 (fuselage ex-R9773) were adapted in this manner. Another modification was to 6112 (ex-K8814) which was rebuilt in 1942 as a Mk II.



The Anson Mk III does not appear in many photographic records. This rare, but excellent, photograph shows 6339, the first Mk III converted from a Mk I (formerly W1844) by De Havilland in Canada. Note the yellow cowlings which appear to be standard on all camouflaged Mk IIIs (Canadian Armed Forces).

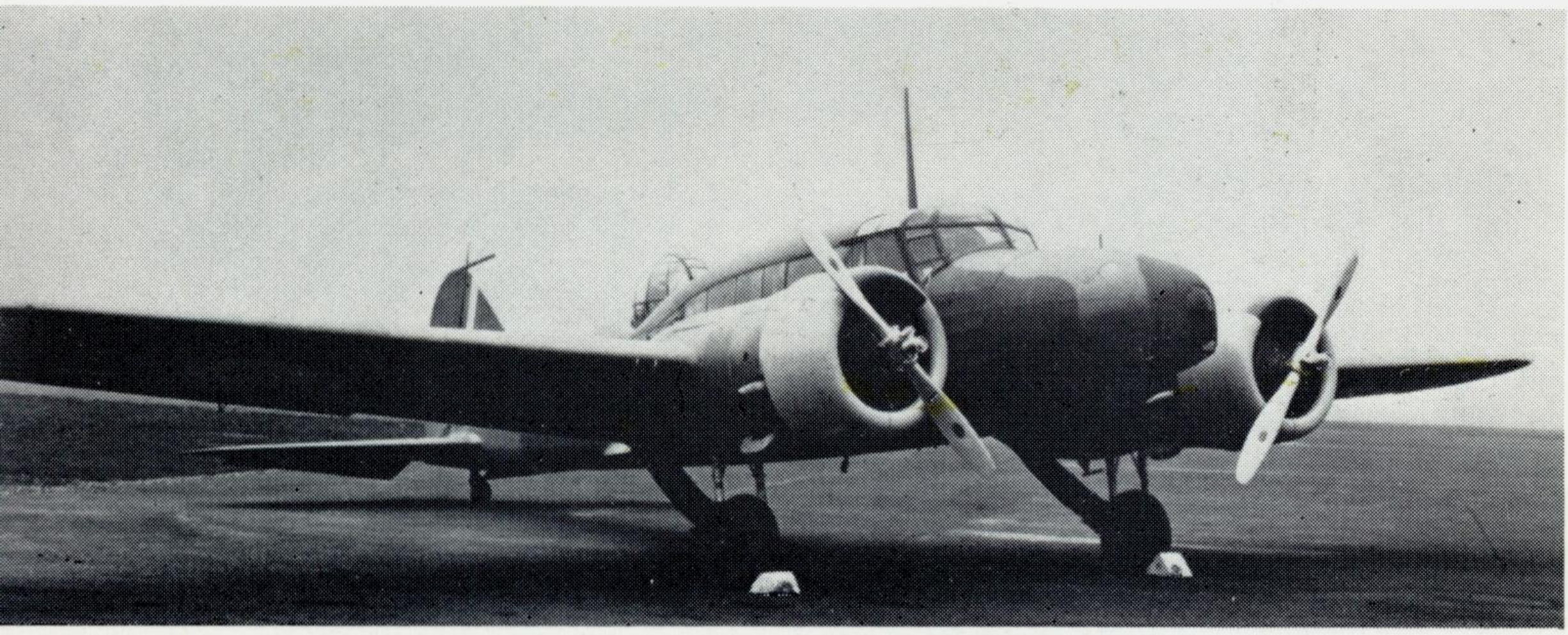
The decision to fit American engines in British-built airframes resulted in a new version of the Anson, the Mk III. This was a Mk I airframe with two Jacobs L–6MB engines of 330 hp, the same as those chosen for the Anson Mk II then being built in Canada.

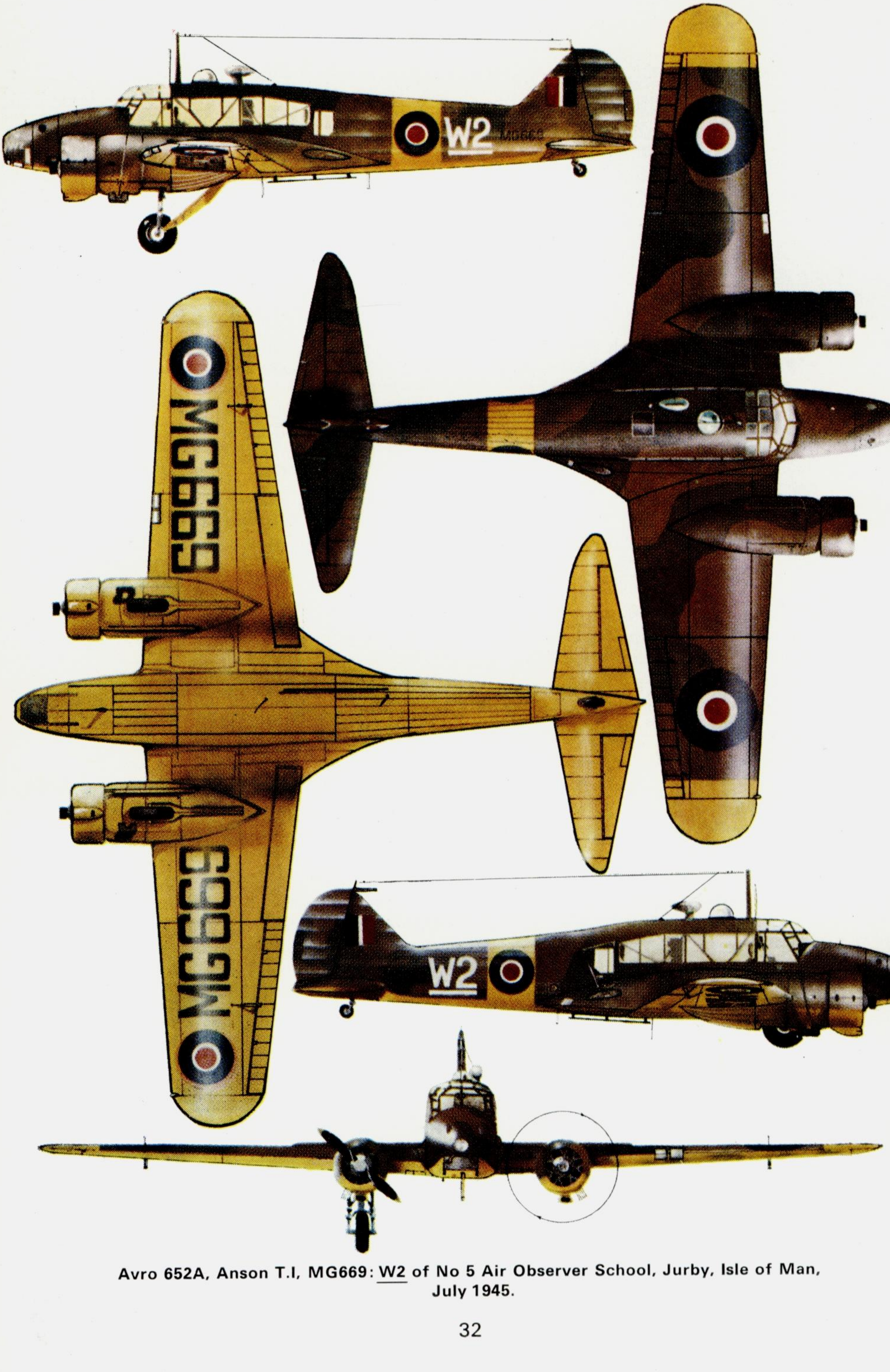
In appearance the Anson Mk III was similar to the Mk I except for the smooth cowlings around the Jacobs engines. The early Mk IIIs had the standard hand-operated undercarriage but later versions had a hydraulically operated one similar to that developed for the Canadian built Mk II with parallel radius rods instead of the British single fork-type.

While the Mk I Ansons were passing through Canadian factories to be fitted with Jacobs engines, turrets were normally removed if these were still fitted and if the original 'glasshouse' cabin windows still remained the area of glazing was reduced to make the aircraft more suitable for Canadian conditions.

The first Anson to be flown as a Mk III was 6008 (ex-N9935) which had already served in Canada as a Mk I. This was converted by the National Steel Car Co and appeared as a Mk III in May 1941. The first Anson to be assembled in Canada as a Mk III was 6339 (ex-W1844) which was completed by de Havillands, Canada, at the end of May 1941.

The prototype Anson Mk IV, serialled R9816, which was fitted with Wright Whirlwind engines for experimental purposes in the United Kingdom. It was some time before production units were fitted in Canada (IWM).





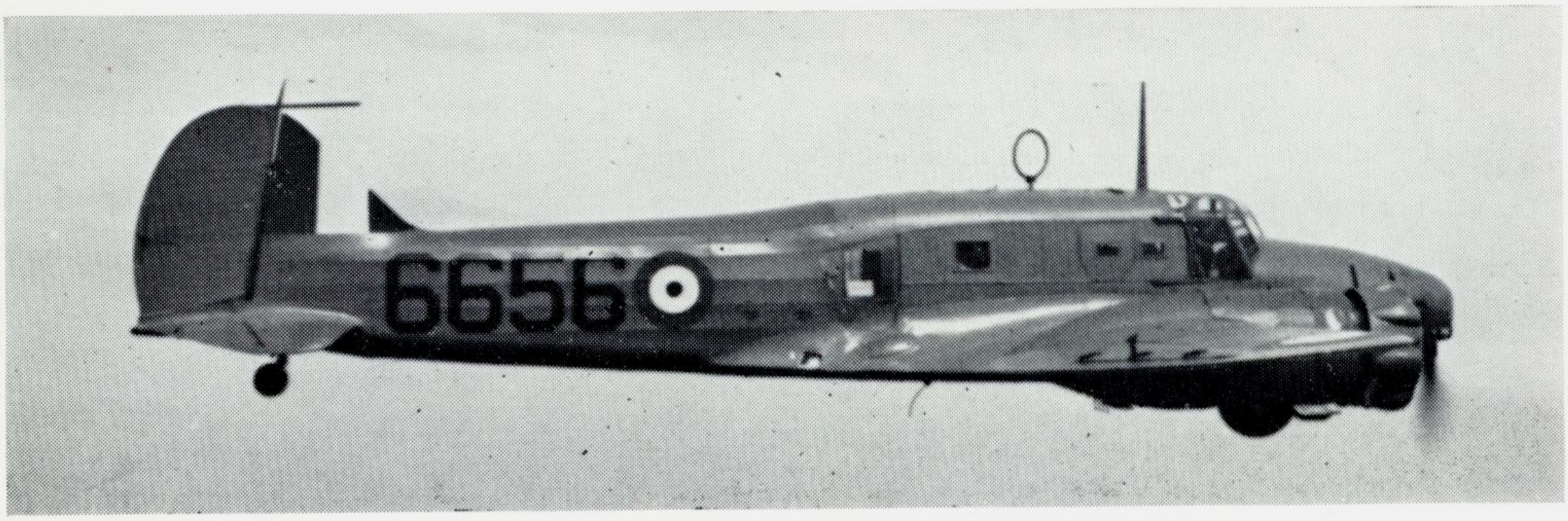
Avro 652A, Anson T.I, MG669: W2 of No 5 Air Observer School, Jurby, Isle of Man, July 1945.

This historic picture shows N9913, the first Anson Mk I to be assembled in Canada at the De Havilland of Canada factory, Downsview. The aircraft went into service in February 1940 and became '6001'. Later it was converted to Mk III standards (G. Neal).

As a further alternative to the Cheetah engine, the Wright Whirlwind R–975–E3 was selected. Air Ministry Modification No 527 covered the trial installation of the engines in Anson I R9816, and the modified aircraft designated Anson Mk IV was tested at the A & AEE Boscombe Down in late 1941 and early 1942. (This Mk IV prototype retained its turret and oil coolers, features not found on the later Canadian Mk IVs.)

The prototype Mk IV R9816 was shipped to Canada and was taken on to RCAF strength on March 19, 1942, as 10257. It was loaned to the United States Army Air Force for a few months between July and November 1942. It appears that in 1942, with Anson IIs coming off the Canadian production lines to complement the Anson Is and IIIs in service, there was no need for the Whirlwind powered variant at that time. In 1943, however, possibly due to supplies of new Cheetah engines being no longer available and with Jacobs engines in demand for the Mk II, some Anson Mk I and III aircraft were converted to Mk IV standard. The authors have been unable to satisfy them-

Yet another colour scheme for Ansons in Canada is depicted on this Mk I, serialled 6013. Painted yellow overall, the individual aircraft letters AA were in black (J. McNulty).



Many Anson Mk Is were modified when in Canada because of the severe winter weather conditions. This picture shows 6656 (ex-W2433) over the east coast of New Brunswick with most of the cabin window area blocked out. At the time this Anson was serving with No 10 AOS and was coded 'I' (G. Neal).

selves beyond doubt which was the first Anson to be converted in Canada but it seems probable that 7046 (ex-AW781), converted from Mk I standard in May 1943, had the honour.

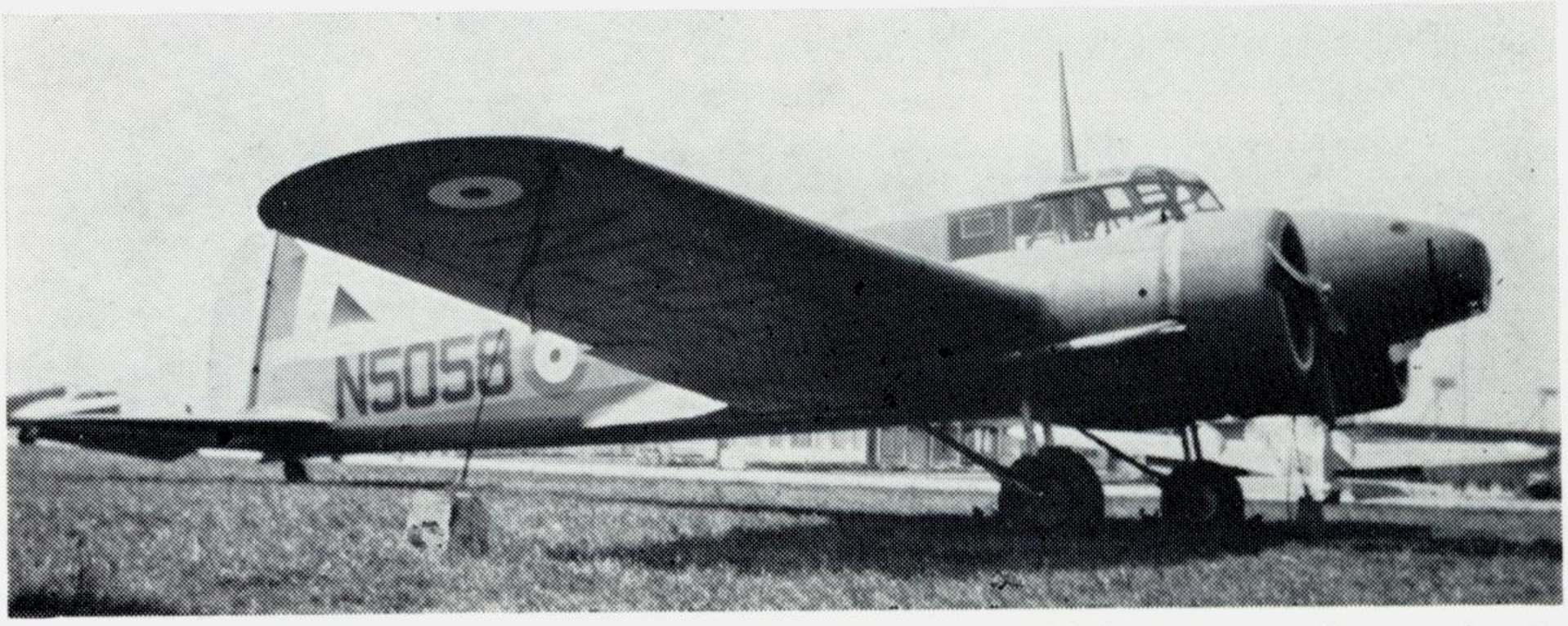
Two other early conversions were 6104 (ex-R9934) and 6325 (ex-W1797) and it is possible that these might have been completed before 7046. In appearance the Canadian converted Mk IV was similar to the Mk III except for the larger engine cowlings and nacelle modifications made necessary by the Whirlwind engine.

Following the decision to fit British airframes with American engines, 223 airframes were ordered to be shipped to Canada without engines. These were produced at Avro's Newton Heath factory and were given RAF serials in the normal way as follows:

AW455–482, 489–492, 506–515, 522–540, 586, 588, 595–613, 615–616, 622–635, 653–657, 684–697, 739–750, 752–758, 778–795, 802–812, 833–843, 919, 921–923, 925–927. 929–938, 969, 971–972, 975–977, 979–981. AX100–104, 106, 128–136. DJ128–133.

MoD records list these airframes as Mk IV, but Avro's are less specific and their production lists include 223 Mk III/Mk IV airframes.

On arrival in Canada, however, no distinction was made between these airframes and the normal complete Ansons received. Most were fitted with Cheetah engines and flew as Mk Is. For example, the first airframe of the



A rare photograph of an RAF serialled Anson N5058, which was one of a number to be fitted with Whirlwind engines in Canada and became a standard Mk IV (J. McNulty).

batch, AW455, was delivered on July 15, 1941, taken on to RCAF strength on August 9, 1941 and given serial 6888. This Anson remained a Mk I during all of its service in Canada until written-off on September 7, 1943.

Others such as AW615 and AW616 were converted to Mk III standard on arrival in Canada and completed their service in this form. In fact, none of the 223 airframes were converted to Mk IVs immediately on arrival but some, such as AW474, flew as a Mk I initially and were later converted to a Mk IV. Others, such as AW610, flew first as a Mk III and later as a Mk IV, while a few such as AW745 went through the full range of conversions from Mk I to III and then to IV. There were also a few exceptions to the general pattern—AW795, for instance, was assembled as a Mk III (RCAF serial 6949) and then taken on strength in September 1941. In November 1943 it was converted to a Mk I.

A list of Ansons converted to Mk III and Mk IV standard is given below.

Anson Mk III

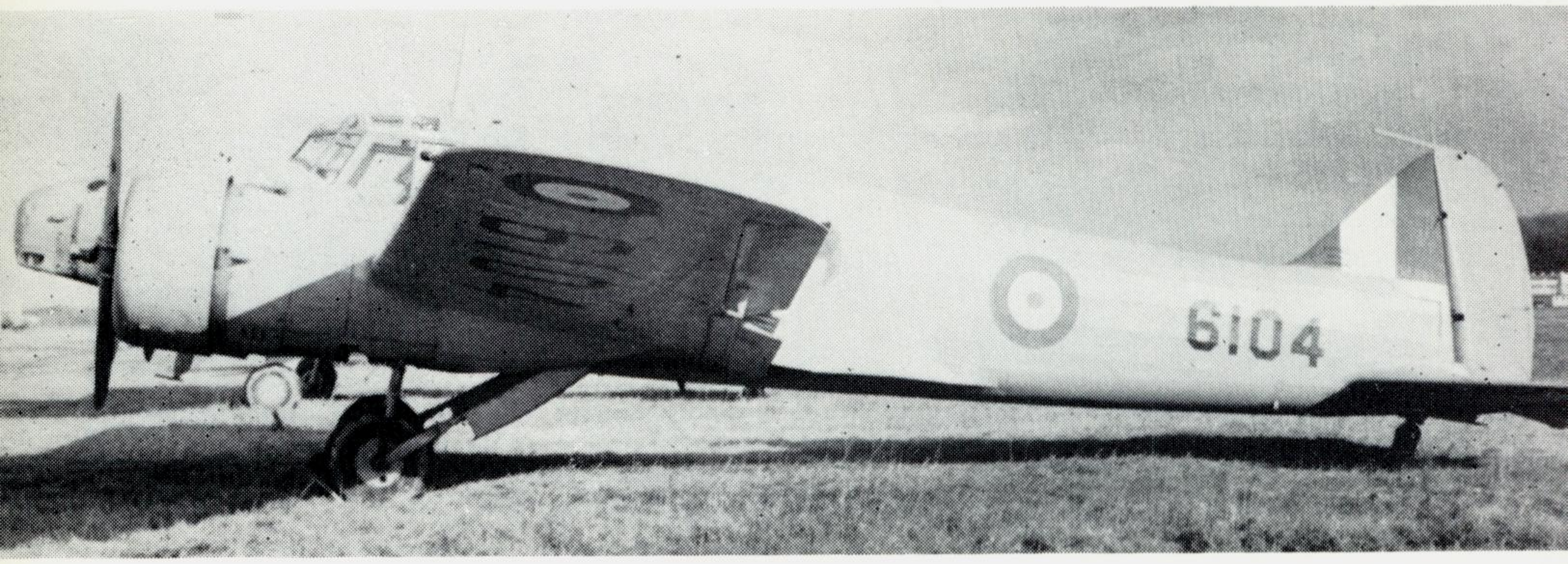
6001, 6005, 6008, 6012, 6022, 6028, 6029, 6034, 6049, 6052, 6070, 6072, 6081, 6100, 6118, 6121, 6122, 6124, 6125, 6129, 6130, 6134, 6136, 6139, 6140, 6144, 6146, 6148, 6149, 6151, 6157, 6158, 6159, 6162, 6164, 6165, 6166, 6168, 6191, 6249, 6257, 6263, 6264, 6281, 6283, 6339, 6353, 6360, 6382, 6385, 6489, 6521, 6599, 6663, 6672, 6694, 6715, 6737, 6752, 6753, 6754, 6756, 6757, 6758, 6769, 6770, 6772–6791 inc., 6818–6821 inc., 6848, 6858, 6901, 6906, 6910–6933 inc., 6948, 6949, 6951, 6952, 6956–6963 inc., 6992–6996 inc., 6998–7001 inc., 7003, K8730, K8752, N4886, N4905, N5306, N9541, N9603, N9843, R9688, R9703.

Anson Mk IV

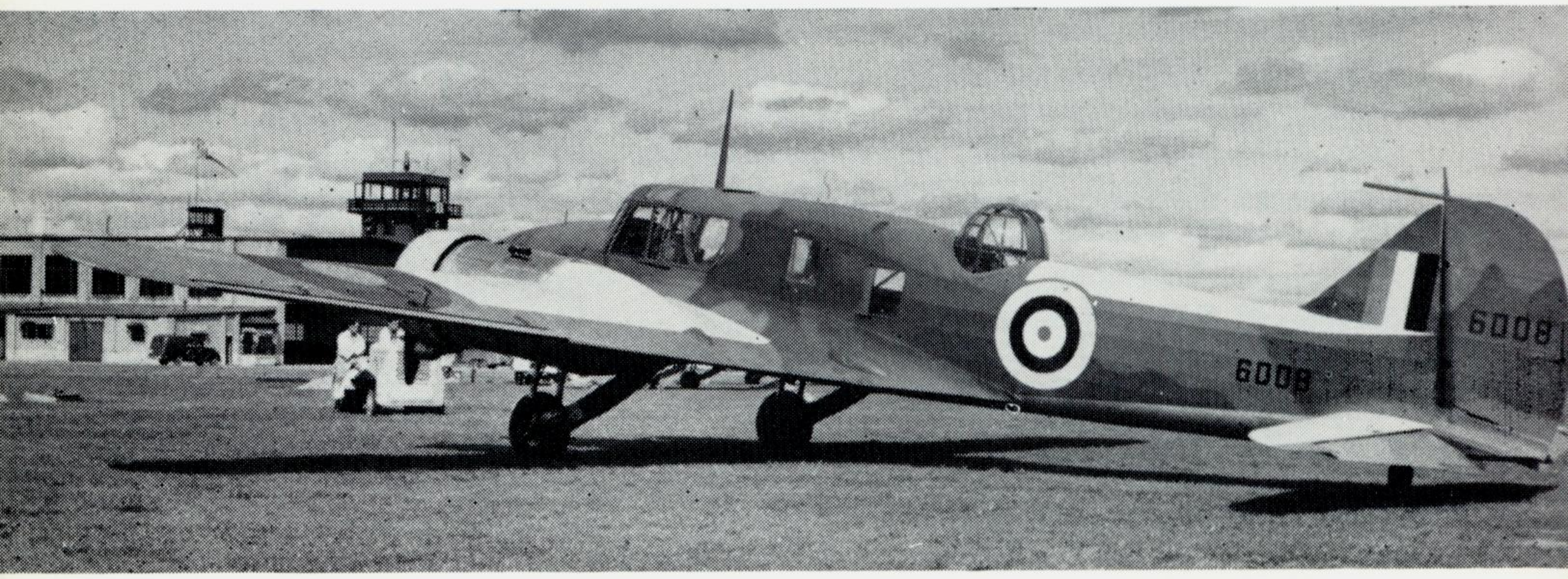
6005, 6008, 6012, 6017, 6022, 6029, 6031, 6034, 6104, 6117, 6121, 6122, 6124, 6125, 6129, 6130, 6131, 6136, 6139, 6140, 6144, 6148, 6149, 6151, 6157, 6158, 6159, 6164, 6165, 6166, 6168, 6249, 6257, 6163, 6264, 6275, 6281, 6288, 6299, 6325, 6338, 6350, 6385, 6469, 6473, 6501, 6515, 6520, 6521, 6522, 6537, 6561, 6563, 6599, 6632, 6633, 6635, 6638, 6673, 6694, 6737, 6744, 6753, 6754, 6769, 6773, 6777, 6779, 6780, 6782, 6784–6788 inc., 6790, 6791, 6818, 6822, 6824, 6826, 6832, 6896, 6904, 6912, 6914, 6924, 6926, 6931, 6932, 6933, 6951, 6957, 6960, 6993, 6995, 6996, 7002, 7003, 7046, 7065, 10257, 10499, K6207, K6281, K6324, K8730, K8752, K8777, L7070, L7910, L7966, N4886, N4905, N4909, N4932, N5011, N5038, N5058, N5088, N5107, N5195, N5208, N5211, N5216, N5217, N5236, N5238, N5253, N5261, N5268, N5298, N5301, N5306, N5320, N5348, N5349, N5361, N5380, N9541, N9597, N9615, N9724, N9816, N9836, N9871, N9874, N9900, N9938, R3442, R9568, R9651, R9666, R9692, R9703, W1654, W1729, W2617, W2623, W2643, W2653, W2654, W2665, AW968, AX283, AX365, AX372, AX397, AX491, AX572.

Note: (1) Where RAF serials are listed no Canadian serial was given.
(2) Where the same serials appear in both lists these aircraft were converted from Mk Is to Mk IIIs and then to Mk IVs.

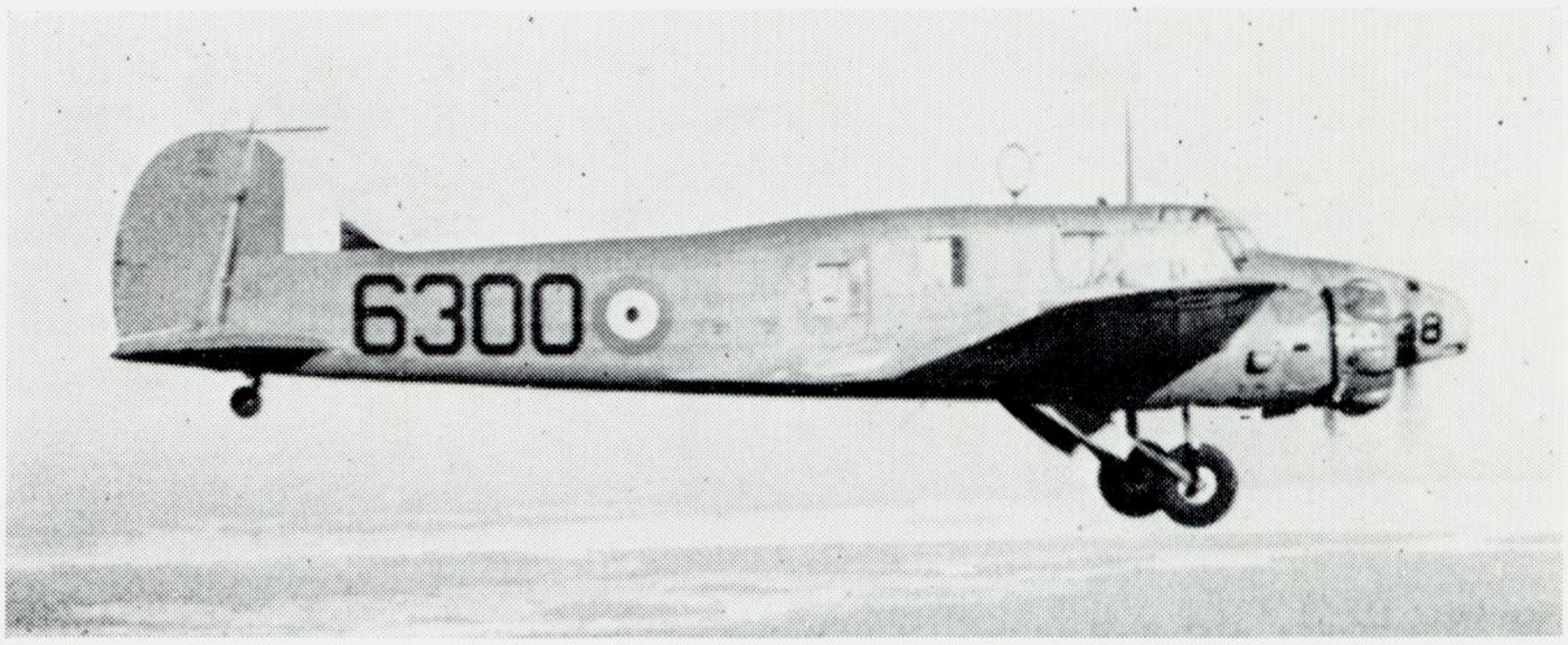
After the war several of these old ex-RAF Ansons were sold for civil use in South America, and more particularly Mexico. It is strange that when more modern Mk II airframes were available many of the aircraft sold were Mk IVs. The reason is probably that there were more Whirlwind engine spares available in these countries at that time. Typical examples were XA–FAI (ex-RCAF 6148, ex-RAF R9866) and XA–FEK (ex-RCAF 6788, ex-RAF W2608).



Fitted with Wright Whirlwind engines, Anson Mk IV 6104 (ex-R9934) was one of the first conversions to a Mk IV in Canada. It carried the overall yellow paint scheme of this period (Public Archives of Canada).

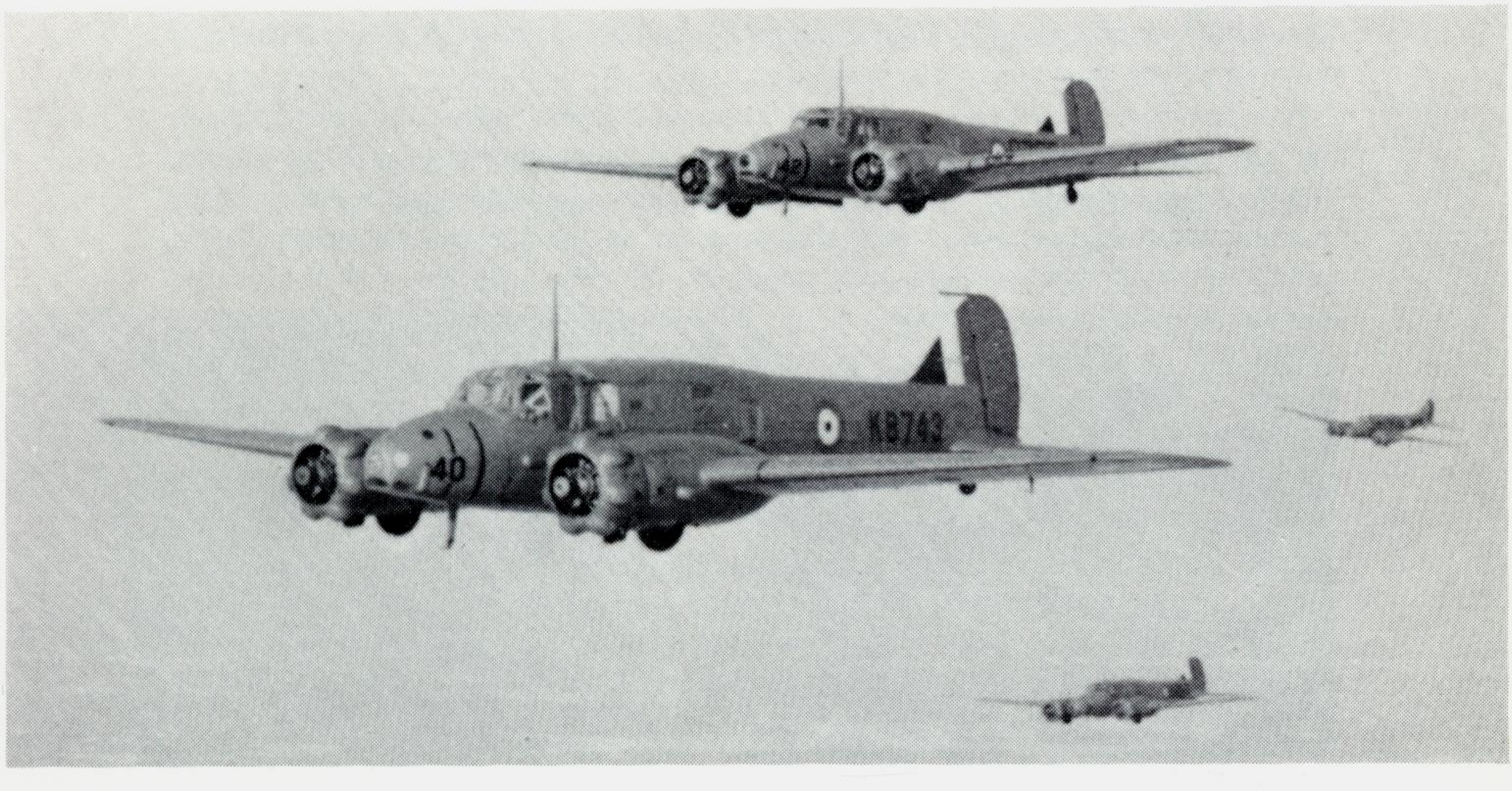


Prototype Anson Mk III 6008 (ex-N9935) adequately illustrates the area and disposition of the yellow markings on the wings, fuselage and tail unit. 6008 was assembled in Canada as a Mk I and was fitted with Jacobs engines in May 1941 (Public Archives of Canada).



Typical of the many Anson Mk Is in service in Canada was '6300' (ex-W1628) which served with No 10 Air Observers' School, Chatham, New Brunswick, coded '38' (G. Neal).

Another Anson Mk I with cold weather modifications. Note the reduced cabin window area and the removal of the fairing from the rear undercarriage leg. The aircraft was formerly AW673 and was also serving with No 10 AOS when the photograph was taken. BELOW: Proof that Anson Mk Is with the earlier sloping windscreen were shipped to Canada can be gained from this picture. This batch from No 10 AOS were pictured whilst on their way to Amherst, Nova Scotia, where they were to be scrapped in exchange for Anson Mk Vs. Note that the leading aircraft has the large RAF serial K8743 on the fuselage sides (G. Neal).



Chapter 8: Passengers and Freight - The Anson Mk X

FROM the outset the Anson Mk X was not intended for training purposes, but was developed purely for the transport role, being easily converted for passenger carrying, freight or ambulance duties. The prototype was NK753 and, as a logical development of the Mk I, had a strengthened cabin floor for freighting duties and an increased all-up weight of 9,450 lb. The Mk X Series I had the Cheetah IX engines of the Mk I and the Series II had Cheetah XIX engines and a hydraulically operated undercarriage.

For ambulance purposes a special door was fitted to the starboard side of the fuselage which enabled stretchers to be loaded with the patient in position. The door was designed so that the aircraft engines could be left running while loading was taking place. The ambulance aircraft had a crew consisting of a pilot and one medical orderly plus provision for three stretcher cases and two 'walking wounded' passengers.

The Air Transport Auxiliary was one of the main Mk X operators and the freight version (referred to in Chapter 5) was used for transport to the Continent after D-Day.

Most Mk Xs had a redesigned perspex nose and smooth engine cowlings. These features were also retrospectively fitted to many Mk Is, hence the confusion that has often arisen between these two mark variants. One of the authors of this book well remembers that a number of Mk Is which flew with the Air Navigation School in Southern Rhodesia after the war had the Mk X designation in their log book. It was only through checking the serial numbers of these aircraft that the mistake came to light.

The reason why the perspex nose was fitted to the Anson was never officially stated though it was of considerable use to the Rhodesian Air Training Group aircraft for navigational and bombing training.

Chapter 9: Civil Ansons

APART from the two Imperial Airways Avro 652s, G–ACRM and 'RN, an Avro 652 Mk II (SU–AAO) was sold to Egypt. This aircraft had continuous windows aft of the cockpit resembling the arrangement on the Anson I. The first Avro 652A Ansons with civil registrations were 12 aircraft built for the Royal Hellenic Air Force, registered G–AFTU to G–AFTW, G–AFUH to G–AFUJ, G–AFUM to G–AFUO and G–AFUR to G–AFUT for ferry flights to Greece. On arrival Royal Hellenic Air Force serials π51 to π62 replaced the civil registrations.

The next Ansons to appear on the British civil register were G–AGGJ to G–AGHD, which were given civilian markings in May 1943 for the ferry flight to RAF Aboukir so that they could pass through neutral countries en route. RAF serials of the aircraft were :

G–AGGJ — LT191	G–AGGK — LT192	G–AGGL — LT203
G–AGGM — LT204	G–AGGN — LT236	G–AGGO — LT255
G–AGGP — LT256	G–AGGR — LT257	G–AGGS — LT307
G–AGGG — LT340	G–AGGU — EG677	G–AGGV — LS985
G–AGGW — LT279	G–AGGX — LT115	G–AGGY — LT176
G–AGGZ — LT234	G–AGHA — LT276	G–AGHB — LT281
G–AGHC — EG651	G–AGHD — LS989	

The first truly civil Anson Mk I on the British register was G–AHBN. As NK270 it had been the personal aircraft of Gerald d'Erlanger, the ATA Commodore. He continued to use it as 'HBN when he went to BOAC in 1946.

Photographed at Woolsington, G–AIRN, formerly NK667, was rebuilt by Martin Hearn Ltd of Hooton, Cheshire. The aircraft had a hinged nose as on the Anson XIX and seven passenger seats. Note that the air intakes under the engine cowlings are not fitted and that the fairings on the rear of the undercarriage struts have been removed (E. Taylor).

In the immediate post-war years many Ansons were declared surplus to requirements and made available for civil use. With their record for reliability and simplicity of construction they were an attractive proposition to the numerous small charter companies which started up immediately civil flying was given the go-ahead. Some operators merely removed all military equipment

XB–COO, an Anson Mk IV converted by Aircraft Industries of Canada Ltd for a Mexican construction company (Cia Mexicana de Constructora Azteca). Most of the aircraft appears to have been rebuilt but the original Anson Mk I nose shape has been retained (F. Hotson).

and fitted six to eight seats in the cabin. A number of Ansons had window modifications to disguise the 'glasshouse'. But even so, a large number of those taken on to the civil register only had a short life and, indeed, many were scrapped before they got a Certificate of Airworthiness.

Avro, of course, wanted to sell the Avro XIX to prospective civil users, and issued warnings to customers considering the purchase of Ansons offered by the Disposal Section of the Ministry of Supply. They suggested that the aircraft in question were often very old and had been built to wartime standards of protective treatment and material quality, and were 'generally unsuitable for civil use'.

Of the Ansons that got Certificates of Airworthiness and survived, many were operated by Blue Line Airways of Tollerton, British Air Transport of Redhill, and most of all by Transair Ltd. In their later years aircraft belonging to the latter company had their windows removed and were used as freighters, chiefly delivering newspapers and mail to the Continent.

Some of the later-registered British Ansons were originally sold to overseas operators and returned to Britain at a later date to appear again on the civil register. The last civil Anson Mk I was G–AMDA, which is still in flying

This Anson, G–AIPA, was used for aerial survey work. Formerly EF866 it was one of the longest serving post-war Mk Is. This photograph was taken at Woolsington in June 1959. Note the magnetometer under the centre fuselage (E. Taylor).

G–AIPA earlier in its career with fuselage side windows blanked out. The colour scheme at that time was overall silver with green trim. The photograph was taken at Speke (R. L. Ward).

G–ALXC (ex-MH182) when in service with Federated Air Transport at Speke for light cargo duties. For a period this aircraft was on the Irish Register, belonging to Republic Air Charters as shown above (R. L. Ward).

order today. This particular aircraft was fitted with a magnetometer, for geophysical survey work, which was operated from a winch in the cabin. It was fitted with a Cheetah XIX in the port nacelle to run a 24-volt generator. Later the aircraft was used by the London School of Flying until 1962 when it went to the Skyfame Museum at Staverton and was repainted in wartime markings.

Australia was the main market for war surplus Ansons and approximately 145 were registered in that country. They included two former RAAF aircraft (VH–BFJ, ex-A4–30 and VH–BFK, ex-A4–44), but most were ex-RAF serialled aircraft. Histories of many of the Australian registered Ansons are complicated as many were cannibalized and re-registrations were common. Worthy of mention are VH–AKI, 'ALY and 'ALX, which flew to England and there became G–AJSC, 'SD and 'SE.

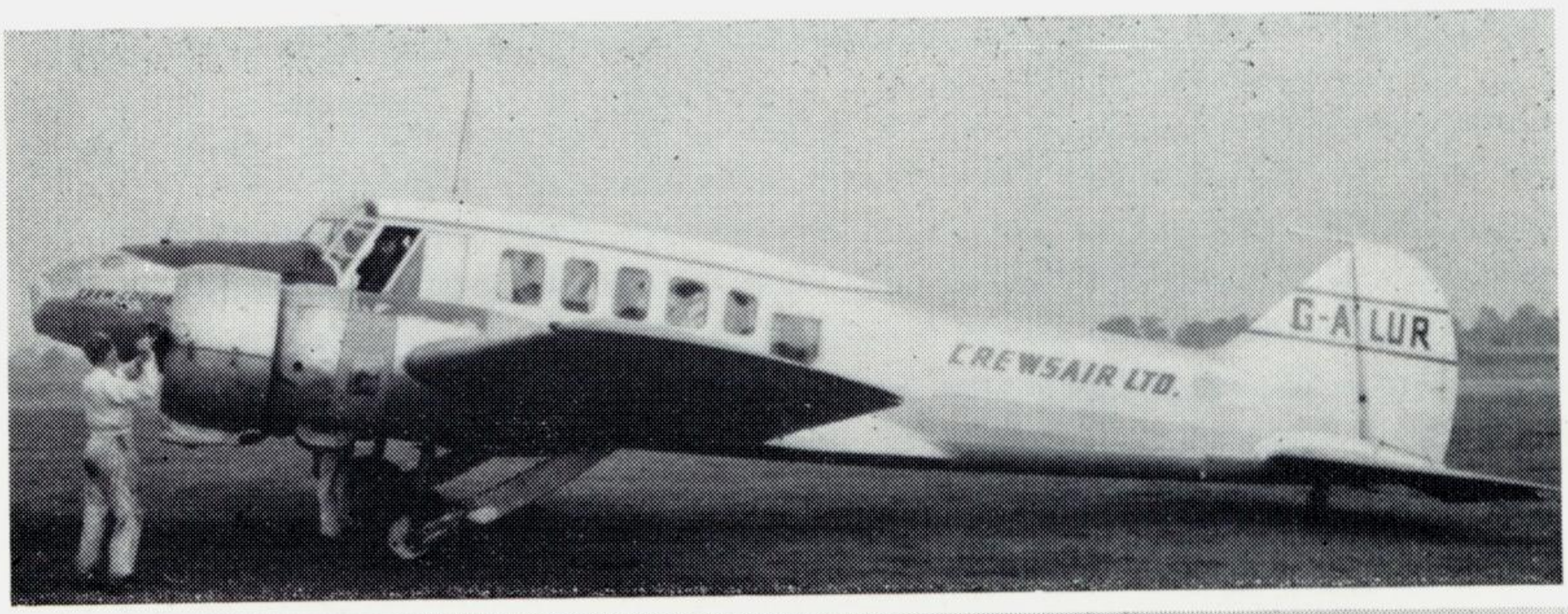
In August 1961 the Australian Government announced that Anson Mk Is would be banned from passenger carrying and over-water flights from January 1962 and would be grounded and de-registered from July of that year. This decision was based on the progressive age deterioration of the Anson's wooden wing construction with glued joints and the aircraft's poor engine-out performance.

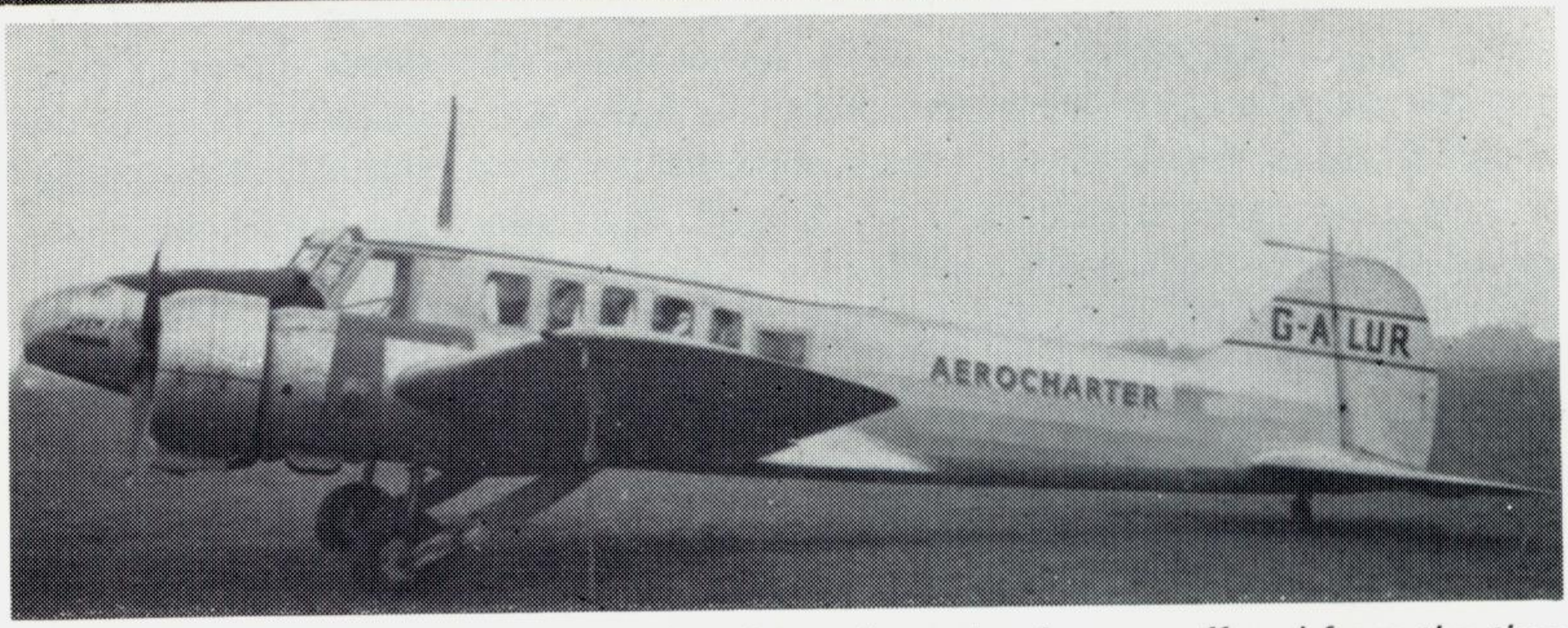
At the time of this announcement nine Ansons were still operating in Australia. One company put out of business by this move was the one-man airline operated by legendary Australian Captain Jimmy Woods, or 'Woodsie', said to be about 65. He was the oldest commercial pilot operating in Australia,

Sold as surplus in Canada, this Mk IV found its way on to the Mexican civil register as XA–FOB.

if not in the world, at that time. With two Ansons he flew the shortest scheduled service in the world—11 miles from Rottnest Island to Perth Airport.

Several ex-RAF Ansons flew in civilian markings in various African countries and a surprisingly large number of Anson IVs came on to the civil register of South American countries.



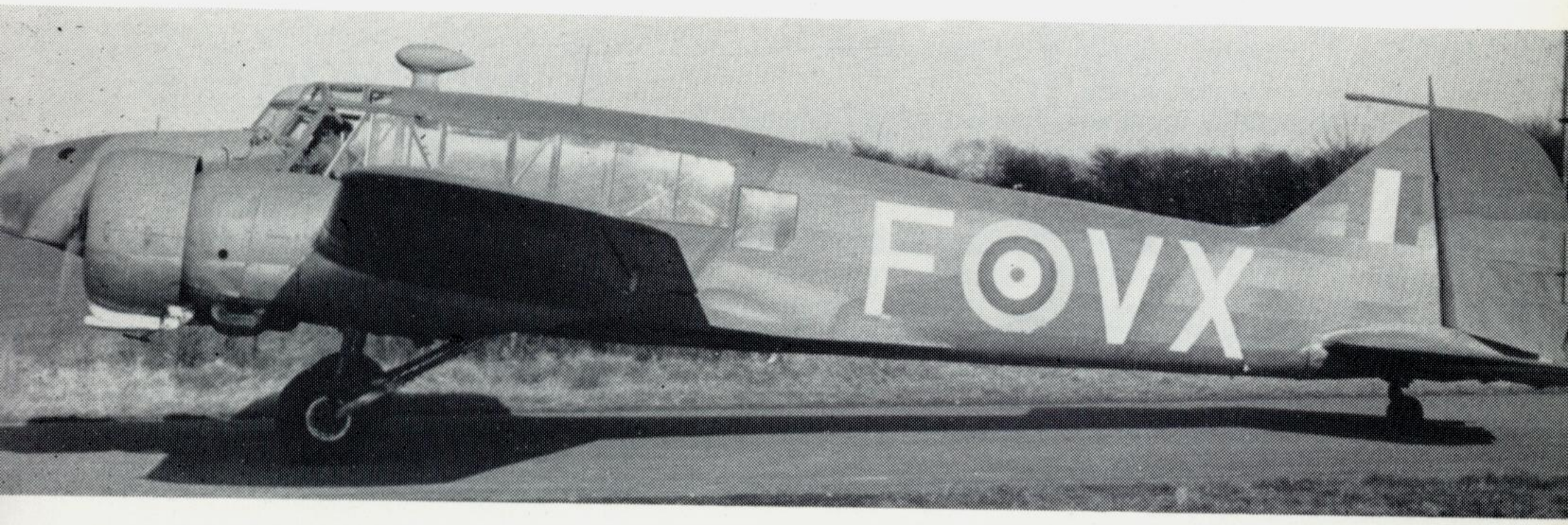


This interesting series of photographs shows how the Anson suffered from the time it left RAF service. G–ALUR was originally a Mk I converted to Mk X standards and eventually sold immediately after the war. Its RAF serial, MG471, was blotted out and a civil registration crudely applied for ferry purposes, as can be seen in the first photo. Later it was modified and belonged to Crewsair Ltd, only to be sold to Aerocharter some time after. The aircraft again changed hands to become OH–ANA on the Finnish register before it was finally scrapped (A. J. Jackson).

This Anson, typical of the many that were given civil registrations in Australia, was formerly R9883. Note the alterations to the cabin roof, fuselage windows and the removal of the fairings on the rear undercarriage struts. Small spinners have been fitted to the propellers (J. Hopton).

Misr Airlines acquired a number of war-surplus Anson Mk Is in Egypt and converted them for passenger and light freight duties.

The last of the Mk Is. Now belonging to Skyfame Museum, Staverton, England, this aircraft was formerly N4877 during its RAF career and registered as G–AMDA after being sold as surplus. It was fitted with a magnetometer which it towed for geophysical work. A Cheetah XIX engine was fitted into the port nacelle to run a 24-volt generator. The aircraft was used by the London School of Flying, Elstree, for twin-conversion training before going to Staverton where it remains the sole UK example still in flying condition. G–AMDA was the last Anson Mk I to appear on the UK civil register (A. W. Hall).



Appendices

IN the following lists the authors have attempted to give as complete a guide as possible to many of the Ansons in service both under civil and military markings. It is impossible to list all of the aircraft used as the Anson appeared at some time or the other on almost every RAF airfield. The attempt has, however, been made to give as representative a selection of aircraft serials and units as possible.

Appendix 1

General Reconnaissance Squadrons

No 48 Squadron: Received Ansons at RAF Manston in March 1936. Initially a training unit but became a GR Squadron in September 1938 after moving to Eastchurch. Used Ansons until January 1942.

Early aircraft used included:

K6153 to K6162, K6164 to K6167, K6156: C, K6158: E, K6162: X, K6164: N, K6166: R, K6167: L, K6304: A

As GR Squadron aircraft used included:

R3305, R3318, R3323, R3331, R3369 (at Wick 10/41), W1670, W1671, W1709

Pre-war codes: ZW. Wartime codes: XZ.

No 206 Squadron: Formed at RAF Manston June 15, 1936. Ansons replaced by Hudsons, April 1940. Early aircraft included K6175: B, K6176–78, K6179: A, K6183–91.

Ansons in use in September 1939 included:

K6179: A, K6183: B, K6167: C, K6288: D, K6187: E, K8837: F, K6196: G, K6176: J, K6177: K, K6178: L, K6186: M, K6190: V, K8814: N, K8745: O, K6184: P, K6189: R, K8756: U

Pre-war codes: WD. Wartime codes: VX.

No 220 Squadron: Formed at RAF Bircham Newton August 17, 1936. Ansons replaced by Hudsons December 1939.

Ansons used included:

K6198 to K6211, K6224, K6225, K6227 and K6289, K6198: A, K6206: L, K6207: M, K6208: N

Pre-war codes: HU. Wartime codes: NR.

No 224 Squadron: Formed at RAF Manston February 1, 1937. Ansons replaced by Hudsons in September 1939.

First Ansons—K6284 to K6289—collected from Woodford on February 23, 1937. Later K8787 was S.

Pre-war code: PW.

No 217 Squadron: Formed at Boscombe Down March 15, 1937. Ansons replaced by Beauforts in 1940.

Ansons used included:

K6310: A, K6311: B, K6312: C, K6313: D, K6314: E, K6315: F

Pre-war codes: YQ. Wartime codes: MW.

No 233 Squadron: Formed at RAF Upper Heyford May 18, 1937. Ansons replaced by Hudsons, October 1939.

Ansons used included:

K6282, K8778: C, K6291, K6270

Pre-war codes: EY.

No 269 Squadron: Formed at RAF Bircham Newton on December 29, 1936, from 'C' Flight of 220 Squadron. Ansons replaced by Hudsons early in 1940.

Initial equipment included Ansons: K6240 to K6245.

Also used were:

K6247, K6252, K6253, K6256 to K6258, K6240: A, K6243: C, K6256: F, K6257: N, K6258: B, N5317: R.

Pre-war codes: KL. Wartime codes: UA.

No 500 Squadron: This unit re-equipped with Ansons at RAF Manston early in 1939 (date uncertain). They were replaced by Blenheims in 1941.

Aircraft used included:

R9650, N5227, N5230, N9907 (MK: S), R3312, R3349, R3368, R3387, R3389, R3435

Pre-war codes: SQ. Wartime codes: MK.

No 502 Squadron: This unit re-equipped with Ansons at RAF Aldergrove early in 1939 (date uncertain) and gave them up in October 1940.
Aircraft used included:
N4923 (YG:F), N5104, N5107, N5108, R3335
Pre-war codes: KG. Wartime codes: YG.
No 608 Squadron: Received Ansons at RAF Thornaby in 1938 replacing Demons. The unit used Ansons and later Bothas until replaced by Blenheims in February 1941.
Ansons in use June 1939 included:
N5201, N5204, N5053, N5198, N5199, N5206, N5357, N5358, N5362
Ansons in use July 1940 included:
N5053:A, N5068:B, N5198:D, N5202:E, N5203:F, N5195:G, N5361:J, R9577:L, R3316:M, N5359:N, N5206:O, N5207:P, N5357:R, N5358:T, N9742:U, R3404:V
Pre-war codes: PG. Wartime codes: OY.
No 612 Squadron: Received Ansons shortly before September 1939. Replaced by Hudsons in 1940.
Ansons used included:
R3333, R3409, W1651 (in use 10/40)
Pre-war codes: DJ. Wartime codes: WL.
Nos 320 and 321 (Dutch) Squadrons: Formed from escaped Dutch aircrew after the fall of the Netherlands in 1940. Used Ansons for a few months at this time but shortly replaced by Hudsons.

Appendix 2

Bomber Squadrons

No 51 Squadron: K6271 to K6279, K6280, K6281, K6283 (all received from No 58 Squadron).
No 58 Squadron: K6270 to K6281, K6283 (used at RAF Driffield).
No 61 Squadron: K6304:N, K6305:O, K6306:P, K6306, K6307, K6308, K6309:Q.
No 144 Squadron: K6264 to K6269 (used at RAF Bicester).
No 75 Squadron: K6299 to K6302 (received from No 215 Squadron), K6322.
No 215 Squadron: K6291 to K6302, N5192.
No 7 Squadron: N5012 to N5016, N5018, N5025.
No 52 Squadron: N5028, N5029.
No 104 Squadron: N5117, N5159.
No 44 Squadron: N4999, N5000.
No 63 Squadron: N5070, N5071.
No 76 Squadron: N4999, N5000 (received from No 44 Squadron).
No 97 Squadron: N5002.
No 108 Squadron: N5177, N5114.
No 148 Squadron: N5194.
No 207 Squadron: N5265.
No 98 Squadron: R3340, R3375.
No 109 Squadron (Special Duties Squadron): W1708 (lost at sea October 1941), W1766.

Appendix 3

Air-Sea Rescue Squadrons

(Serials and squadron codes given where known)

No 275 Squadron: Codes: PV.
Flights at Valley, Andreas, Eglington and Ballyhalbert. In 1943 there were two Ansons in each flight.
No 276 Squadron: Codes: AQ.
Flights at Harrowbeer, Warmwell and Portreath. This unit had six Ansons on strength in 1943.
No 278 Squadron: Codes: MY.
Four Ansons were on strength in 1943 including EF985 coded MY:F.
No 280 Squadron: Codes: MF.
Ansons were the main equipment of this unit until slowly superseded by Hudsons

and Warwicks. Aircraft used included AX607 and AX636.
No 281 Squadron: Codes: FA.
Six Ansons were in use in 1943. Three were at RAF Ouston and three at RAF Drem. Aircraft used included EG467 coded FA: F, EG584 and EG491.
No 282 Squadron:
Four Ansons in use in 1943. Two were at Castletown, one at Peterhead and one at Sumburgh. Aircraft used included EG546, EG555 and DJ617.

Appendix 4

Miscellaneous Squadrons and Flights

No 24 Squadron: Used Ansons for communications duties (eg, NK703, NK710).
No 48 Squadron: Reformed as a transport unit in February 1944 by renumbering No 215 Squadron at Singapore. Ansons were not main equipment, but the unit did use NK447, NK488 and others.
No 116 Squadron: Ansons were used for radar calibration duties.
No 69 Squadron: Reformed at RAF Northolt in May 1944 as a photographic reconnaissance unit. A few Anson Xs were used, including NK771 and NK772.
No 138 and No 161 Squadrons (Special Duties): Ansons used for agent dropping and pick-up work in occupied Europe.
No 233 Squadron: A former Anson GR squadron. Reformed as a transport unit in 1944 and received several Anson Xs, including NK664, NK665 and NK695.
Nos 285 and 287 Squadrons: Small numbers of Ansons used for anti-aircraft co-operation duties.
No 516 (Combined Operations) Squadron: Two Ansons were used by this unit when the squadron was formed in 1943.
No 437 Squadron: A RCAF transport squadron based at RAF Hendon which used a few Anson Xs, including NK487 and NK770.
No 544 Squadron: Four Ansons in service with this unit in 1943.
West African Communications Squadron: Four Ansons in use with this unit in 1943. Three with 'A' Flight at Waterloo and one with 'B' Flight, Accra.
Group Artois: This Free French unit had ten Ansons in use on GR work in 1944 flying from Pt. Noire, West Africa.
No 575 Squadron: Formed in February 1944 as a transport unit. Dakotas were the main equipment, but Ansons, coded I9, were also used. Examples were:
NK490, NK492, NK493, NK534, NK674, NK778
No 512 Squadron: A Dakota transport squadron which also supported a number of Ansons, including NK448, NK491, NK528 and NK533.

Special Duties Flights

Ansons were used in small numbers by various Special Duties Flights as follows:
Nos 1310, 1311, 1312, 1314, 1322, 1414, 1426, 1441, 1473, 1476, 1484, 1510, 1513, 1552 and 1689 Flights.
Examples of Ansons used:
No 1310 Flight: NK451
No 1311 Flight (Aston Down): MG471, NK507, NK658
No 1322 Flight (Northolt): NK489, NK490, NK528, NK651, NK824, NK924
No 1510 (BAI) Flight (Bircham Newton): EG540, MG589, MH152
Note: Many units had one, or maybe two, Ansons for communications or light transport duties. These are too numerous to mention in this section and an attempt has been made to indicate the principal users.

Air Transport Auxiliary

Many Ansons were used throughout the war by the various Ferry Pools of ATA as taxi aircraft. Typical examples were:
W1732, AW911, DJ147, EF931, EG389, LS987, MG136, MG219, NK221

Appendix 5

Flying Training Command

1. ELEMENTARY AND RESERVE FLYING TRAINING SCHOOLS

Ansons were in use in 1939 by Nos 6, 7, 9, 10, 11, 12, 13, 15, 18, 28, 29, 33, 34, 35, 37 and 39 E & RFTS.

Examples used included:

No 7 E & RFTS Desford: K8768, L7947, L7948, L7951, L7952, L7955.
No 12 E & RFTS Prestwick: L9153 (crashed 9/1/39—crew killed).
No 15 E & RFTS Redhill: N5283, N5284, N5285.
No 18 E & RFTS Fairoaks: N5297, N5298, N5301.
No 33 E & RFTS Whitchurch: N5306, N5307.
No 39 E & RFTS Weston-super-Mare: N5308 to N5313, N5336, N5342.

2. FLYING TRAINING SCHOOLS

Ansons were used pre-war by Nos 6, 9, 10, 11 and 12 FTS. Examples included:

No 11 FTS Wittering: K8703 to K8706.
No 6 FTS Netheravon: K8707 to K8710.
No 9 FTS Hullavington: K8715 to K8719.
No 10 FTS Ternhill: K8720 to K8729.

3. CIVIL AIR NAVIGATION SCHOOLS

These units were apparently formed from some of the E & RFTS in October 1939 and Nos 1, 2, 3 and 4 CANS used Ansons.

4. SCHOOL OF AIR NAVIGATION

This was a pre-war unit based originally at RAF Manston and later became No 2 School of Air Navigation at RAF Cranage. The unit merged with No 48 Squadron at Manston for a short period from 1936 to 1938. Ansons used had letter/number markings, eg, D6, E5, J6, etc. Examples of aircraft on the unit were:

K6246, K8730 to K8737, N5080 and N5189

5. OPERATIONAL TRAINING UNITS

Ansons served with the following units either in small numbers or as a major part of their equipment:

Nos 1, 2, 3, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 31, 34, 42, 51, 54, 60, 61, 62, 70, 71, 72, 75, 78, 79, 81, 84 and 132 OTUs

Examples of Ansons used in some of these units are:

No 16 OTU Upper Heyford (March 1942) Code: GA

W1767: A	R9694: E	R3465: H	N5077: M
N4999: B	N5014: F	N5113: J	R3462: N
N5000: C	R3467: G	N5267: K	N5085: Q
N5001: D	N9825: L	AX481: S	

No 19 OTU Kinloss Code: XF

N9671: D	AX500: K	AX475: W	AX468: Y	DJ241: W

Also on strength were:

N5169	N9669	R9812	R3337
AX280	AX428	AX431	AX435
AX436	AX474	AX499	DJ104
DJ298	NK421	NK424	

An unusual accident occurred at this unit on October 19, 1943, when Anson DJ104 landed on top of Whitley N1369 during night flying operations as the latter was starting its take-off run. The Whitley was written off but the Anson was repaired and flew again.

No 13 OTU Code: SL

Examples of Ansons used included:

EG678: C	DG839: D	MH157: E	MH158: F
AX497: G	K6165: H	MH159: L	DJ680: M

No 62 OTU Ouston

Ansons on this unit were not coded but had blue or white numbers aft of the fuselage roundels. Both 'A' and 'B' Squadron aircraft had airborne interception radar fitted. Examples included:

EF827: 1	EF831: 2	DJ612: 4	LT523: 5
EG536: 7	DJ695: 11	NK616: 16	LT197: 18
DJ411: 32	MH235: 33	DJ468: 34	LT282: 37
DJ688: 43	LT197: 47		

Ansons of 'C' Squadron had no A.I. radar and used a blue letter aft of the fuselage roundel. Examples include: EG367: A, LV227: D, NK611: L, R9650: J.
R9650 had served with No 500 Squadron in 1940 and had a modified nose which included additional perspex panels.

No 7 OTU Limavady

Ansons L7064 and DJ274 of this unit had ASV radar fitted.

6. (PILOT) ADVANCED FLYING UNITS

Most (P) AFUs used Ansons. Included were Nos 2, 3, 5, 6, 7, 8, 11, 12, 14, 15, 17, 18, 19, 20 and 21.

Examples of aircraft used were:

No 5 (P) AFU Ternhill—N4934
No 3 (P) AFU —W2641
No 12 (P) AFU —MG496
No 19 (P) AFU —R3325

Most units had four Ansons on strength, but in 1944 No 3 (P) AFU was known to have six.

7. (OBSERVER) ADVANCED FLYING UNITS

Ansons were in use with Nos 1, 2, 3, 4, 6, 7, 8, 9 and 10 (O) AFUs.
Examples include:

No 3 (O) AFU —R3336
No 7 (O) AFU Bishops Court—N9880, LT144, LT194, LT425, MG249
No 9 (O) AFU Penrhos —N4878, N4882, N4983

8. AIR GUNNERS SCHOOLS

Ansons fitted with gun turrets were used by Nos 1, 2, 3, 4, 7, 10, 11, 12 and 13 AGS.

No 4 AGS Morpeth

Anson fitted with Bristol turrets replaced Bothas in this unit. The aircraft code letter was painted aft of the fuselage roundels in Sky.
Initial equipment in July 1943 included:

LV160 : A	LV298 : F	MG110 : L	LV316 : Q
LV161 : B	LV299 : G	LV319 : M	LV199 : R
LV291 : C	LV300 : H	MG111 : N	LV317 : S
LV292 : D	LV313 : J	LV165 : O	LV149 : T
LV297 : E	LV315 : K	LV314 : P	LV163 : U
			LV164 : V

No 3 AGS Mona (Bristol turrets)
Examples: LT334, LT362, LT885, LV151, LV217, MG198, MG220, MG415.

No 10 AGS Barrow
Examples: LT532, LT716, LT738, LT767, LT777, LT785, LV138 LV226, MG104.

No 7 AGS Stormy Down
Aircraft individual code number painted aft of fuselage roundel. Examples:

LT434 : 1	LT826 : 4	LT827 : 10	LV202 : 30
LT831 : 2	LT840 : 5	LT880 : 17	MG113 : 32
LT830 : 3	LT364 : 9	LT886 : 20	MG127 : 35

No 12 AGS Bishops Court (May 1944)
Examples: LT336, LT659, LT676, LV269, LV327, LV330, MG105.

No 13 AGS El Ballah (Canal Zone, Egypt)
Examples: LT502, LT522, LT769, LT770, LV252, LV275, MG116, MG145, NK216.

9. AIR OBSERVER SCHOOLS

Ansons were used in Nos 1 and 2 AOS before the war and by Nos 1, 2, 3, 4, 5, 6, 7, 9, 10 and 12 AOS after the outbreak of hostilities. With the formation of (Observer) Advanced Flying Units in about 1942 the Air Observer Schools were disbanded, though some continued to exist after that date. For example, No 7 AOS Bishops Court had 54 Ansons on strength in 1943 (eg, W1674 and W1707) whilst No 12 AOS had 15.
Examples:

No 1 AOS —W2629 to W2633, W2662 to W2664
No 4 AOS —W2662, W1767
No 5 AOS Jurby—MG669 : W2, EF604, EG275
No 10 AOS —AX413, W2646, W2651

10. AIR OBSERVERS' NAVIGATION SCHOOLS

Ansons were in use with Nos 2, 3, 5, 6, 9, 10 and 11 AONS. Confusion could have arisen about these units as later Nos 3 and 6 Air Observer Navigation Schools became Nos 3 and 6 Air Observer Schools.
Examples of Ansons used:

No 3 AONS Bobbington (1941)
K6160, K6254, K8716, K8731, K8735, K8785, L7064, L7065, L7923, L7927, L9165, N1337, N4903, N4906, N4987, N5080, N5239, N9565, R3584, AX235.

No 6 AONS Staverton (1940–41)
N5245, N5246, N5262, N5299, N5302, N5331, N9537, N9660, N9911, R3443, R9595, R9637, R9638, R9711.

No 9 AONS
Example: R3347.

11. RADIO SCHOOLS
Ansons were in use with Nos 3, 10, 11 and 12 RS.
Examples:
No 10 RS Carew Cheriton (April 1943)
EG596, EG603 EG604, EG613, EG639, EG641, LT113, LT142.
No 11 RS Hooton Park
DJ615 (fitted with ASV radar).

12. No 3 SCHOOL OF GENERAL RECONNAISSANCE, BLACKPOOL
Only one unit of this type existed in the UK. Ansons were operated in five flights or squadrons. The aircraft were camouflaged green/grey on the upper surfaces, but Nos 1–4 Squadrons had sky undersurfaces and No 5 (ASR training) had yellow.

After replacing Bothas the Ansons used at Blackppol carried a number/letter code, for example DJ356 was 1F and EG322 was 3D. Later three-figure codes were carried, such as: EF826: 1–07, AX232: 2–05, EG134: 3–01, N5368: 4–03, R9587:.4–12, N5326: 5–01 and R3374: 5–04. During the last months of the war the unit adopted a two-letter code like: EG190: AD, NK476: FB, and LT249: FC.

13. OTHER TRAINING COMMAND UNITS
Many other units used Ansons for training duties during the war. These included:

Central Navigation School—45 on strength
No 2 Bombing and Gunnery School (1941) at RAF Millom
No 4 Bombing and Gunnery School, West Freugh
Central Signals Establishment
Staff Pilots' Training Unit at RAF Cark
Coastal Command Development Unit

Appendix 6

Post-War Training Units

1. AIR NAVIGATION SCHOOLS
The Anson Mk I and Mk X continued to serve with the RAF at home and abroad after the war mostly as navigation trainers. With the need to train navigators again Air Navigation Schools were set up at Nos 1, 2, 3, 5, 7 and 10 ANS.
Examples:
No 5 ANS Topcliffe (formerly No 5 ANS Jurby) Codes: FFI and FFJ.
MG386: FFI–M MG401: FFI–E MG794: FFI–F EF871: FFJ–C
This unit was later renumbered No 1 ANS and Anson Mk Is replaced by T.21s.
No 3 ANS Thornhill, Southern Rhodesia Code: Z

MG239: Z–A	MG798: Z–D	NK440: Z–J	Anson T.20s replaced these aircraft in 1948
NK944: Z–B	MG411: Z–F	NK404: Z–K	
DJ563: Z–C	NK478: Z–H	NK376: Z–L	

Some of these aircraft were painted silver overall with yellow trainer bands on wings and rear fuselage (eg, NK376) whilst others had green/earth camouflage, yellow undersides and rear fuselage yellow trainer bands (eg, NK478). Codes were black on silver aircraft, white on remainder.
No 10 ANS Driffield (1947) Code: FFT

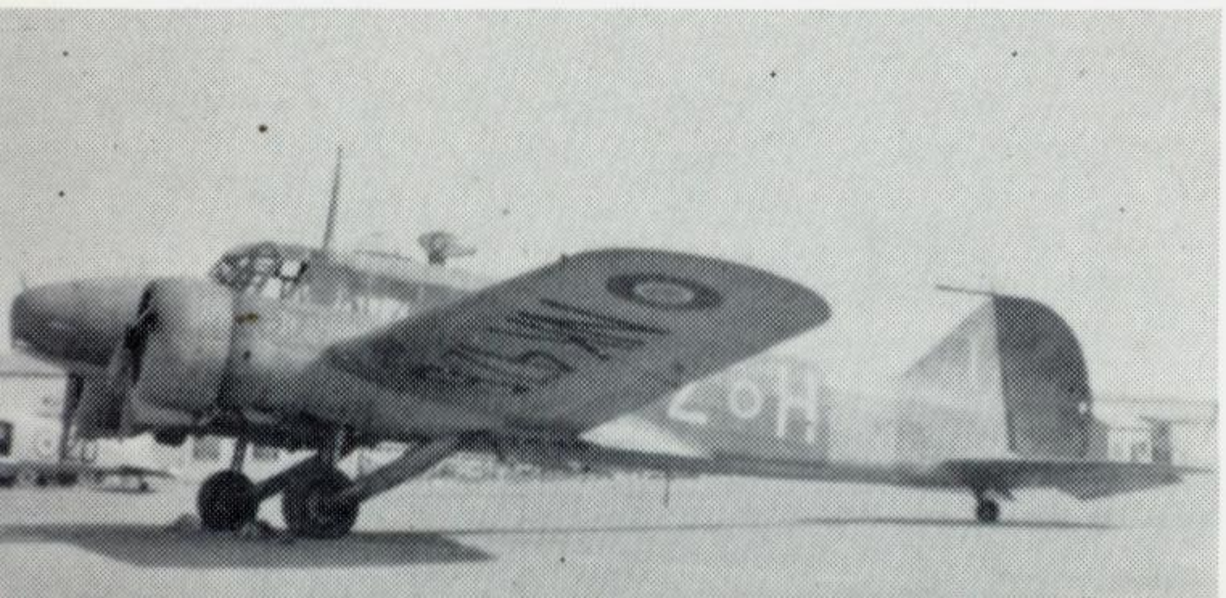
MG289: FFTA	MG626: FFTD	NK502: FFTG	LV222: FFTM
MG859: FFTB	NL127: FFTE	LT660: FFTK	NK662: FFTN
NK948: FFTC	MG616: FFTF	MH134: FFTL	MG672: FFTO

2. SCHOOL OF AIR TRAFFIC CONTROL, RAF WATCHFIELD Code: FDY

N9642: FDY–A	MG677: FDY–B	NK380: FDY–C	EF876: FDY–D
EG251: FDY–E	NK595: FDY–F	N4877: FDY–I	EG699: FDY–N

3. SCHOOL OF GENERAL RECONNAISSANCE, RAF LEUCHARS (1946)
Code: OK

EG436: OK–B	EG264: OK–G	EG394: OK–W
EG226: OK–C	EG387: OK–J	EG467: OK–Y

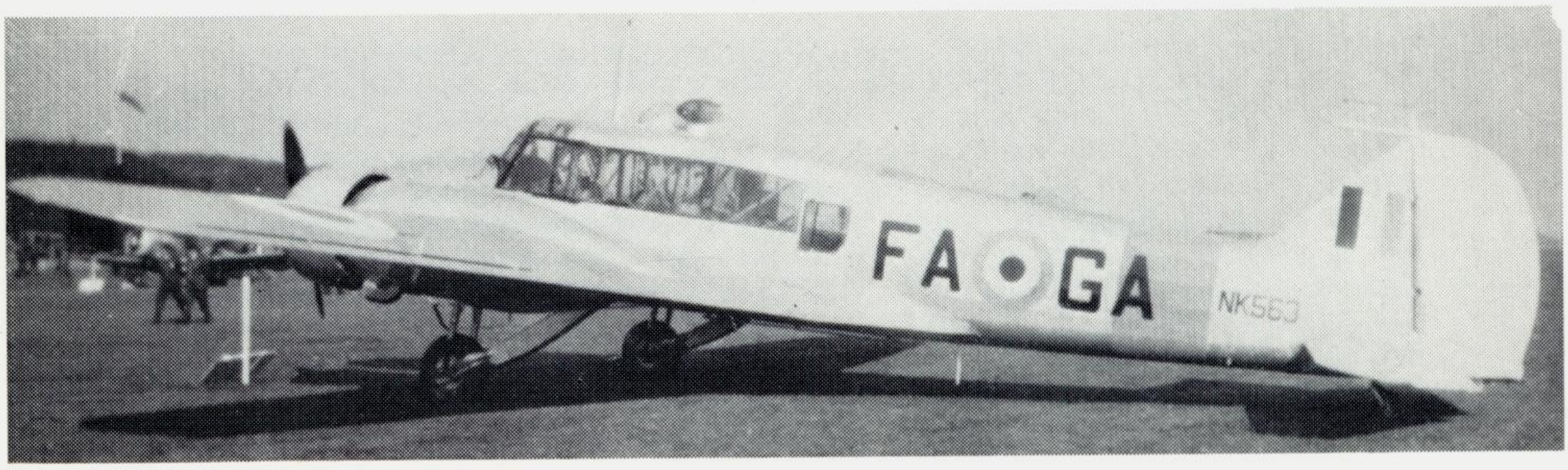


After the war when training was resumed Anson Mk Is were flown from the Middle East to serve with No 3 ANS, Thornhill, before the arrival of the new Anson T.20. This photograph shows both versions during the transition (A. W. Hall).

4. RESERVE FLYING TRAINING SCHOOLS

When the Reserve Flying Schools were re-established after the war they were initially equipped with Anson Mk Is until T.21s were available.

No 23 RFS Usworth —NK371, MG788
No 7 RFS Desford —N9785 : RCP–C
No 22 RFS Teversham—MG609 : RCU–A, MG446 : RCU–B



Ansons continued in use as aircrew trainers after the war until new types were available. This aircraft, NK563, belongs to No 19 FTS.

Radar operators and navigators were trained on Ansons both during and after the war. This photo of NK291, which probably belonged to No 1510 Flight, shows the aircraft painted silver overall with yellow bands on the rear fuselage and wings (J. D. R. Rawlings).

Appendix 7

Royal Navy Ansons

Ansons were used for training purposes by Nos 747, 758, 766, 771, 781 and 783 Squadrons.

No 747 Squadron: NK210
No 758 Squadron: LT346, BO : AA, DJ561, BO : AB, EG697, BO : AD, EG695, BO : AE.
No 783 Squadron: NK201

The Royal Navy did not acquire Ansons until late in the war. They were used for both training and communications work. Here NL121 '900' shows a post-war aircraft in the latter category in an overall silver finish.

Appendix 8

Commonwealth Air Training Plan

CANADA

As in the United Kingdom, Ansons were used by many units in Canada for a variety of purposes, but the majority were issued to the various schools in the Air Training Plan. Main Ansons users were:

1. SERVICE FLYING TRAINING SCHOOLS

Nos. 3, 4, 5, 7, 8, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 33, 37, 38 and 41.

Examples of Anson Mk Is used (where RCAF serial is given, former RAF serial is shown in brackets):

No 3 SFTS Calgary, Alberta
6023 (R3324), 6244 (W1614), 6421 (W1914), 6697 (W2480), 6940 (AW672)
No 5 SFTS Brantford, Ontario
6261 (W1752), 6489 (W2202), 6828 (AW470)
No 7 SFTS McLeod, Alberta
6170 (N9980), 6173 (W1565), 6434 (W2019), 6700 (W2303)
No 8 SFTS Moncton, New Brunswick (later at Wayburn, Saskatchewan)
6271 (W1734), 6361 (W1857), 6372 (W1896), 6381 (W1861)
No 11 SFTS Yorkton, Saskatchewan (N.A. Harvard and Cessna Crane as main equipment)
6651 (W2419)
No 15 SFTS Claresholm, Alberta
6026 (R3351), 6066 (R9834), 6591 (W2347), 6886 (AW600)
No 33 SFTS Carberry, Manitoba
6095 (R9937), 6312 (W1795), 7004 (AX100)
K6278, L7946, N5207, AX109, AX366, AX508 (no RCAF serials allocated)
No 38 SFTS Estevan, Saskatchewan
6493 (W2138)
No 41 SFTS Weyburn, Saskatchewan
6116 (W1524), 6566 (W2199), 6645 (W2279), 6868 (AW527)
AX370, AX485, DG817, DG873

2. AIR OBSERVER SCHOOLS

Nos 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.

No 1 AOS Malton, Ontario
6003 (N9936), 6120 (R9966)
No 2 AOS Edmonton, Alberta
6010 (N9933), 6020 (R3327), 6046 (R3515), 6318 (W1835), 6593 (W2179)
No 3 AOS Regina, Saskatchewan
6803 (W2580), 6836 (AW511)
No 4 AOS London, Ontario
6533 (W2197), 6698 (W2468), 6895 (AW473), 10498 (DJ132)
N5258, AX485
No 5 AOS Winnipeg, Manitoba
6085 (R9891), 6203 (W1633), 6234 (N9771), 6435 (W2002)
AX181
No 6 AOS Prince Albert, Saskatchewan
AX164
No 7 AOS Portage La Prairie, Manitoba
6032 (R3397), 6201 (W1644), 6219 (W1695), 6248 (W1665), 6313 (W1818)
No 8 AOS Ancienne Lorette, Quebec
6116 (W1524), 6516 (W2191), 6817 (W2381)
AX167, AX171
No 9 AOS St Jean, Quebec
6037 (R3448), 6611 (W2335,) 6705 (W2463)
N9844, AX487
No 10 AOS Chatham, New Brunswick

This unit is typical of the BCATP Schools. Ansons shipped from Britain initially flew with RAF serials and a letter for unit identification. The Ansons were subsequently given RCAF serials as shown in brackets below:

A: W2421 (6631)	E: W2385 (6634)	D: W2420 (6632)
C: W2404 (6635)	J: W2437 (6633)	F: W2389 (6636)

Other Ansons flown by No. 10 AOS with RCAF serials included 6682 (W2489) and

6800 (W2410). Some, eg, AX427, retained their RAF serials and did not acquire RCAF ones.

3. BOMBING AND GUNNERY SCHOOLS

Nos 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 31.

No 1 B & GS Jarvis, Ontario

6056 (R3536), 6287 (W1714), 6603 (W2281)
R9696, AX640, DG894

No 2 B & GS Mossbank, Saskatchewan

6048 (R3522), 6138 (R9951), 6187 (K6192)

No 4 B & GS Fingal, Ontario

6054 (R3533), 6106 (R9959), 6671 (W2311), 7015 (AX133)
N9659, R9590, AX415, DG899

No 5 B & GS Dafoe, Saskatchewan

6186 (W1594), 6606 (W2025)
R9591, W2658

No 6 B & GS Mountain View, Ontario

6683 (W2496), R9768

No 7 B & GS Paulsen, Manitoba

6018 (N9996), 6356 (W1910)
R9598 R9818

No 8 B & GS Lethbridge, Alberta

6230 (W1634), 6850 (AW530)

No 31 B & GS Picton, Ontario

K9194

4. AIR NAVIGATION SCHOOLS

Central Navigation School (No 1 ANS) and Nos 2, 3, 31, 32 and 33 ANS.

Central Navigation School, Rivers, Manitoba

6016 (N9988), 6354 (W1922), 6617 (W2439)
AX165

No 2 ANS Charlottetown, Prince Edward Island

6192 (W1603), 6272 (W1755), 6352 (W1907), 6649 (W2397)

No 31 ANS Port Albert, Ontario

6075 (W1785), 6621 (W2289)
K6316, L7970, N9713, N9838, N9874

No 32 ANS Charlottetown, Prince Edward Island

K6293, L9158, N4862

No 33 ANS, Hamilton, Ontario

6019 (N9999), 6127 (R9955), 6760 (W2512)
K6298, N9719, AX169

5. GENERAL RECONNAISSANCE SCHOOLS

No 1 GRS Summerside, Prince Edward Island

6002 (N9914), 6036 (R3446), 6211 (W1721), 6368 (W1880), 6612 (W2355), 6828 (AW470), 6971 (AW750)
K8761, K8820, L9158, N9672

No 31 GRS Charlottetown, Prince Edward Island

K8709, K8774, N5375, R9741, AX137

6. OPERATIONAL TRAINING UNITS

Nos 32 and 34 OTUs were the principal Anson operators, but the type also served in small numbers with other OTUs, eg, 31 and 36.

No 31 OTU Debert, Nova Scotia

AX640, AX641

No 32 OTU Patricia Bay, British Columbia

6976 (AW833), 6990 (AW757), 6557 (W2268)
L7911, N4897

No 34 OTU Pennfield Ridge, New Brunswick

6496 (W2173), AX288

No 36 OTU Greenwood, Nova Scotia

AX612

Ansons also served with the Central Flying School (No 1 CFS), Trenton, Ontario, and with Nos 1, 2, and 3 Flying Instructor Schools.

AUSTRALIA

Ansons A4–1 to A4–48 and 969 Anson Mk Is with RAF serials were used in Australia for aircrew training, communications and local air supply duties. Like the RAF, the Royal Australian Air Force had Ansons allotted to many service units. During the war years Ansons were used by Nos 67, 71 and 73 Squadrons for coastal patrol work and also saw service with Nos 1, 2, 6, 12, 13, 14, 21, 22, 23, 33, 34, 35, 66 and 92 Squadrons. Nos 1, 2, 3, 4, 5, 6, 7 and 8 Communications Units used the aircraft as well as Nos 9 and 10 Local Air Supply Units.

In the training role Ansons served with Nos 2, 3, 4 and 8 Service Flying Training Schools, Nos 1, 2 and 3 Air Observer Schools, the Air Gunnery School and the General Reconnaissance School, Laverton.

Many Ansons survived the war in Australia. They were sold to scrap-metal merchants but, because of their wooden and canvas construction, were of little value. As a result many were sold to the public at £7 10s each and farmers bought them as a source of spare bolts and metal tubing which were stripped from the aircraft as required. Australian aviation enthusiasts have, in recent years, toured out-back farms looking for such remains and at least 54 aircraft have been identified, including four of the first RAAF Ansons (A4–18, 23, 26 and 37).

SOUTH AFRICA

Anson Mk Is shipped to South Africa normally had SAAF serials applied when in service, examples being:

4329 (LS988)	4343 (LT339)	4355 (LT503)
4330 (LS990)	4346 (LT345)	4357 (LT531)
4332 (LT137)	4347 (LT337)	4379 (LT447)
4333 (LT378)	4349 (LT341)	4380 (LT525)

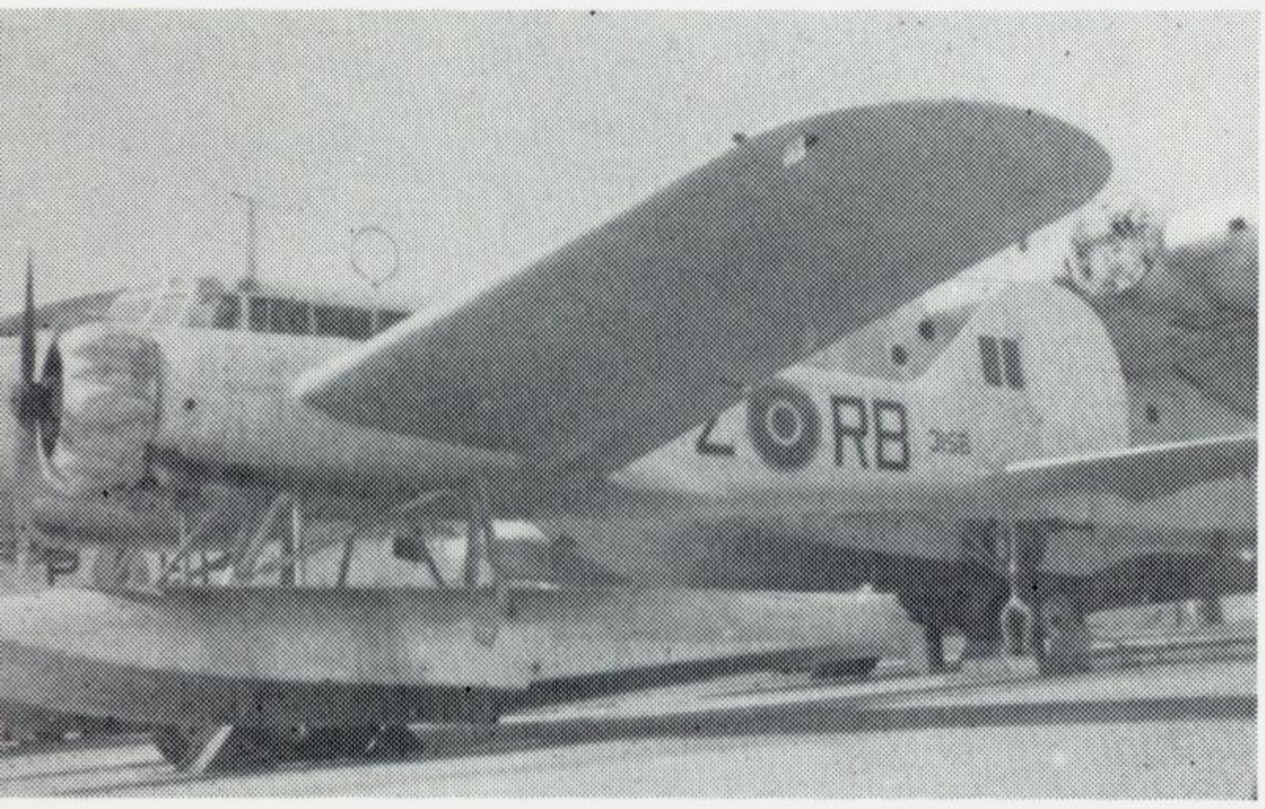
They were used for operational duties with Nos 12, 28, 35 and 60 Squadrons SAAF and with Nos 31, 32, 33 and 34 Flights. No 61 Squadron SAAF used the aircraft for communications duties.

Under the Commonwealth Air Training Scheme Ansons equipped Nos 41, 43, 44, 45, 47, 61 and 66 Air Schools, Nos 1, 2, 3 and 24 Air Observer, Bombing and Gunnery Schools, and Nos 1, 3, 4, 5 and 7 Air Observer Navigation Schools.

In the following lists RAF serials given are of aircraft known to be allotted to a particular unit.

No 1 School of General Reconnaissance, George

This unit was completely equipped with Ansons apart from one Tiger Moth. There were 60 aircraft on strength, some of which had previously been used by the same unit in the UK before it moved overseas. No 1 School of GR was formed at RAF Manston, moved to Thorney Island and the first RAF personnel left the UK in September 1940 to re-establish the unit at George. Apart from training, occasional operational sorties were flown both by day and night. The original commanding officer, Wing Commander F. R. Worthington remained with the School until May 1943. The unit was disbanded in April 1945.

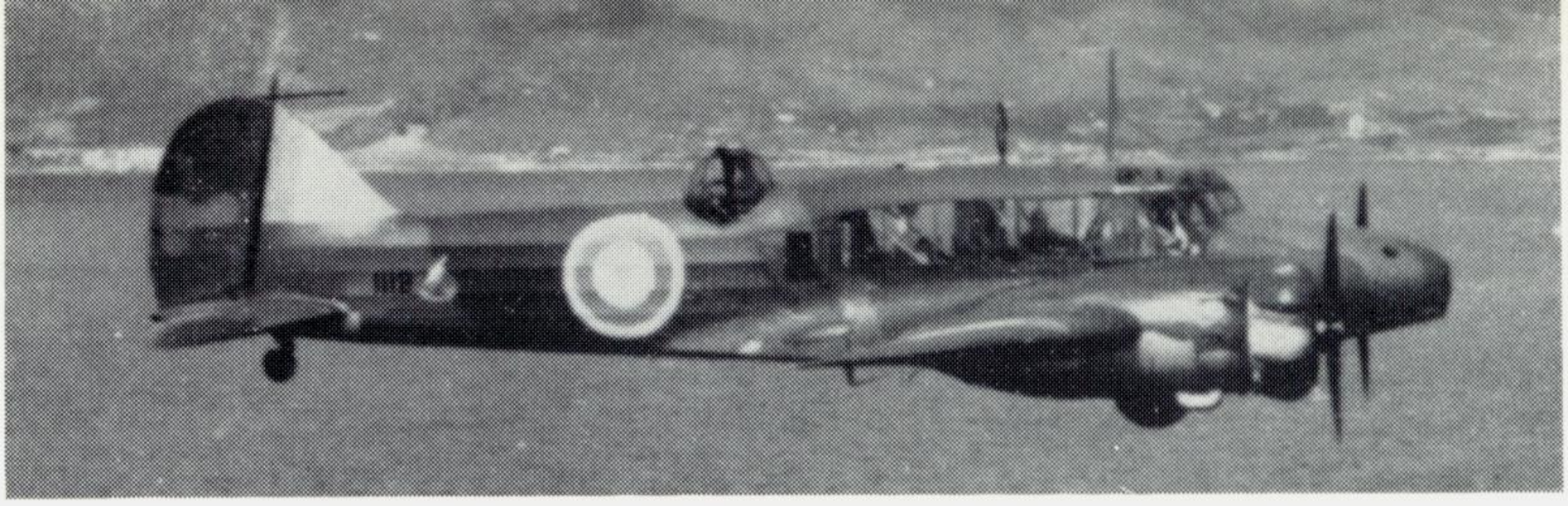


The only Anson on floats. Painted white overall, apart from the top of the fuselage and wings, this aircraft was modified for use with No 35 Squadron and based at Congella Dockyard, Durban, to instruct crews flying the Squadron's Sunderlands in aircraft handling on water (A. W. Hall).

Examples: K6209, K6247 (both used by UK unit), N4927, N5069, N5364, N9554, N9561, N9687, N9778, R3407 and R9838 to R9842.

No 41 Air School, East London

Examples (SAAF serials): 3151, 3243, 3256, 3283, 3293, 3295, 3298, 3299.



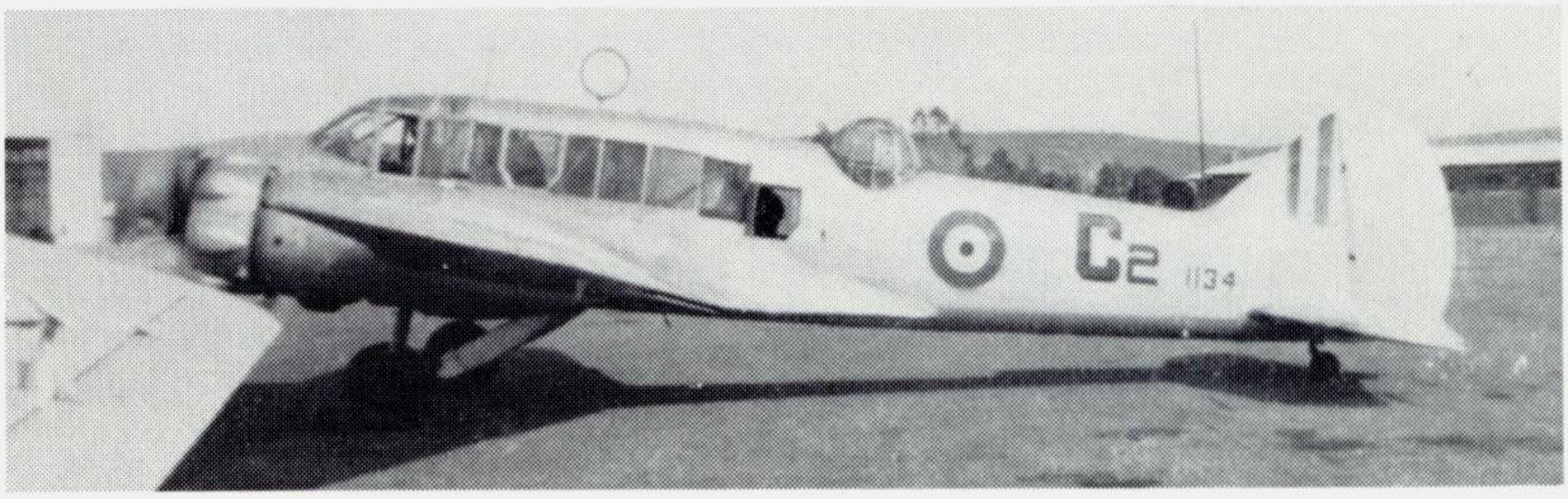
Anson 1118 belonging to one of the South African Coastal Patrol Squadrons during the early part of the war (IWM–SAF 547).

No 61 Air School, George
(This was probably another name for No 1 S of GR)
Examples: 3253, 1208, 1213, 4229: B2, 4377, 4408, 6603.
No 66 Air School, Youngfield (Cape Town)
Examples: 1131: 1H, 1129: 2M, 3212: 1J, 4313: CA.
No 1 AOB & GS
Examples: K6318, N9550, N9556, N9714, R3326.
No 2 AOB & GS
Examples: K6311, K6323, N9563, N9716, R9767.
No 3 AOB & GS
Examples: N5374, N9568, R3461.
No 24 AOB & GS
Example: N5376.
No 1 Air Observer Navigation School
Example: K6211.
No 5 Air Observer Navigation School
Examples: K6279, K8747, K8768, N5120, N5251, N9567.
No 7 Air Observer Navigation School
Examples: K6266, N5048, N5365, N9681, N9783, W1673.

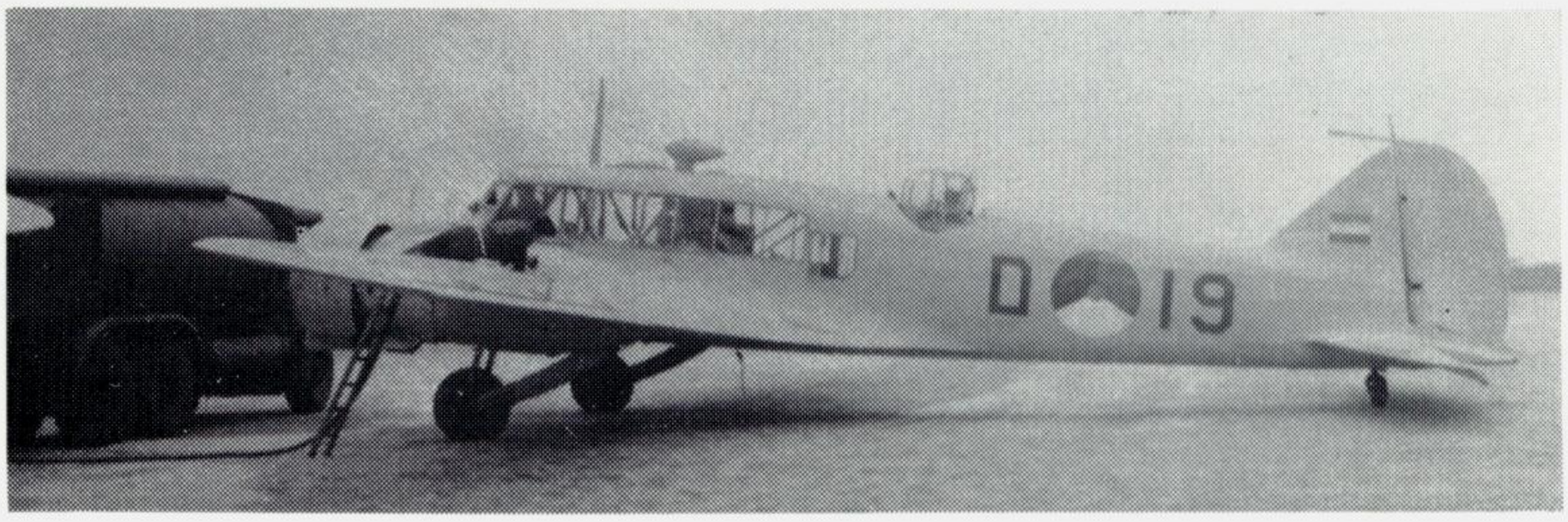
SOUTHERN RHODESIA

Ansons Mk Is were used during the war at the Central Flying School, Norton, and No 24 Bombing, Gunnery and Navigation School, Moffat.

The first Ansons reached South Africa early in the war and had SAAF serials allotted. Although they were used operationally, most, including this one, were relegated to training duties. Note the unusual shadow lettering on the aircraft's code.



A Royal Netherlands Air Force Anson, notable because of its Bristol turret. The aircraft was painted yellow overall with black codes.



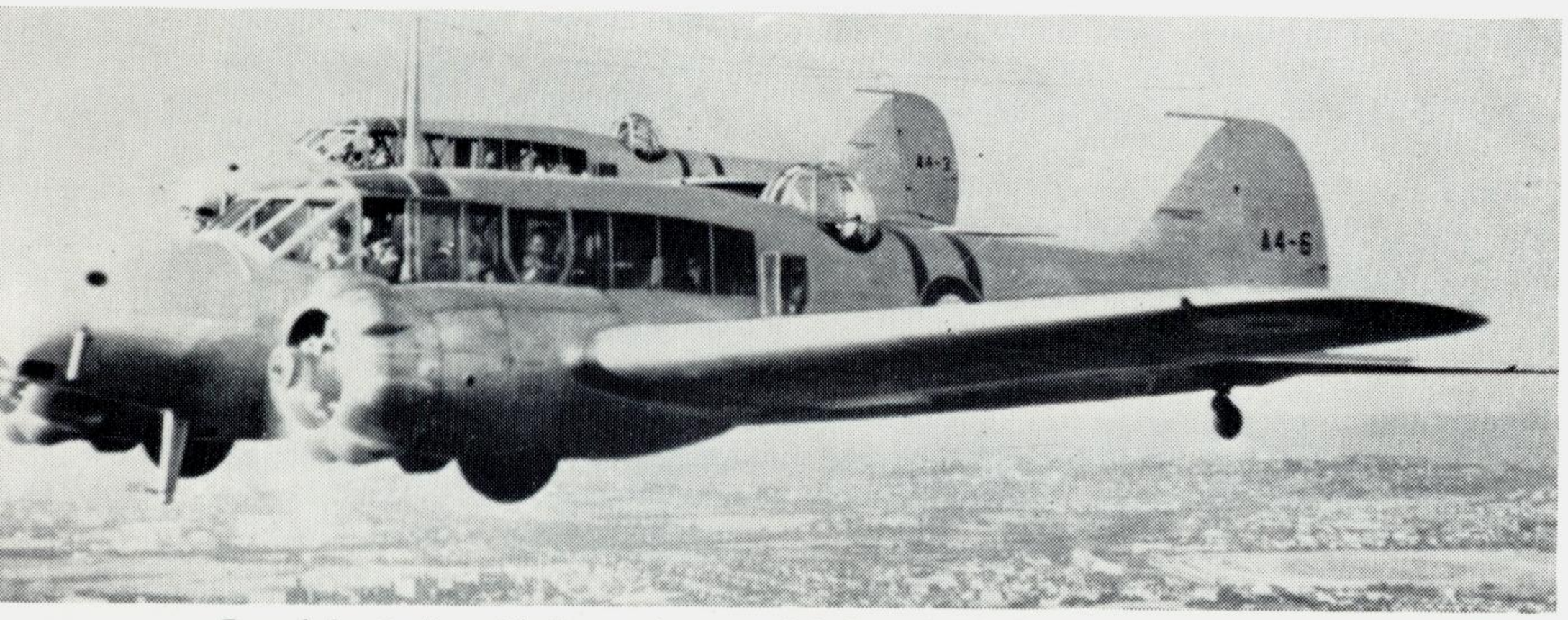
Appendix 9

Ansons delivered to Air Forces other than the RAF

AUSTRALIA

A4–1 to A4–12 (ex K6212 to K6223) c/n 767–978 delivered 9/10/36–21/11/36
A4–13 to A4–33 (ex K8792 to K8812) c/n 1008–1028 delivered 15/6/37–29/7/37
A4–34 to A4–38 (ex K8840 to K8844) c/n 1053–1057 delivered 16/8/37–30/8/37
A4–39 to A4–48 (ex L7913 to L7922) c/n 1079–1088 delivered 31/5/38–21/7/38

A mixed bag. In this photograph, taken in Australia, differences in colour schemes, RAF and Australian serials and windscreen shape can be noted. The aircraft, third from the bottom, A4–31, appears to have a silver-painted tailplane and camouflage, probably dark green, over the rest (via R. C. B. Ashworth).

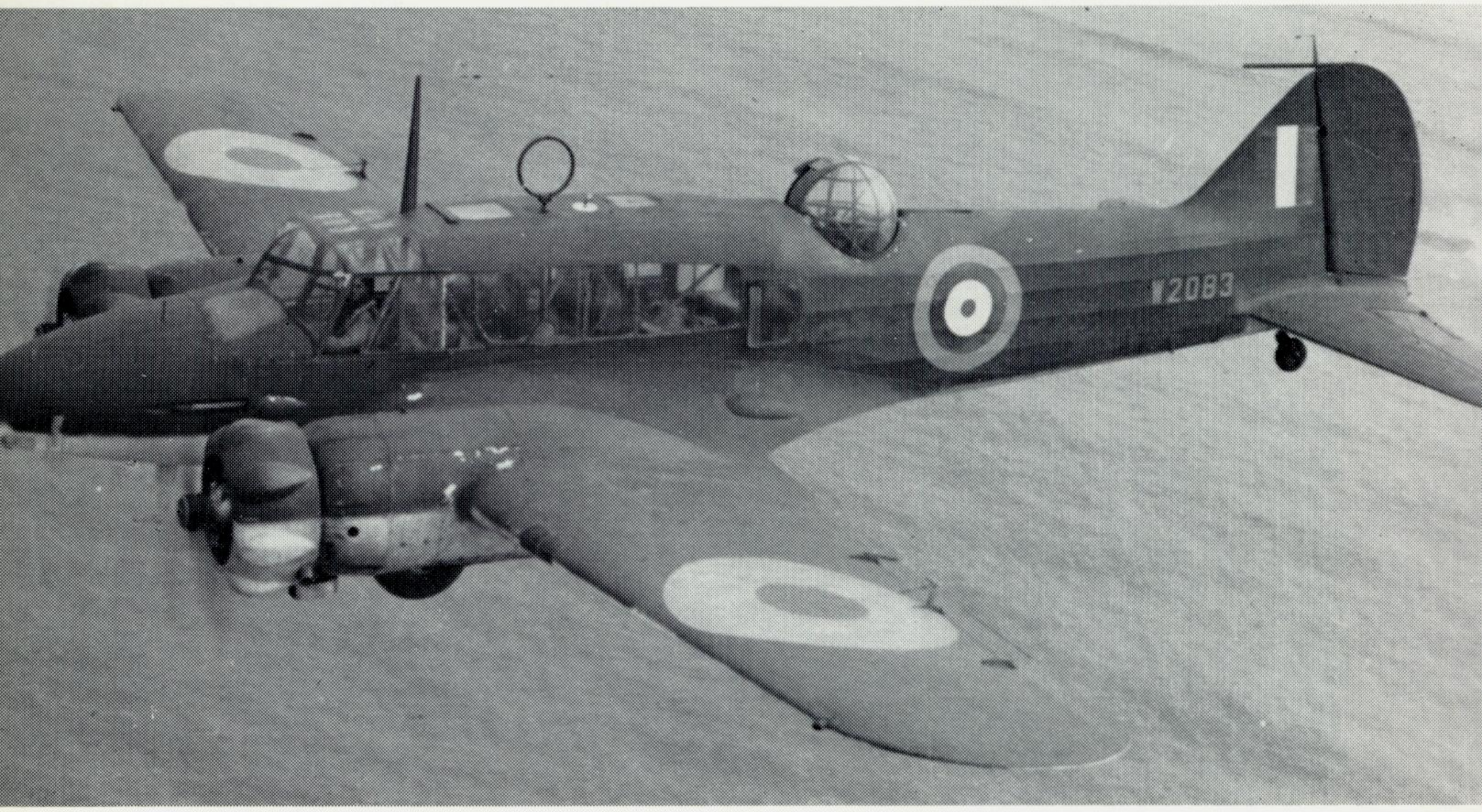


Royal Australian Air Force Ansons A4–3 and A4–6 over Mascot, New South Wales, on April 22, 1938 (RAAF).

IRELAND (Irish Air Corps)

19 (c/n 980)	delivered 20/3/37, scrapped 1946	Used by Coastal Patrol Flight
20 (c/n 981)	delivered 20/3/37, scrapped 1943	
21 (c/n 1033)	delivered 19/1/38, scrapped 1945	
22 (c/n 1034)	delivered 19/1/38, crashed 9/41	

Five Ansons were also supplied later with RAF serials. These were N4863–4867.



One of the RAF serialled Ansons used by the Royal Australian Air Force. W2083 is notable in that it had no oil coolers and had been modified to have what is thought to be an air filter under each engine cowling (RAAF).

INDIA

A number of Ansons were supplied to India during the war (for RAF use).
Examples: DJ210, DJ211, DJ266, DJ343, DJ344, DJ388, DJ500.

NEW ZEALAND

The following Ansons were shipped to New Zealand in April 1942:

AX650, AX651, AX652, AX653, AX654, DG691, DG692, DG693, DG694, DG695, DG735, DG700, DG701, DG702, DG703

followed in 1943 by:

LT373, LT374, LT376, LT377, LT410, LT444, LT446, LT447, LT449

All of these aircraft were presumably renumbered with 'NZ' serials after arrival.

GREECE

π51–π62 c/n 1111–1122 delivered in civil registrations mentioned earlier. After the fall of Greece five of these aircraft escaped to Egypt and were subsequently flown with RAF serials as follows:

AX748 (π51), AX749 (π52), AX750 (π55), AX751 (π56), AX752 (π61)

FINLAND

Three aircraft, AN101 to AN103, c/n 939–941 (ex K8738–K8740) were supplied to Finland. Previously K6209 and K6210 had been allocated but were delivered to the RAF instead.

ESTONIA

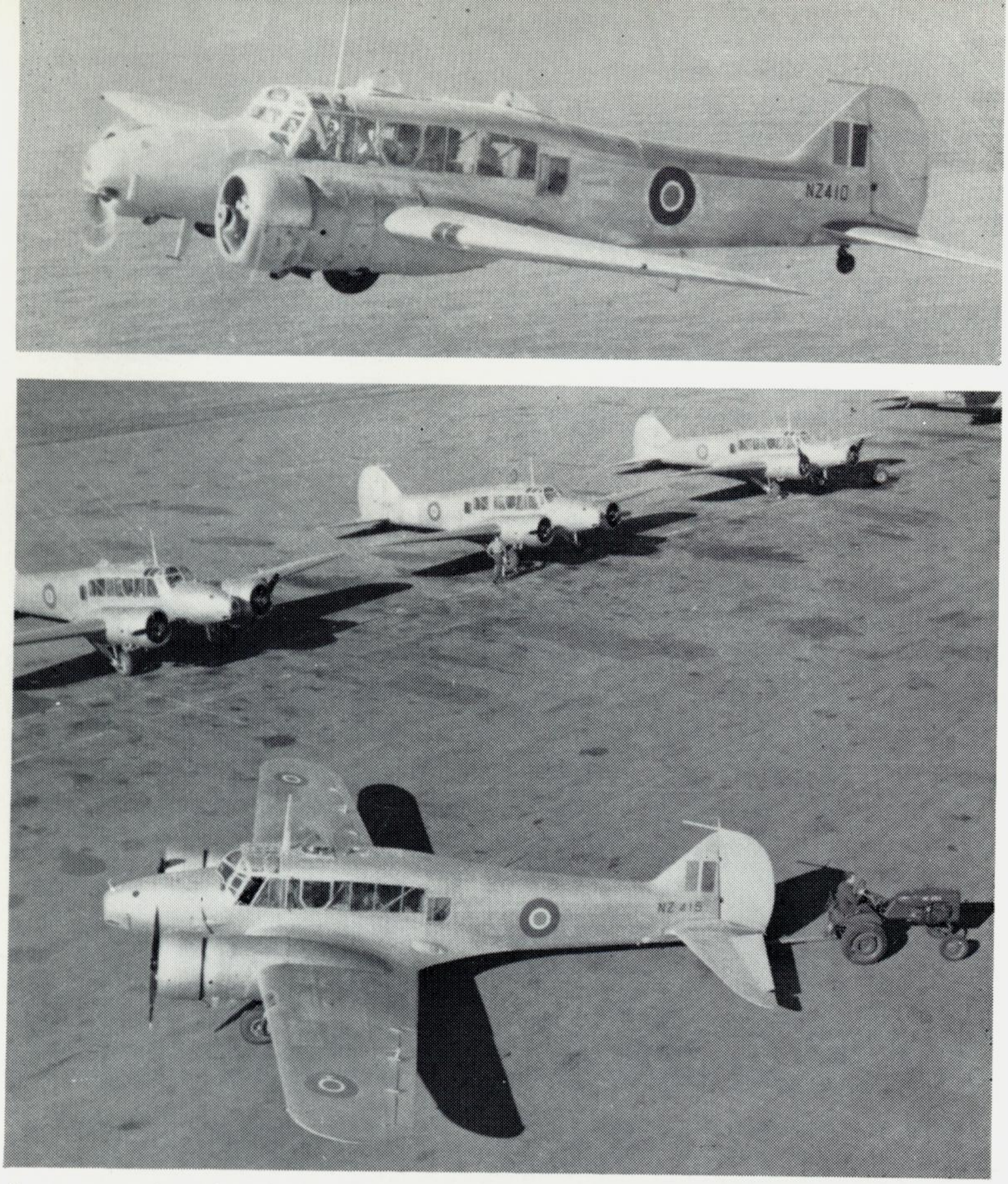
'158', c/n 951 (ex K8741) supplied. K6211 was originally set aside for Estonia but delivered to the RAF.

TURKEY

N9947–N9952 (c/n 1127–1132) delivered in May 1940.

EGYPT

First aircraft delivered was Avro 652 Mk II SU–AAO, c/n 891.
N9648, N9657 and N9666 delivered in 1939.



Ansons continued to be used for several years after the war by the Royal New Zealand Air Force. These two photographs show the all-silver paint scheme and variations in D/F loop arrangement. The more modern equipment had a smaller loop housed in a perspex dome as can be seen in the illustration of NZ410 (RNZAF).

Other Ansons supplied during the war included: DG770 (9/42), DJ283 (8/42), LT251 (11/43), LT283 (11/43), LT285 (11/43). These five aircraft were civilianized in 1945 and sold to Misr Airwork.

IRAN

After Iran's declaration of war against Germany on September 9, 1943, several Ansons were supplied to strengthen the Imperial Iranian Air Force. Amongst these were: DJ555 (delivered 11/44), MG138 (delivered 4/45), MG405, MG685, MG697, MG918, NK187, NK200.

IRAQ

A few Ansons were supplied from RAF stocks in 1939.

UNITED STATES OF AMERICA

A few Anson Mk Is were transferred from the RAF under reverse Lease-Lend to the USAAF in the UK during the war for communications duties. Examples were: W2656 (at RAF Warton, 5/43), AX623.

PORTUGAL

A number of Ansons were reconditioned at Woodford and sold to the Portuguese

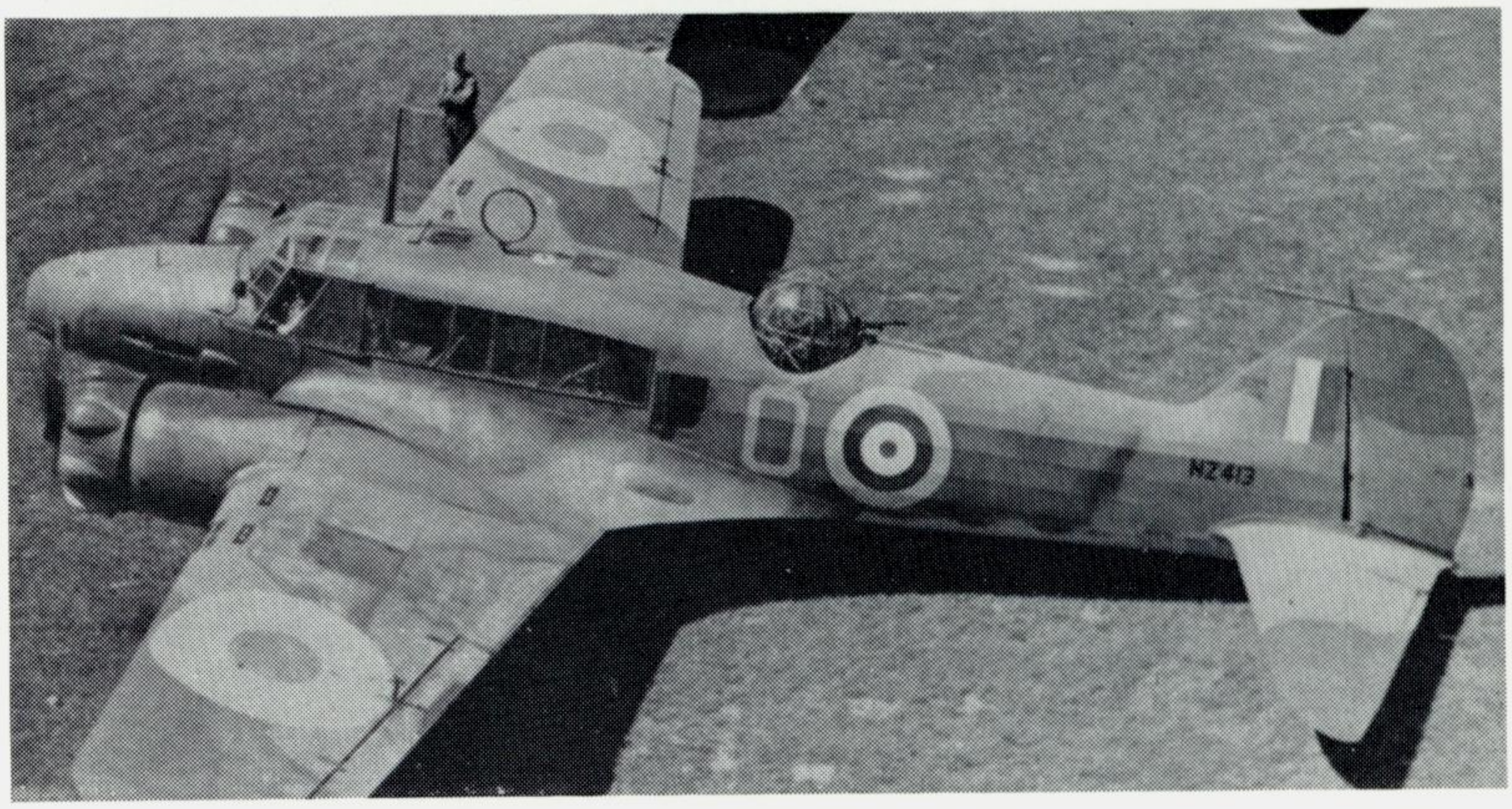
Air Force in 1947. These were:

213 c/n 1334 ex-NK182	214 c/n 1335 ex-NK437
215 c/n 1336 ex-NK444	216 c/n 1337 ex-NK476
217 c/n 1338 ex-NK483	218 c/n 1339 ex-NK484
219 c/n 1370 ex-MG690	220 c/n 1371 ex-MG692
221 c/n 1372 ex-MG696	222 c/n 1373 ex-MG221

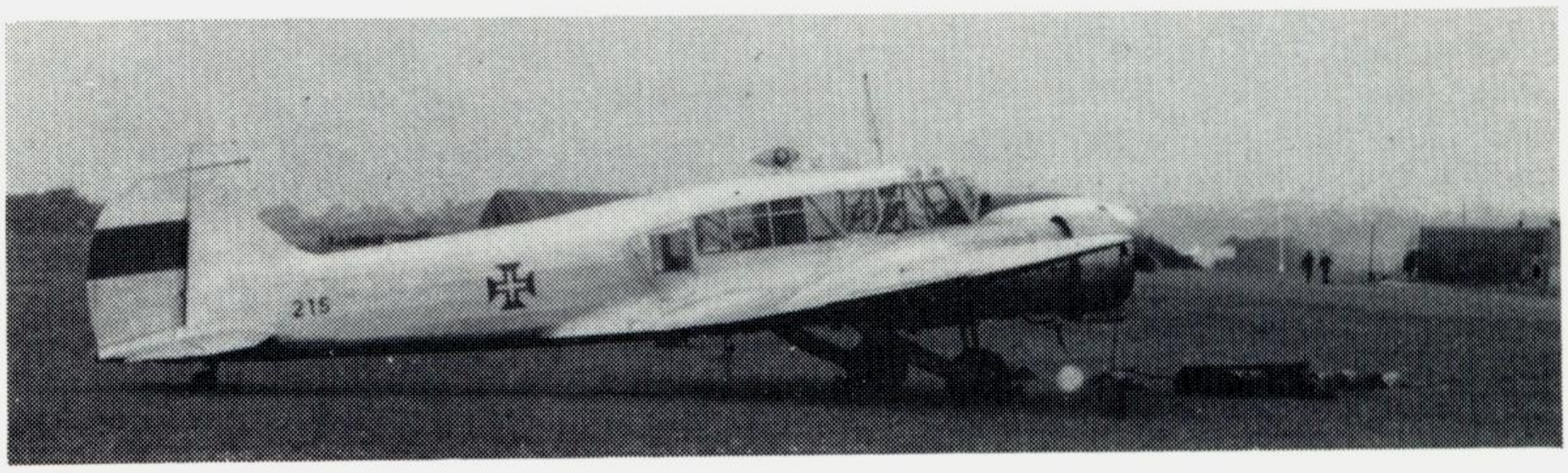
ISRAEL

The Israeli Air Force acquired a number of Anson Mk Is from undisclosed sources, including ex-British civil registered aircraft. Their Ansons were painted silver overall with yellow trainer bands round the rear fuselage and two yellow bands under each wing. Two-figure codes, eg, '02', '06', etc, were stencilled on the fuselage and under the wings.

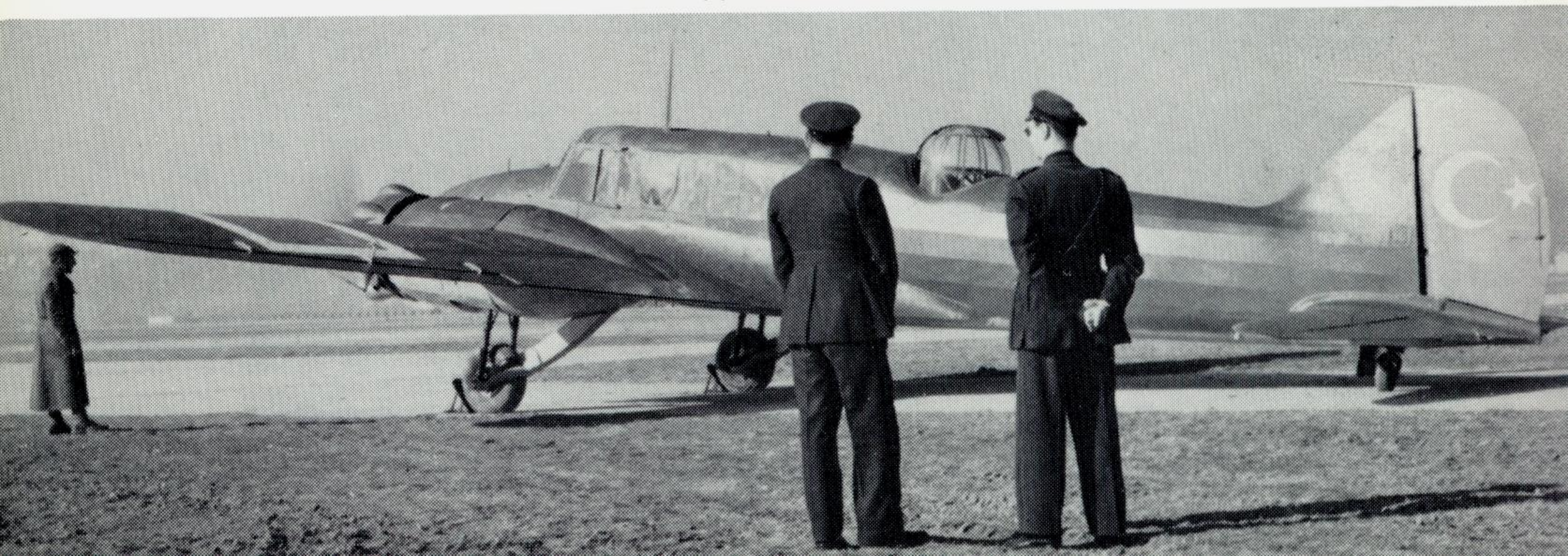
This Royal New Zealand Air Force Anson Mk I was used by the School of General Reconnaissance, New Plymouth, and was serialled NZ413 (via R. Gardner).



Portugal received ten Ansons after the war. Serialled 213–222, they were reconditioned at Woodford before being sold in 1947.



An Anson in Turkish Air Force markings. This, presumably, was part of the batch serialled N9947–9952 supplied during 1940 (IWM–CNA 3688).



In the years after the war the air forces of countries previously occupied by the Germans were built up and Ansons provided for training and other purposes.

Belgium, eg, DG773, EG208, LT605, EG268, LT126. In service these were numbered from NA1 onwards, EG208 becoming NA3.

Greece, eg, DG965, DJ384, EF992, EG121, EG495, LT186.

Netherlands, eg, DG804, DG816, EG140, EG672, LT832. In service these were numbered from D–1 onwards up to at least D–23.

Norway, eg, DJ513, EF941, EG274, EG276, LT298.

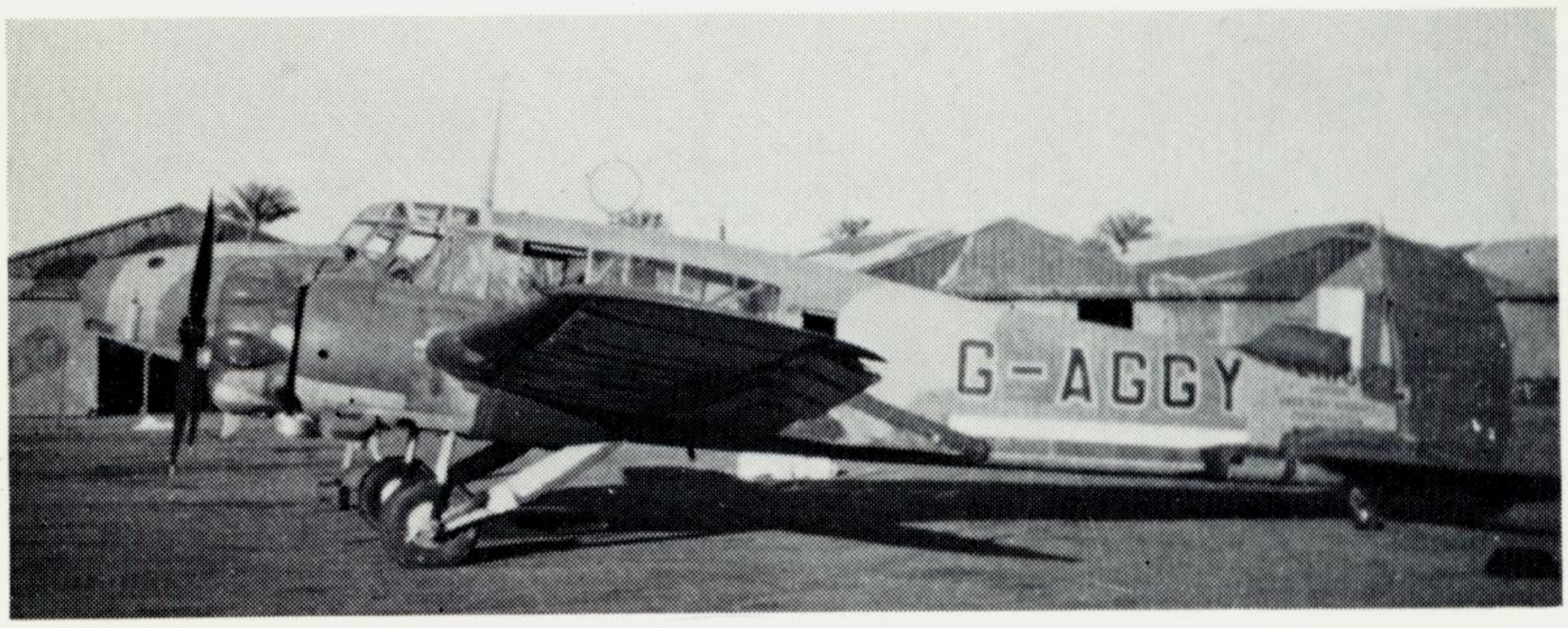
Denmark, MG291. Used as instructional airframe.

France France was the largest customer with 223 Ansons sold, eg, DJ105, DJ183, DJ229, DJ316, DJ356, DJ442, DJ614, EF862, EG120, LT144, MG113.

Appendix 10

ANSONS ON THE BRITISH CIVIL REGISTER

Registration	Previous Serial	Historical Details
G–AHBN	NK270	Sold as I–AHBN.
G–AHFV	AW996	Crashed English Channel 3/7/47.
G–AHKF	NK602	Sold as VP–KDW. Crashed 1/7/48.
G–AHKG	EG449	Sold as VP–KEO. Broken up 1953.
G–AHKH	EG526	Sold as VR–SDL. Crashed 11/4/53.
G–AHKI	EG771	Sold as VP–KEM. Crashed 23/6/48.
G–AHKJ	EG413	Crashed Croydon 12/2/47.
G–AHMZ	EG637	Sold as VP–KHP 1950.
G–AHNS	MG634	Sold as F–DAEJ 6/55.
G–AHNT	MG866	Sold as EI–AHO but not delivered. Burnt 3/58.
G–AHRD	EG633	Sold as VP–KDX 1947. Broken up 1952.
G–AHUD	Not known	Scrapped at White Waltham.
G–AHXS	N9531	Scrapped 1955.
G–AHXT	Not known	Withdrawn, Squires Gate, 1950; scrapped 1957.
G–AIEZ	Not known	Cancelled by MCA. Illegal export. Derelict at Rhodes 1952.
G–AIFA	Not known	Sold as VR–TAT 1948. Crashed 3/1/50.
G–AIFB	Not known	Cancelled by MCA. Illegal export to Israel.
G–AIFC	Not known	Cancelled by MCA. Illegal export to Israel.
G–AIFD	Not known	Sold as VR–AAH 1952.
G–AIIC	EG492	Withdrawn, Croydon, 1947.
G–AINZ	MG218	Broken up at Weston-super-Mare 1952.
G–AIOA	NK601	Broken up at Weston-super-Mare 1952.
G–AOIB	NK843	Sold as SE–BRW 5/50 then as OH–ANB 8/53.
G–AIPA	EF866	Withdrawn from use, Derby 21/4/60.
G–AIPB	LT288	Not converted to civil use.
G–AIPC	MG588	Withdrawn from use, Cranfield, 1958.
G–AIPD	NK616	Sold as OY–DYY 12/53. Crashed 16/2/56.
G–AIRL	MG970	Not converted to civil use.
G–AIRM	MG585	Sold as VP–YLC 4/54.
G–AIRN	NK667	Crashed in Italy 22/2/52.
G–AIRO	N9895	Not converted to civil use.
G–AIRW	MH167	Sold as VP–KHS 1950.
G–AIRX	AX232	Sold as VP–KJK 1952.
G–AITJ	MG874	Withdrawn from use Bahrein 1952.
G–AITK	W2628	Sold as SE–BRT 4/50. Broken up 12/52.
G–AITL	EG324	Withdrawn from use Croydon 1951.
G–AIWH	NK787	Sold as VR–AAG 1952.
G–AIWV	NK668	Sold as VR–SDM 8/52.
G–AIWW	MG569	Crashed St Boniface Down, IoW, 20/11/47.
G–AIWX	AX360	Broken up at Bahrein 1952.
G–AIXO	Not known	To Israel 1952.
G–AIXT	MH236	Crashed 18/7/47.
G–AIXU	NK823	Broken up at Bahrein 1950.
G–AIXV	MG241	Sold as OY–FAD 5/54. Crashed 22/6/56.
G–AIXW	NK648	Crashed Mons 26/4/50.
G–AIXX	R9695	Sold as F–BEDZ 1949.



One of the few photographs taken of the 20 Anson Mk Is which were given civil registrations during the war for ferrying to the RAF at Aboukir. This one, G–AGGY, was LT176 in disguise. British Overseas Airways Corporation lettering appears below the serial at the base of the fin (via J. Bagley).

Registration	Previous Serial	Historical Details
G–AIXY	MG966	Scrapped Saudi Arabia 1949.
G–AIXZ	EG646	Crashed Jersey 5/2/51.
G–AIZH	MG472	Not converted to civil use.
G–AJBA	AX409	Crashed in France 10/2/50.
G–AJCO	NK370	Not converted for civil use.
G–AJCP	MG829	Not converted for civil use.
G–AJCR	NK878	Not converted for civil use.
G–AJCS	NK947	Not converted for civil use. Broken up Croydon 1950.
G–AJCT	NK957	Not converted for civil use. Broken up Croydon 1950.
G–AJFX	NK826	Written off in forced landing near Cairo 10/7/51—collided with a donkey.
G–AJHK	NK842	Scrapped 1949.
G–AJSC	AX261	Ex-VH–ALY. Scrapped 1950.
G–AJSD	DJ165	Ex-VH–AKI. Returned and scrapped at Southend 1949.
G–AJSE	DG696	Ex-VH–ALX. Scrapped 1950.
G–AJSI	EG135	Scrapped Blackpool 1950.
G–AKEW	DJ168	Sold as VP–KHL 1949, then as ZS–DHN 1953, later as VR–YKT.
G–AKFK	NK770	Broken up at Tollerton 1952.
G–AKFL	NK674	Crashed Beirut 18/12/49.
G–AKFM	MG495	Sold as VP–KME 2/54.
G–AKMV	EG239	Sold as VP–KHT 1950. Crashed 1/8/51.
G–AKVW	L7909	Sold as VR–AAI 1/53.
G–AKXX	AX256	Scrapped Hamble 2/49.
G–AKXY	LV201	Scrapped Hamble 2/49.
G–ALEK	NK242	Sold as OO–SRA. Crashed 14/8/49.
G–ALEL	MG247	Not converted for civil use. Scrapped Croydon.
G–ALEM	MG756	Not converted for civil use. Scrapped Croydon.
G–ALEN	EG435	Not converted for civil use. Scrapped Croydon.
G–ALFD	EG689	Crashed Melsbroek 17/2/52.
G–ALFJ	NL116	Crashed Croydon.
G–ALFP	NK971	To Israel 10/52.
G–ALHZ	NK451	Mk X. Withdrawn Squires Gate 1951.
G–ALIA	NK862	Scrapped Carlisle 1951—not converted.
G–ALIB	NK849	Scrapped Carlisle 1951—not converted.
G–ALIC	NK933	Scrapped Carlisle 1951—not converted.
G–ALUM	MG901	Sold as OY–DYC 4/54. Scrapped 8/57.
G–ALUR	MG471	Sold as OH–ANA 6/52.
G–ALUS	NK737	Scrapped Southend 1950.

Registration	Previous Serial	Historical Details
G–ALUN	LT452	To Israel 4/50.
G–ALVO	LV320	To Israel 4/50.
G–ALWX	EG674	Broken up Croydon 5/53.
G–ALXB	LV273	Sold as F–DAEK 10/55.
G–ALXC	MH182	Sold as EI–AGQ 6/54. Restored to UK register 10/56.
G–ALXD	LT959	Scrapped Corydon 1951—not converted
G–ALXE	N9785	To Israel 5/50.
G–ALXF	EG436	Sold as VR–SDK 3/52.
G–ALXG	N9904	Scrapped Squires Gate—not converted.
G–ALXH	W1731	Operated by BKS. Rebuilt 10/55 using fuselage of PH808. Fitted with Cheetah XIXs and designation changed to Mk XI in 7/57.
G–ALYE	LV280	Delivered to Croydon as G–ALYE; overhauled and painted as G–AMBF. Scrapped 6/51.
G–AMBE	EG228	Broken up, Southend, 11/62.
G–AMBF	DJ669	Delivered Croydon as G–AMBF, overhauled and painted as G–ALYE. Sold abroad 6/50.
G–AMBG	MH124	Scrapped 8/50.
G–AMBV	EG316	Scrapped.
G–AMDA	N4877	To Skyfame Museum as VX : F.

Note: Many Ansons given civil registrations did not qualify for Certificates of Airworthiness (especially those between 'LEK' and 'LVO'). These aircraft tended to have the civil registration roughly painted over the service finish for ferry flights away from the Maintenance Unit and got no further.

Appendix 11

Anson Mks I and X Production List

All early Anson Mk Is were built at Newton Heath, all aircraft with serials up to DJ700 being built there except for batches W2612–W2646, W2651–W2665 and DG689–DG727 (a total of 89 aircraft) which were built at Yeadon. All later Ansons, ie, those from EF805 onwards, and all Mk Xs were also built at Yeadon.

K4771—prototype

K6152–6211	K6224–6325	K8703–8737	K8742–8791
K8813–8839	K8845		

(Some Ansons were originally allocated RAF serials but were deleted from the RAF contract and exported to Australia with RAAF serials. K6212–6223 became A4–1 to A4–12, K8792–8812 became A4–13 to A4–33 and K8840–8844 became A4–34 to A4–38. Other deletions were K8738–8740 supplied to Finland as AN101 to AN103. K8741 went to Estonia as 158. Four other Ansons were built for the Irish Army Air Corps with serials A19 to A22.)

L7046–7073	L7903–7912	L7923–7932	L7945–7977
L7991–7994	L9145–9165		

(RAF serials L7913 to 7922 were allocated but then deleted from the contract and supplied to the RAAF as A4–39 to A4–48.

N1330–1339	N4856–4862	N4868–4899	N4901–4948
N4953–4989	N4995–5044	N5047–5094	N5096–5125
N5130–5149	N5151–5154	N5156–5159	N5161–5164
N5166–5169	N5171–5174	N5176–5178	N5182–5184
N5186–5189	N5191–5199	N5201–5204	N5206–5209
N5211–5214	N5216–5220	N5225–5274	N5279–5318
N5320–5359	N5361–5385	N9526–9575	N9587–9621
N9640–9647	N9649–9656	N9658–9665	N9667–9689
N9713–9752	N9765–9790	N9815–9858	N9870–9946
N9953–9956	N9972–9999		

(A number of Ansons from the 'N' batches were deleted from RAF contracts and exported, these being: (*a*) N4863–4867 to Eire—supplied via No 36MU early in 1939 with RAF serials; (*b*) N5150, 5155, 5160, 5170, 5175, 5185, 5190, 5200, 5205, 5210 and 5215 to Greece in April 1939. Given civil registrations—see Appendix 9; (*c*) N9947–9952 to Turkey in May 1940; (*d*) N9648, N9657 and N9666 to Egypt.

R3303–3351 R3368–3413 R3429–3476 R3512–3561
R3581–3587 R9567–9611 R9627–9670 R9685–9725
R9739–9781 R9798–9846 R9864–9899
W1505–1524 W1529–1540 W1544–1570 W1576–1618
W1627–1676 W1690–1736 W1751–1800 W1814–1863
W1875–1924 W1932–1971 W1986–2025 W2031–2072
W2078–2099 W2109–2158 W2163–2212 W2216–2245
W2252–2291 W2298–2347 W2355–2398 W2403–2452
W2457–2496 W2499–2548 W2554–2592 W2598–2646
W2651–2665
AW443–492 AW506–540 AW586–635 AW653–697
AW739–758 AW778–812 AW833–882 AW897–941
AW963–982
AX100–149 AX163–187 AX218–267 AX280–324
AX343–372 AX396–445 AX466–515 AX535–584
AX607–656
DG689–737 DG750–787 DG799–844 DG857–880
DG893–942 DG956–987
DJ103–149 DJ162–190 DJ205–248 DJ263–298
DJ314–361 DJ375–417 DJ430–478 DJ492–529
DJ545–589 DJ603–639 DJ656–700
EF805–839 EF858–890 EF903–941 EF952–993
EG104–148 EG165–195 EG208–246 EG251–280
EG293–335 EG350–396 EG412–447 EG460–507
EG524–561 EG583–616 EG629–655 EG672–704
LS978–999
LT112–160 LT175–210 LT231–258 LT271–307
LT334–378 LT410–459 LT472–503 LT521–549
LT575–610 LT641–682 LT701–745 LT764–797
LT823–849 LT872–899 LT921–961 LT978–999
LV122–167 LV199–230 LV252–300 LV313–332
MG102–147 MG160–199 MG214–256 MG270–314
MG327–368 MG381–423 MG436–478 MG490–536
MG549–596 MG613–656 MG669–701 MG714–757
MG770–813 MG826–874 MG888–928 MG962–999
MH103–135 MH149–196 MH210–237

Mk I and X

NK139–187 NK199–244 NK260–303 NK315–356
NK368–406 NK419–462 NK475–516 NK528–568
NK581–623 NK636–679 NK692–738 NK750–789
NK791–793 NK806–848 NK861–869 NK876–906
NK919–939 NK941–958 NK970–985
NL112–124 NL126–127 NL130–131 NL134–135
NL138–139 NL142–143 NL146–147 NL150–151
NL154–155 NL169–170 NL173–174 NL177–178

Although the above batches were ordered as Mk I aircraft, 103 were completed as Mk X, these being:

NK352, 353, 354, 356, 368, 369, 426, 427, 428, 431, 432, 433, 438, 439, 443, 446, 447, 448, 449, 487–493 inc., 528–534 inc., 657–661 inc., 664–668 inc., 695, 696, 699, 700, 703, 705, 706, 722, 725, 728, 731, 734, 751, 766–772 inc., 775, 778, 781, 784, 786, 787, 789, 791, 793, 819, 820, 823, 824, 827, 828, 831, 832, 835, 838, 841, 844, 847, 862, 865, 920, 921, 924, 925, 930–935 inc.

Production Totals

NL112–116 inc.

K serials	275
L serials	106
N serials	834
R serials	500
W serials	1,000
AW/AX serials	750

DG and DJ	700
FF and EG	600
LS, LT and LV	750
MG and MH	799
NK and NL	673
	6,987
Plus 79 exported	79
Total production	7,066

Anson Mk 1 Specification

Power Plant

Two Armstrong-Siddeley Cheetah IX air-cooled radial engines. Maximum output 350 hp at 7,300ft. Fitted with fixed pitch, two-bladed wooden or Fairey-Reed metal propellers.

Dimensions

Span 56ft 6in; length 42ft 3in; height 13ft 1in; tailplane span 23ft 0in; wing area 410 sq.ft. Mainplane section NACA 2218 at root, NACA 2209 at tip. Mainplane incidence 4 degrees. Dihedral at datum 2 degrees. Tailplane section RAF27. Incidence 45ft; dihedral nil.

Weights

Empty 5,375lb; normal loaded 7,663lb; maximum loaded 8,000lb.

Performance

Maximum level speed 188 mph at 7,000ft; cruising speed 158 mph at 6,000ft; initial climb rate 750ft/min; service ceiling 19,500ft.

Armament

One fixed forward-firing Browning ·303 machine-gun in port side of nose. One Vickers 'K' ·303 machine-gun in manually operated Armstrong Whitworth turret amidships. All armament deleted on training Ansons, but late production gunnery trainers had Bristol Type I Mk IV hydraulically operated turret fitted.

Anson Mk X

Generally similar but Cheetah XIX engines fitted to Series 2 version which also had hydraulically operated undercarriage. Maximum all-up weight increased to 9,450lb with consequent reduction in performance. Maximum speed was reduced to 175 mph and cruising speed to 140 mph.

Dimensions for Mk III and Mk IV conversions similar to Mk I with slightly different performance figures due to different engines.

AVRO ANSON, Mks I, III, IV & X

Alan W. Hall and Eric Taylor

A detailed and profusely illustrated record of one of the longest-lived and best known of Royal Air Force aircraft; this book deals with the early Marks of the Anson and includes civil variants, early operational types, and training and transport machines; foreign and Commonwealth service is included.
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