

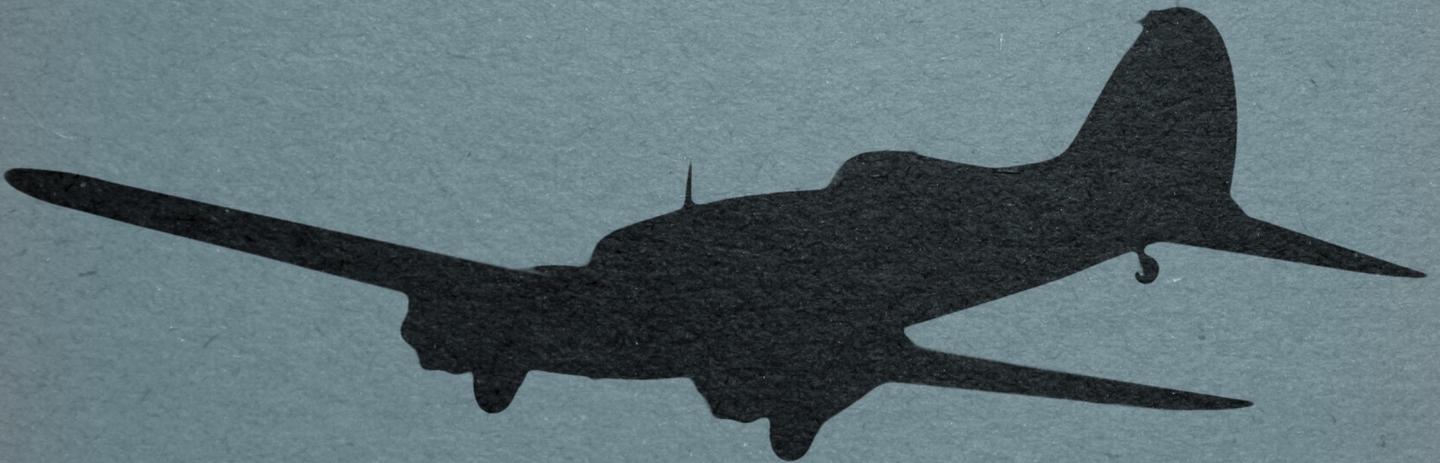
A.P.1525A-P.N.

PILOT'S NOTES

FOR

ANSON I

TWO CHEETAH IX ENGINES



**AIRCRAFT
FACTORY**

AIRCRAFT FACTORY

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SYSTEM REQUIREMENTS

The Aircraft Factory Avro Anson MK1 requires the following to run:

Microsoft Flight Simulator X

Service Pack 2 (SP2)

NOTE: The plane has been compiled using the MS FSX Acceleration Toolkit. While AF Anson Mk1 may work with SP1 or earlier, some of the features may not work. It is strongly suggested to have SP2 or Acceleration Pack installed (or the MS FSX Gold Package)

Operating System

- Windows XP SP2
- Windows Vista
- Windows 7

Processor

2.0 GHz single core processor (3.0 GHz and/or multiple core processor or better recommended)

Hard Drive

500MB of hard drive space or better

Video Card

DirectX 9 compliant video card with at least

128 MB video ram (512 MB or more recommended)

Other

DirectX 9 hardware compatibility and audio

card with speakers and/or headphones

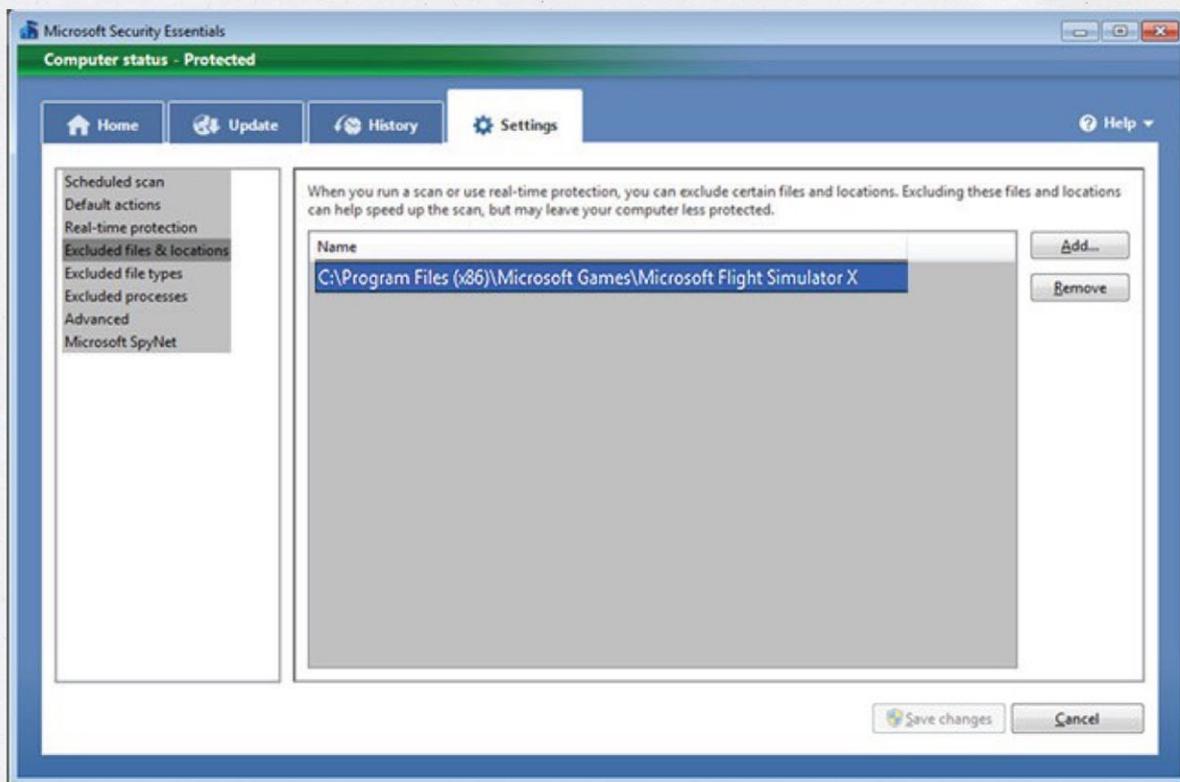
Installation:

Upon purchase, you will have been sent a link, enabling you to download a zipped (.zip) file. Once you download and unzip this, you will find an executable (.exe) file, which contains the automatic installer for the AF Anson.

To install, double click on the installer and follow the steps provided. You will be prompted when installation is finished.

IMPORTANT:

If you have Microsoft Security Essentials installed, be sure to make an exception for Microsoft Flight Simulator X as follows:



TECHNICAL SUPPORT

www.a2asimulations.com

Feel free to register and post on our forums. We watch these forums daily, and will try to be very quick to answer any of your questions.



A Brief History of the Avro Anson

The Avro Anson, also known as Faithful Annie to its crews, was built to Air Ministry Specification 18/35, which called for a twin-engined coastal reconnaissance landplane. Being first flown on 24th March 1935 it was the first RAF monoplane with a retractable undercarriage. When the Second World War began there were 26 RAF squadrons operating the Anson MK1, 10 with Coastal Command and 16 with Bomber Command. By this time however the Anson was obsolete in the bombing and coastal patrol roles and was being replaced by the Armstrong Withworth Whitley and Lockheed Hudson.

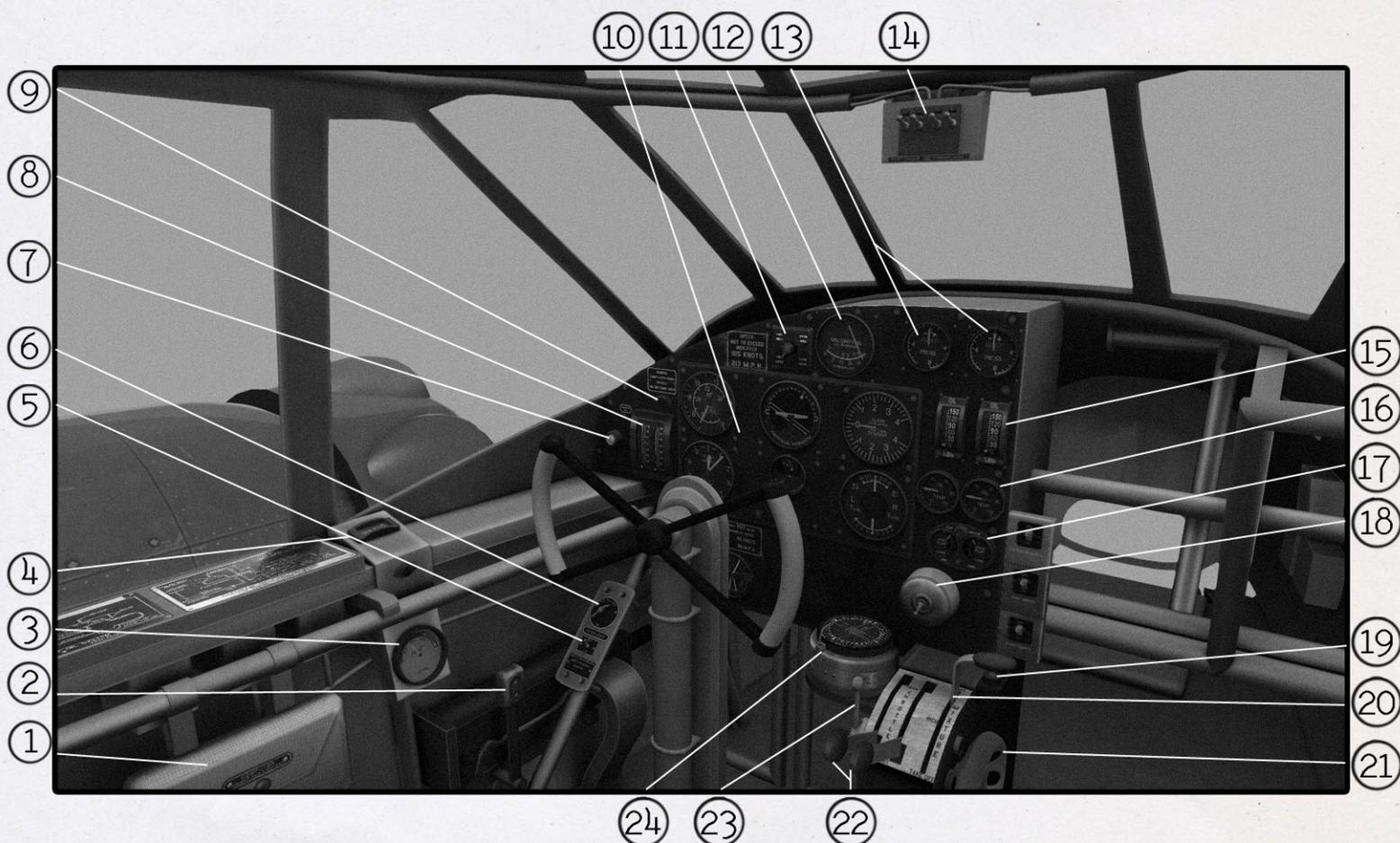
Instead of being scrapped like most other obsolete aircraft, the Avro Anson was found to be perfectly suited to aircrew training. Becoming one of the main aircraft in the British Commonwealth Air Training Plan (known in some countries as the Empire Air Training Scheme), it was used to train pilots for multi-engine bombers of the time. It was also used to train the other members of a bomber crew, such as navigators, wireless operators, bomb aimers and air gunners.

After WW2 the Anson carried on in the training and light transport roles. The last Ansons were withdrawn from RAF service in June 1968. By the time production ended in 1952, around 11,000 Avro Ansons had been built, spanning over 9 versions.

Avro Anson MK1 Specifications

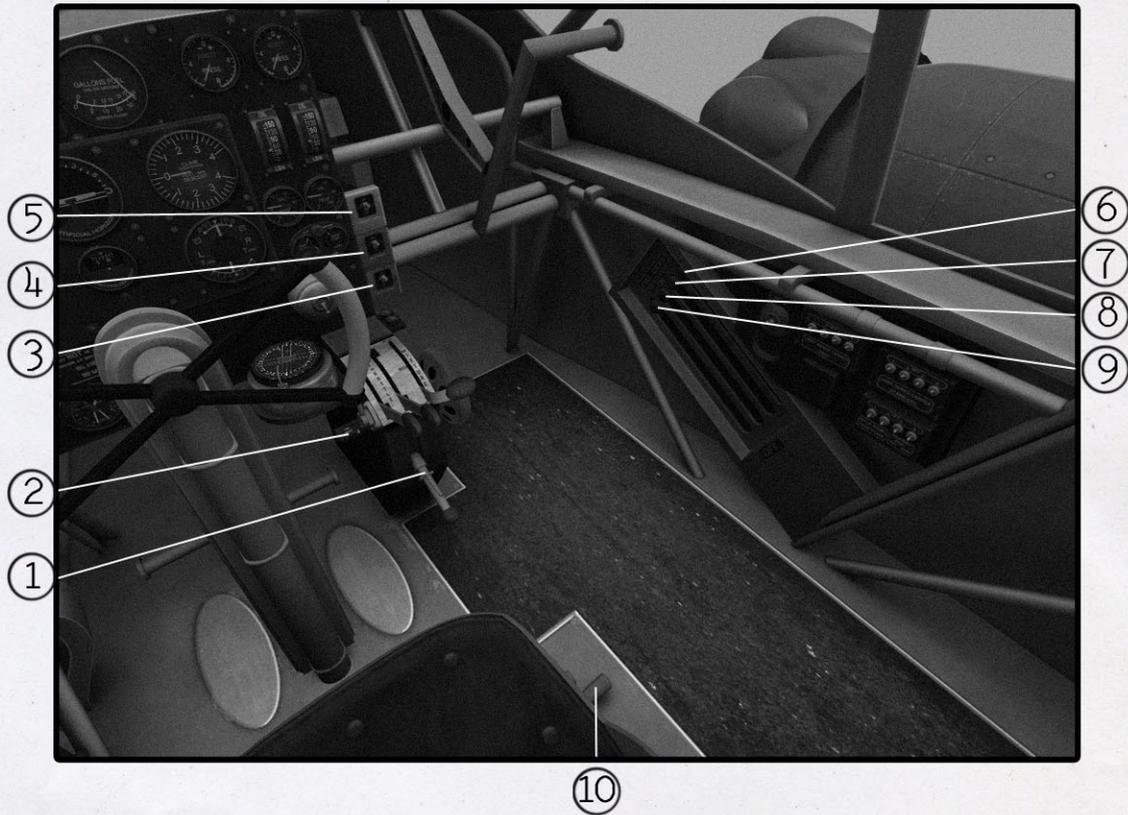
- Crew: 3-4
- Length: 42 ft 3 in (12.88 m)
- Wingspan: 56 ft 6 in (17.22 m)
- Height: 13 ft 1 in (3.99 m)
- Wing area: 463 ft² (43.1 m²)
- Empty weight: 5,512 lb (2,500 kg)
- Loaded weight: 7,955 lb (3,608 kg)
- Max. takeoff weight: 8,500 lb (3,900 kg)
- Powerplant: 2 × Armstrong Siddeley Cheetah IX radial engines, 355 hp (260 kW) each
- Maximum speed: 188 mph (163 kn, 303 km/h) at 7,000 ft (2,100 m)
- Range: 790 mi (690 nmi, 1,300 km)
- Service ceiling: 19,000 ft (5,791 m)
- Rate of climb: 750 ft/min (3.8 m/s)
- Wing loading: 17.2 lb/ft² (83.9 kg/m²)

Avro Anson MK1 Cockpit Layout



- | | |
|----------------------------------|------------------------------|
| 1. Map Case | 13. Boost Gauges |
| 2. Gun Cocking Handle | 14. Magneto Switches |
| 3. Oxygen Gauge | 15. Oil Pressure Gauges |
| 4. Vacuum (Suction) Gauge | 16. Oil Temperature Gauges |
| 5. Pressure Head Heater Switch | 17. Flap Indicator Gauge |
| 6. Floodlight Switch | 18. Landing Light Switch |
| 7. Booster Coil Button | 19. Landing Gear DOWN Lights |
| 8. RPM Gauge | 20. Mixture Lever |
| 9. Landing Gear Transition Light | 21. Elevator Trim Wheel |
| 10. Instrument Flying Panel | 22. Throttle Levers |
| 11. Fuel Gauge Display Switch | 23. Flap Handle |
| 12. Fuel Gauge | 24. P8 Compass |

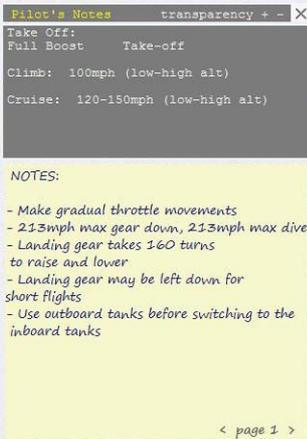
Avro Anson MK1 Cockpit Layout



1. Parking Brake Lever
2. Elevator Trim Indicator
3. Recognition Lights Switch
4. Navigation Lights Switch
5. Cockpit Light Switch

6. Right Outer Fuel Cock
7. Right Inner Fuel Cock
8. Left Inner Fuel Cock
9. Left Outer Fuel Cock
10. Landing Gear Lever

Avro Anson MK1 2D Panels



Pilot's Notes (SHIFT-2):

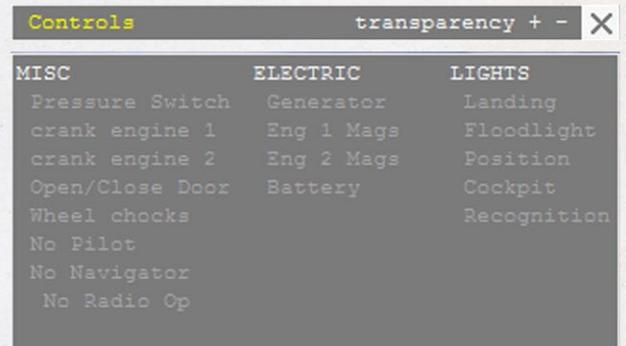
Important information is readily available on the Pilot's Notes screens. These represent your kneeboard, providing key info and checklists for takeoff, climb, cruise, landings, etc. Click on the arrows at the bottom right to browse through the available pages.

Controls (SHIFT-3):

This control panel was initially created to allow you to operate and watch systems like landing lights and access doors, while in the external view. It soon became a nice little place where we could put anything we wanted to have quick access to.

You can:

- Turn the Heated Pressure switch ON and OFF
- Crank both engines 1 and 2
- Open and close the access door
- Put wheel chocks by the wheels
- Turn the different crew members on and off
- Turn the Electrical systems on and off
- Turn the lights on and off



Aircraft Checklists:

1. Before Engine Start:

- Mags OFF
- Parking brakes ON
- Battery ON, check Gear and Flaps
- Fuel Cocks OFF
- Check controls for free movement
- Trim NEUTRAL
- Throttle cracked
- Mixture OFF

2. Engine Start Procedures

- Engine 1
 - Pressure head heater switch ON
 - Magnetos ON
 - Crack Throttle
 - Set Mixture to RICH
 - Left Fuel Tank Outer Cock ON
 - Crank Engine 1 (using the shift+3 panel)
 - Press and hold Booster Coil (LEFT mouse button)
- Engine 2
 - Magnetos ON
 - Crank Engine 2 (using the shift+3 panel)
 - Right Fuel Tank Outer Cock ON
 - Press and hold Booster Coil (RIGHT mouse button)

3. Take Off

- Check flying controls
- Door Closed
- Green lights showing on gear indicators
- Elevator trim NEUTRAL
- Mixture TAKE-OFF
- Check Pressure head heater switch ON
- Parking Brake OFF

Aircraft Checklists:

3. Climb:

- Reduce power as required.
- Adjust trim as required.
- Raise gear (may be left down for short flights).
- Maintain approximately 100 m.p.h.

4. LEVEL FLIGHT:

- Reduce power as required.
- Adjust trim as required.
- Mixture RICH
- Use fuel from outboard tanks first
- Raise landing gear if doing longer flight. The landing gear takes 160 turns to raise/lower.

5. APPROACH and LANDING

- Mixture TAKE-OFF
- Reduce speed to 100mph
- Lower gear, check for green lights
- Flaps DOWN
- Land on main wheels with tail low
- Easy on brakes

Credits

3D Model/codeing/base textures - Stephen Barstow

Additional Aircraft Painting, help and advice - Lukasz Kubacki

3D consultant, quality control, XML coding - Robert Rogalski

Pilot Models created by Michal P

Flight Engineering - John Cagle

Installer/sounds - Scott Gentile

The plane uses sounds originally created by Neville Hepburn

A special thanks to David Garwood for the use of his freeware Avro Anson aircraft as a direct reference for modeling this product.

Special Thanks: Our Families, A2A Simulations Core Team and Quality Control Beta Team, Ian Pearson for impartial and honest opinion and all those authors who wrote books on the lesser loved aircraft of ww2

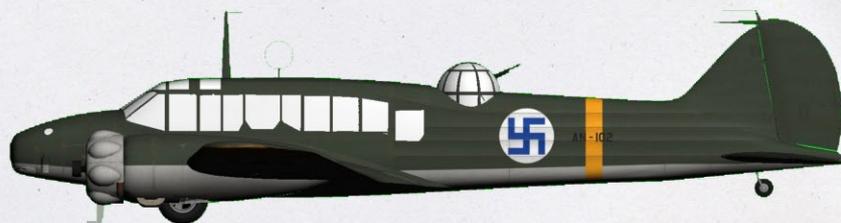


Paint Schemes



Avro Anson K8754/VX-T from No 206 Squadron RAF

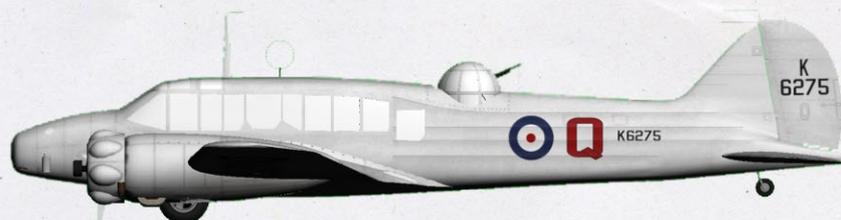
based at RAF Manston in 1939



Avro Anson AN-102 from LeLv 48 of the Finnish Air Force, 1942



Avro Anson No 21 from No.1 Reconnaissance and
Medium Bombing Squadron Irish Air Corps, 1938



Avro Anson K6275 Q of No.217 Squadron RAF, based at RAF Tangmere 1937