

Airspeed Oxford Mk.I 'Gunner Trainer'

EN

Airspeed Oxford AS.10 was designed according to the T.23/36 specifications that called for twin-engined trainer and light transport aircraft. When designing this aircraft the company resulted from its AS.6 Envoy transport aircraft. The first prototype flew in June 19, 1937. The mass production lasted until 1945 and 4411 machines of several versions were produced in total. The main versions were Mk.I without turret and Mk.II with gun turret for gunners' training. Versions Mk.III and Mk.IV were not mass produced. Version Mk.V powered by P&W R-985 engines was license produced in Canada. Airspeed Oxford was cantilever low-wing monoplane with semi-monocoque fuselage and wooden tail planes. The trainer should serve for gunners, navigators, radio operators and bombardiers training. Except of these roles it also served for maritime patrols, ambulance, light transport or light bomber aircraft. Called "Ox-Box" by ground personnel became the main twin-engined trainer type for Empire Air Training Scheme (EATS) and British Commonwealth Air Training Plan (BCATP). Thanks to this the airmen from Great Britain, Canada, Australia, New Zealand and other Commonwealth states were trained on this aircraft. The type also served as liaison in US Air Force based in Great Britain. Oxford was successfully exported before, during and especially after the war. Therefore the list of the states that purchased this aircraft very long. Randomly, France, Netherlands, Denmark, Turkey, Israel, Czechoslovakia, Sweden, Norway, Finland or India. When the war has ended the Oxfords were modified to AS.65 Consul version intended for civil users.

Wingspan: 16.26 m, Length: 10.52 m, Max. Speed: 309 kmh at 2,500 m, Range: 1,454 km, Service Ceiling: 7,180 m.

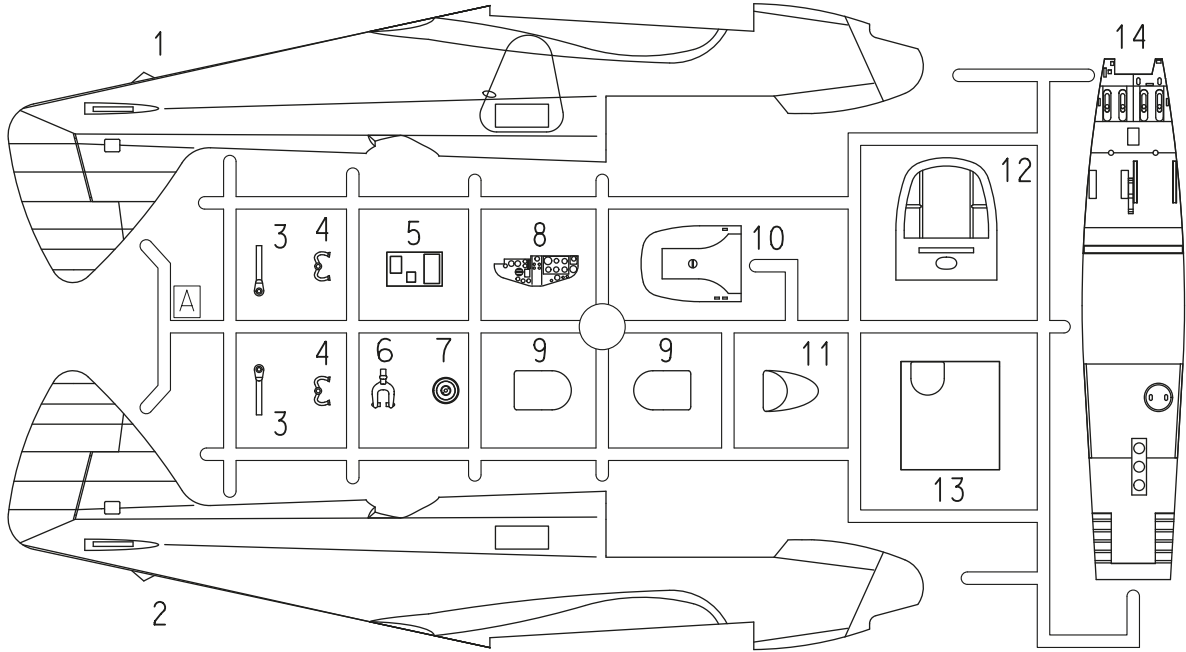
CZ

Airspeed Airspeed AS.10 Oxford byl navržen podle specifikací T.23/36, které požadovaly dvoumotorový cvičný a lehký dopravní letoun. Při jeho návrhu vyšla firma ze svého dopravního stroje AS.6 Envoy. První prototyp vzletl 19. června 1937. Sériová výroba běžela až do roku 1945 a dala celkem 4411 ks v několika verzích. Hlavními verzemi byla MK.I bez věže a MK.II se střeleckou věží pro výcvik střelců. Verze Mk.III a Mk.IV nebyly sériově vyráběny. Verze Mk.V byla licenčně se vyráběna v Kanadě s motory P&W R-985. Konstrukčně byl Oxford samonosný dolnoplošník s poloskořepinovým trupem a dřevěnými křídly. Ve cvičné roli měl sloužit k výcviku střelců, navigátorů, radistů a bombometčíků. Kromě toho sloužil i jako námořní hlídkový, sanitní nebo lehký dopravní či bombardovací letoun. Ox-box, jak jej nazývali příslušníci leteckého personálu se stal hlavním typem dvoumotorového cvičného stroje pro Empire Air Training Scheme (EATS) a British Commonwealth Air Training Plan (BCATP). Díky tomu se na Oxfordu učili létat letci ve Velké Británii, Kanadě, Austrálii, Novém Zélandu a dalších států Commonwealthu. Ve Velké Británii sloužily Oxfordy jako spojovací u letectva USA. Oxford byl úspěšně exportován, jak před válkou, tak během ní a zejména po válce. Proto je výčet států, kde sloužil, velmi dlouhý, namátkou Francie, Nizozemí, Dánsko, Turecko, Izrael, Československo, Švédsko, Norsko, Finsko nebo Indie. Po válce byly Oxfordy přestavovány pro civilní uživatele na verzi AS.65 Consul.

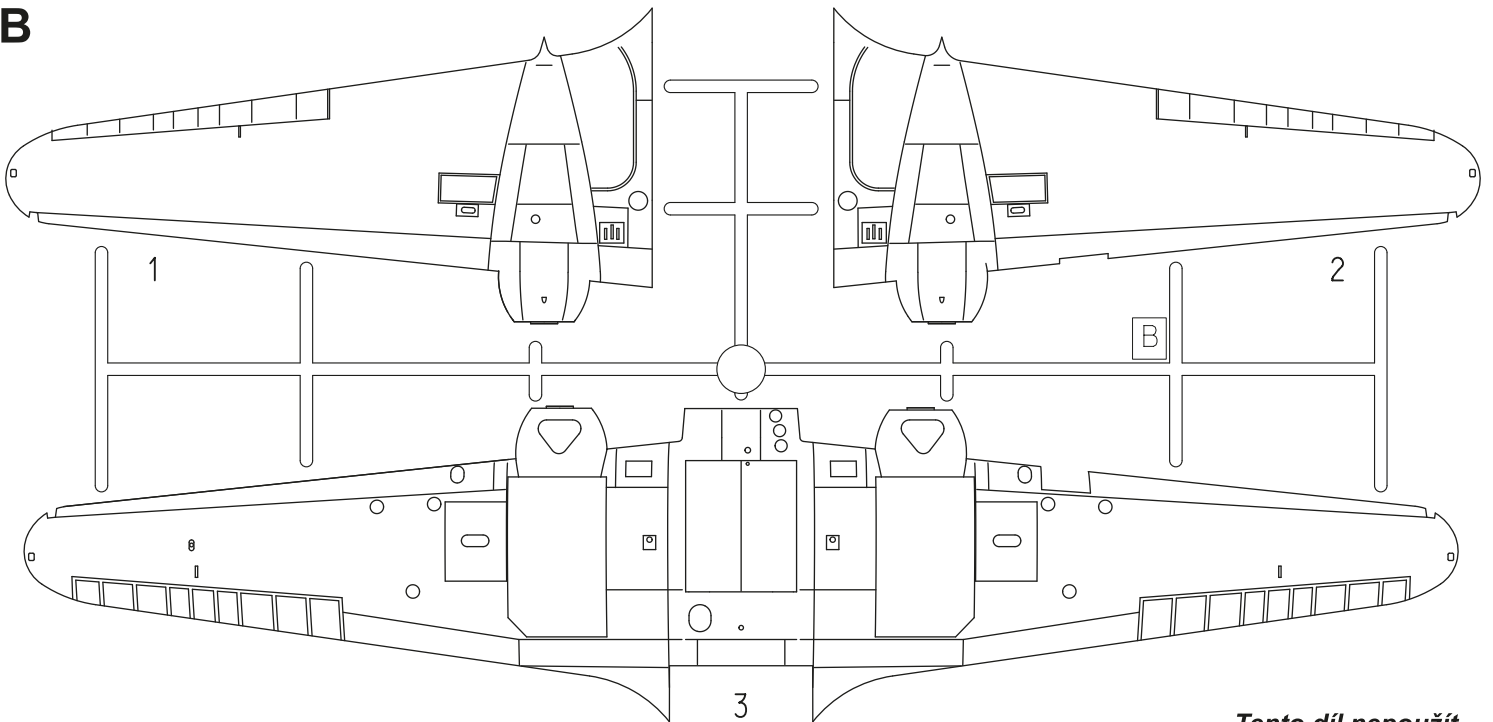
rozpětí: 16,26 m, délka: 10,52 m, max. rychlost: 309 km/h ve 2500 m, dolet: 1454 km, dostup: 7 180 m,

PLASTIC Parts

A

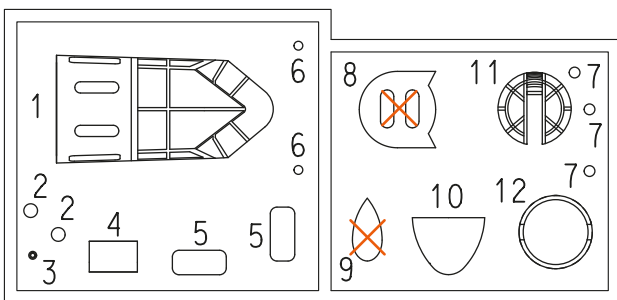


B

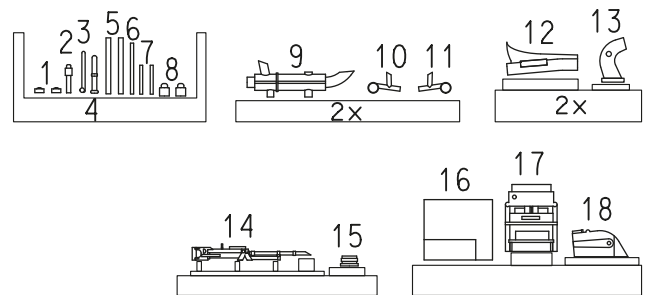


X *Tento díl nepoužít*
Do not use this part

CLEAR Parts (CP)



PUR Parts (PUR1-PUR18)



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

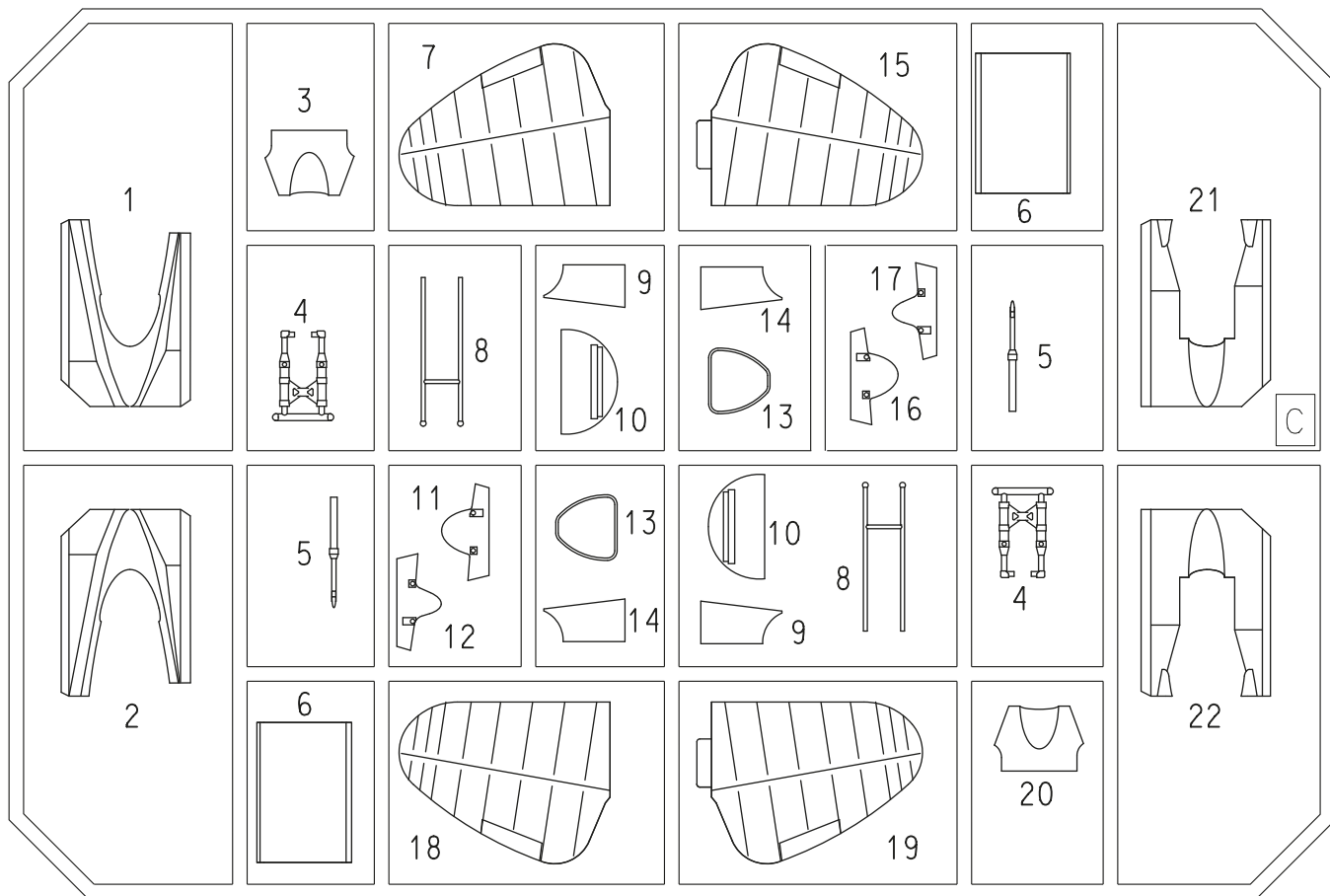


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

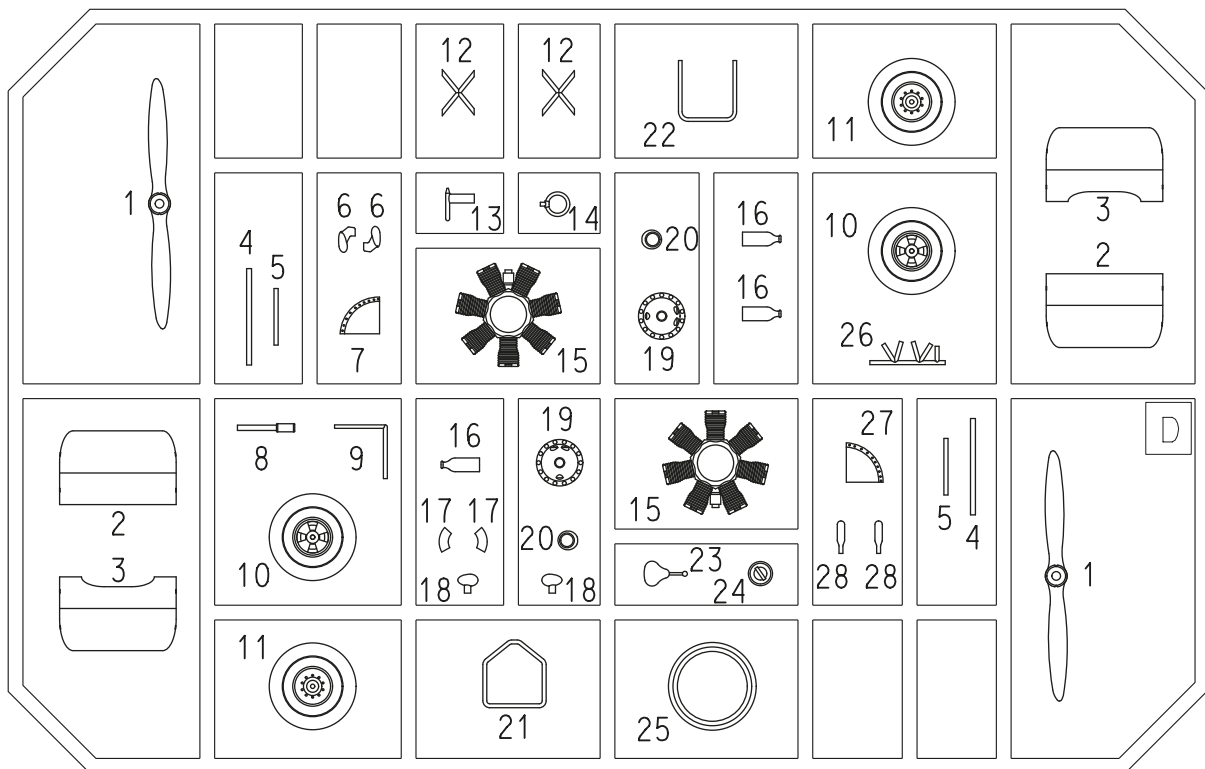


NATRÍT
COLOUR
FARBEN
PEINDRE

C



D



Barvy GUNZE/ GUNZE Colour No.

| | | |
|----------|-----------------------------------|-------------|
| A | Černá lesklá / Gloss Black | H2 / C2 |
| B | Černá pneu / Tire Black | H77 / C137 |
| C | Kůže / Leather | H17 / C29 |
| D | Hliníková / Aluminium | H8 / C8 |
| E | Tmavý kov / Dark Iron | MC214 |
| F | Světle hnědá / Light Brown | H27 / C44 |
| G | Interiér. zelená / Interior Green | H364 / C364 |

Spray masks for painting canopy, yellow rectangles of codes and national roundels rims

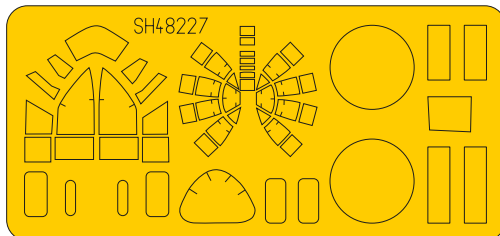
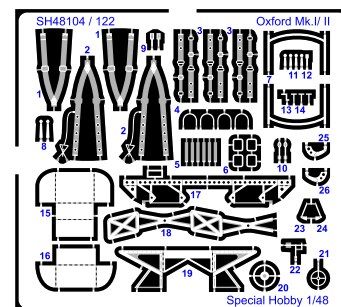
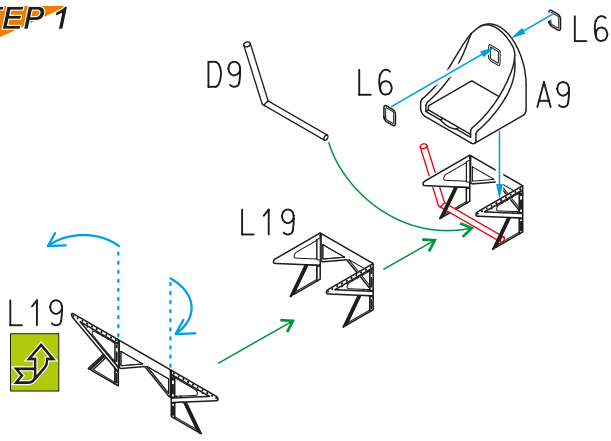


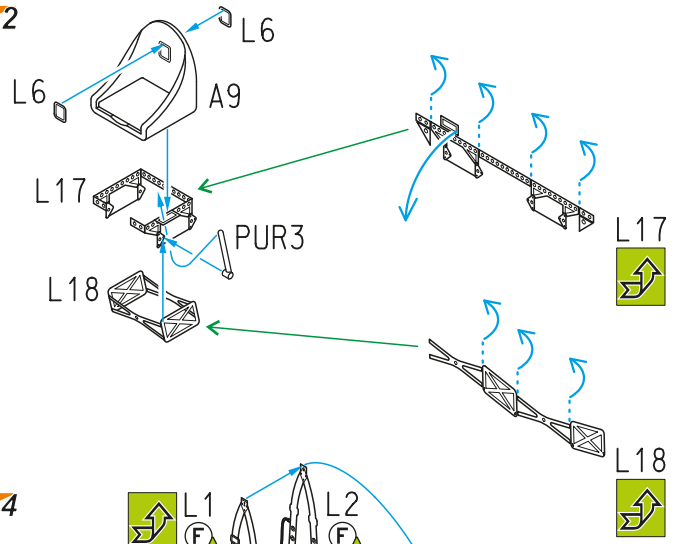
PHOTO-ETCHED Parts (L1-L26)



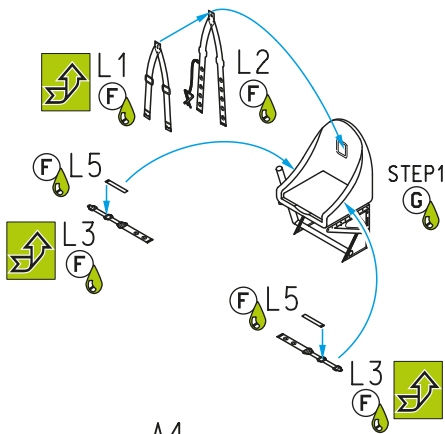
STEP 1



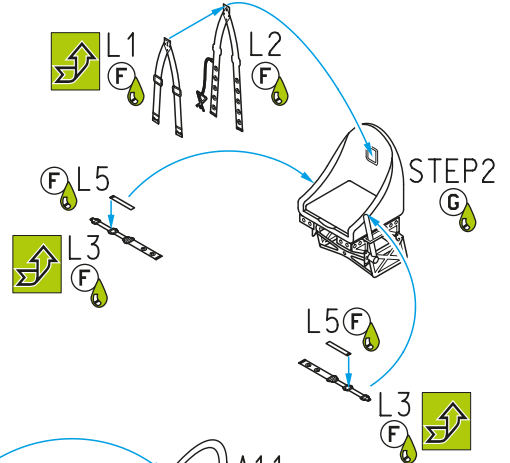
STEP 2



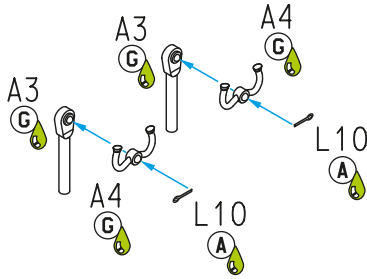
STEP 3



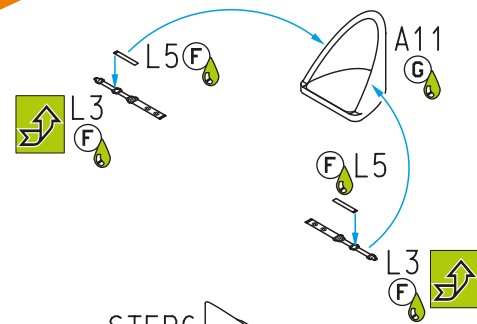
STEP 4



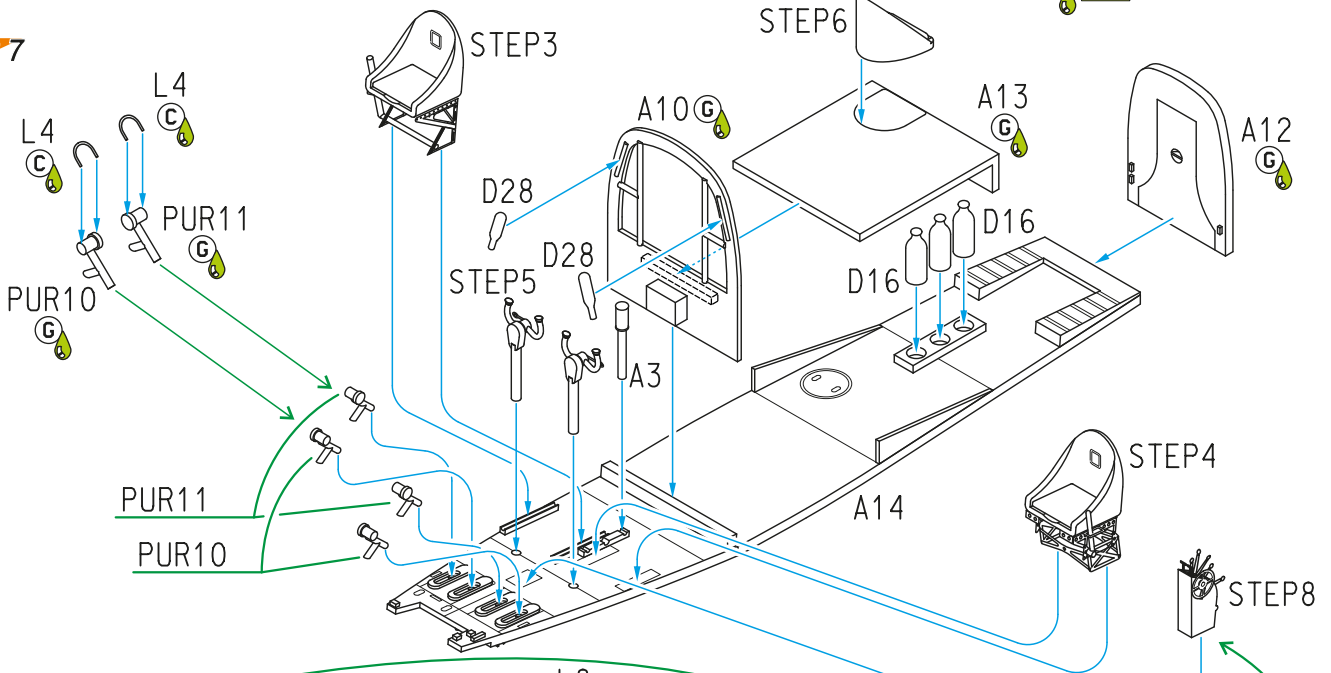
STEP 5



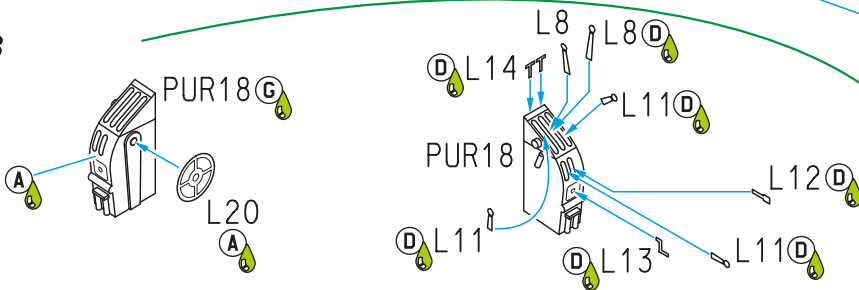
STEP 6



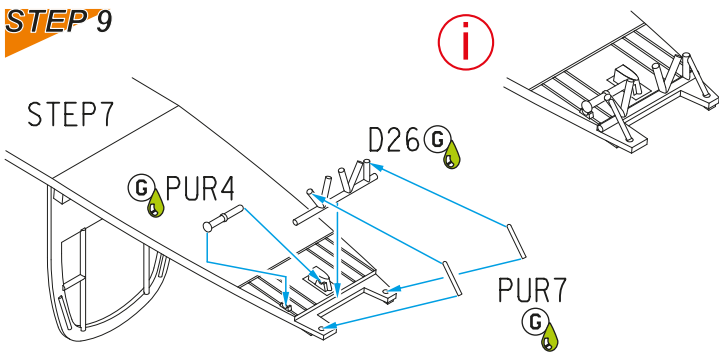
STEP 7



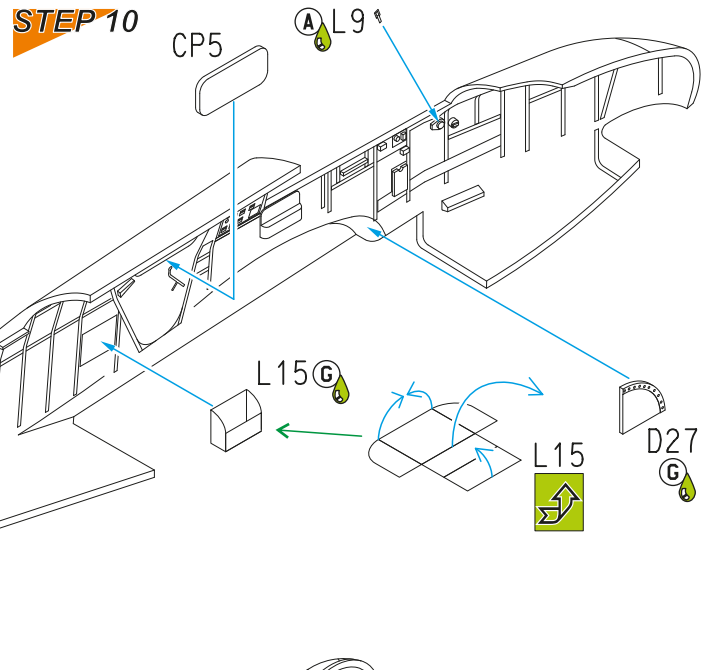
STEP 8



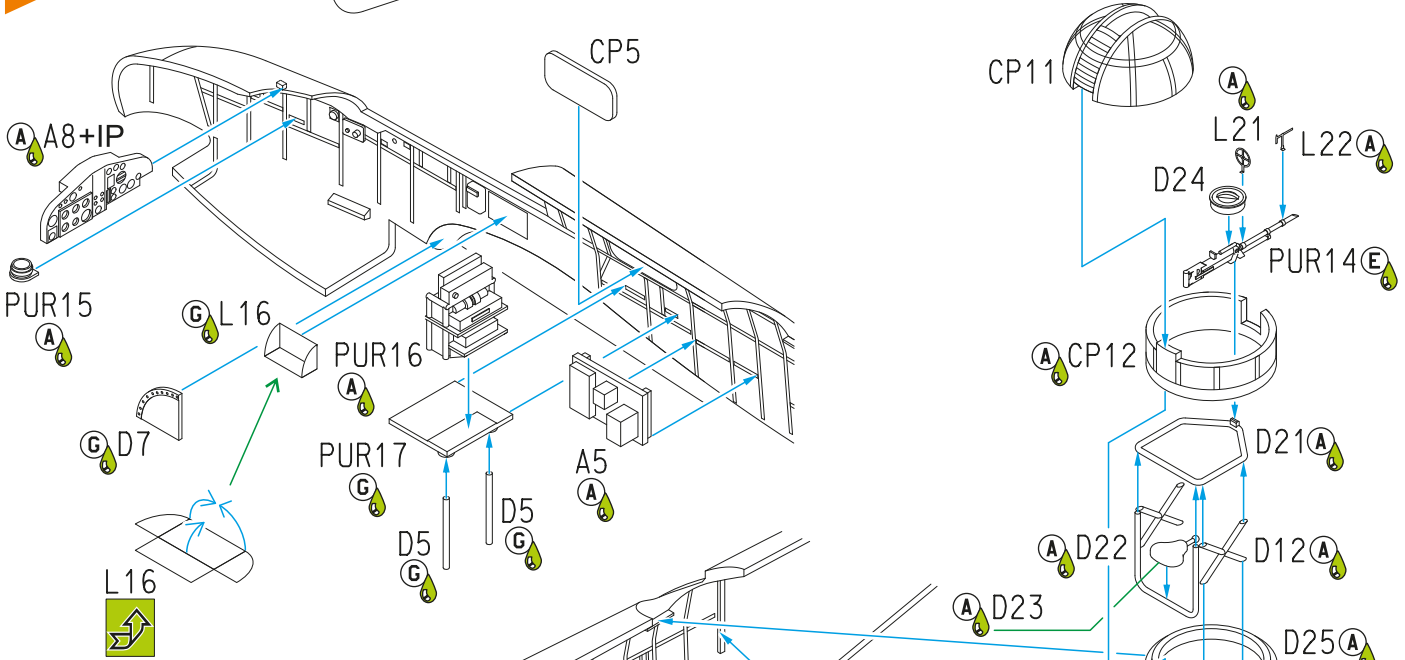
STEP 9



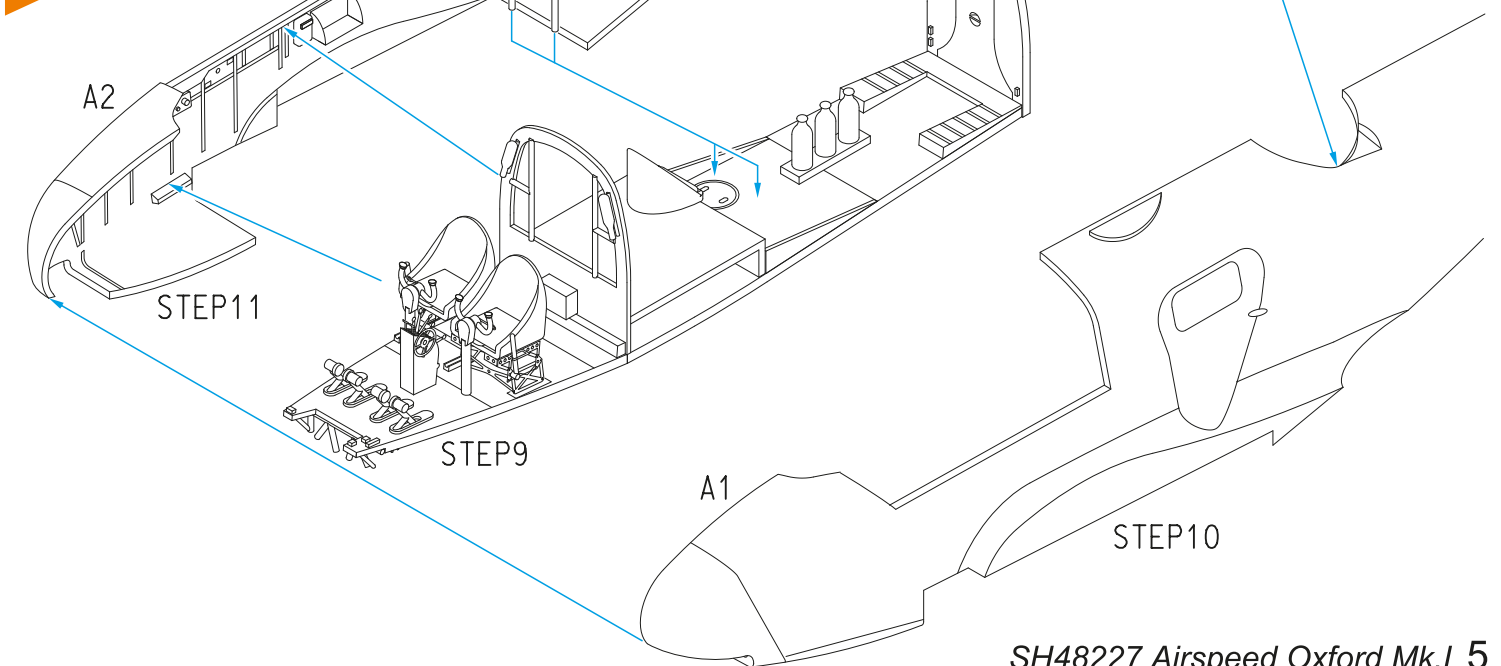
STEP 10



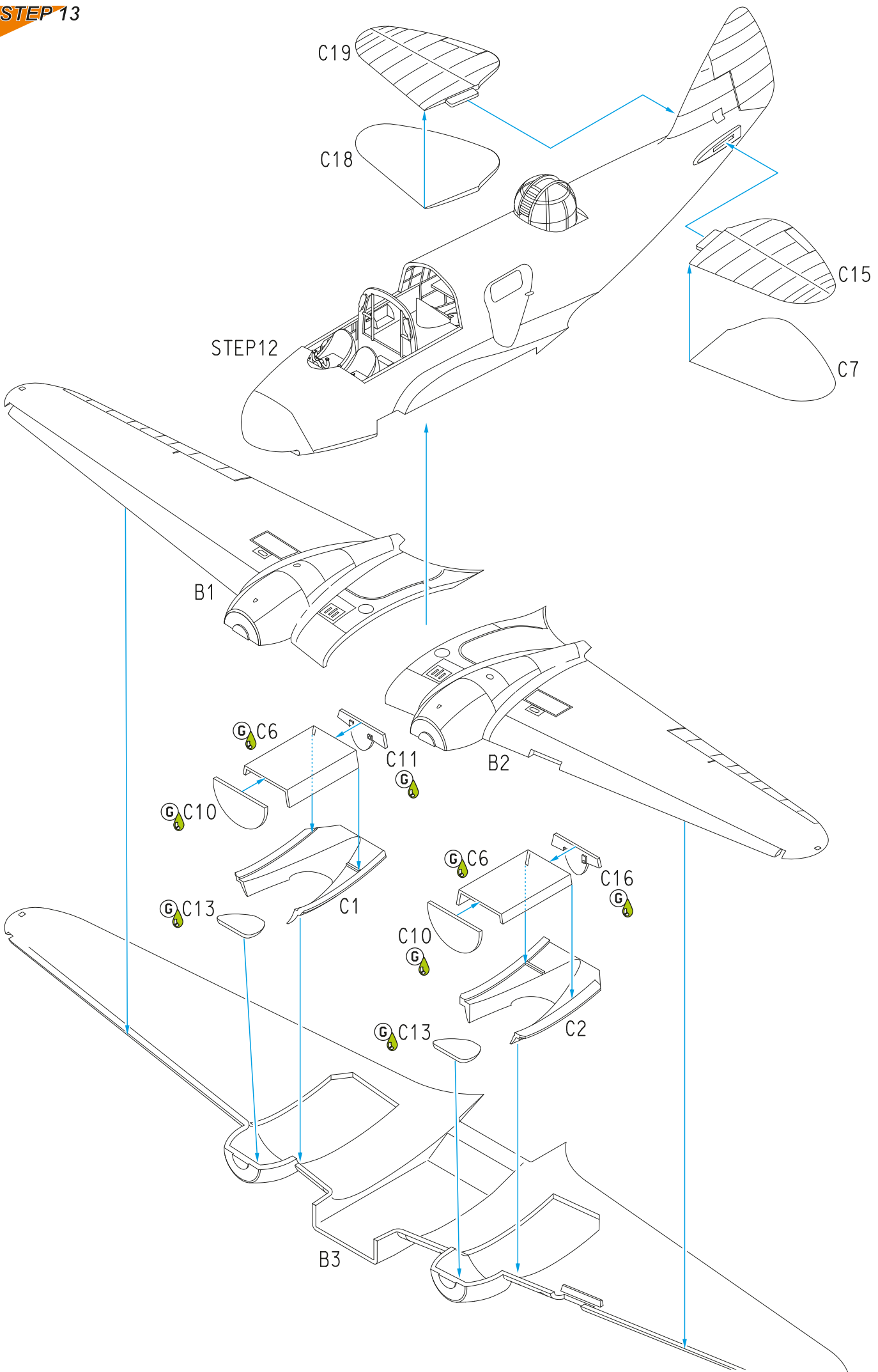
STEP 11



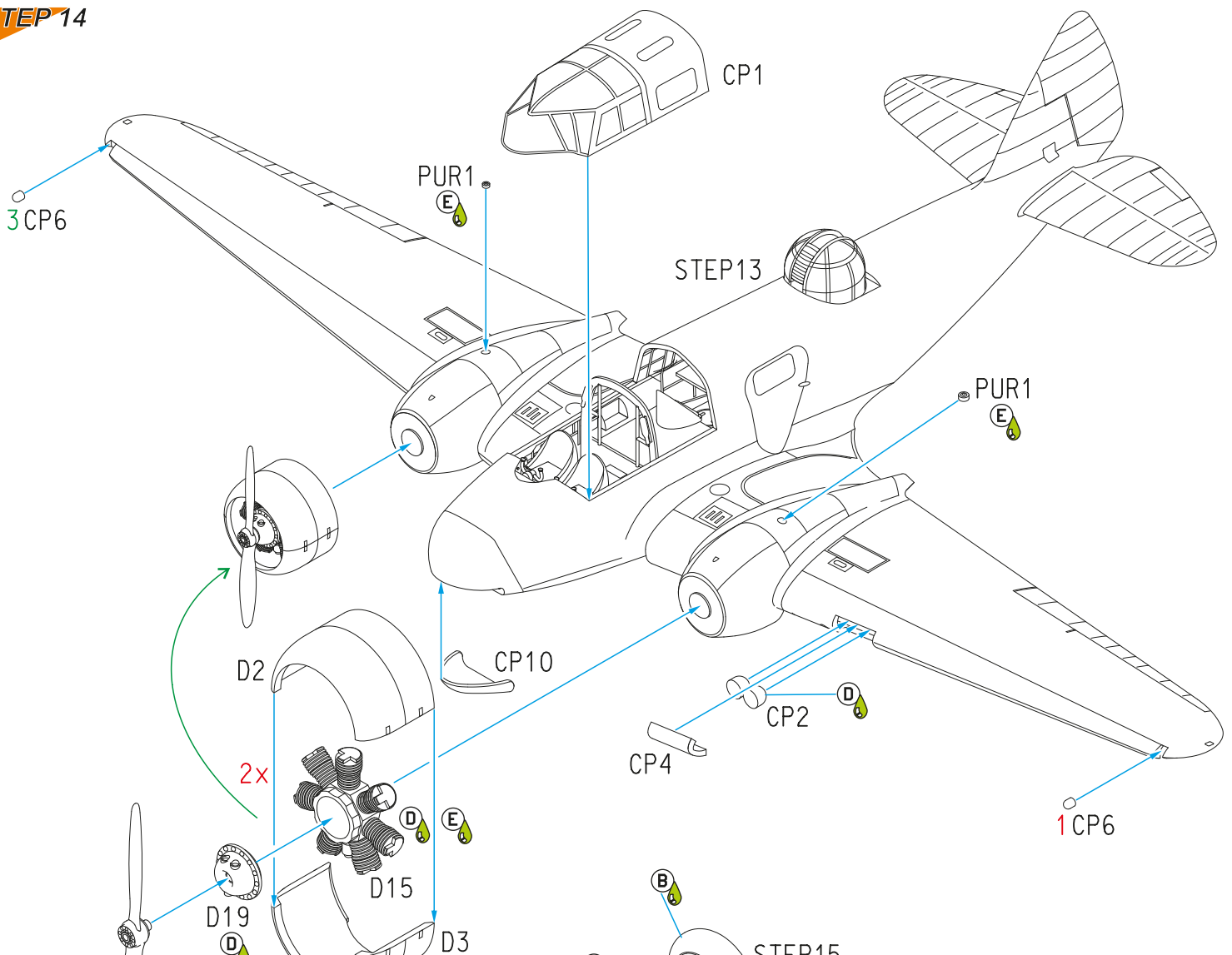
STEP 12



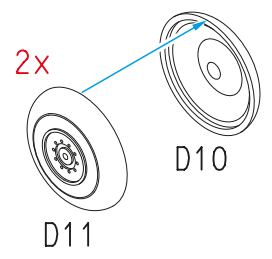
STEP 13



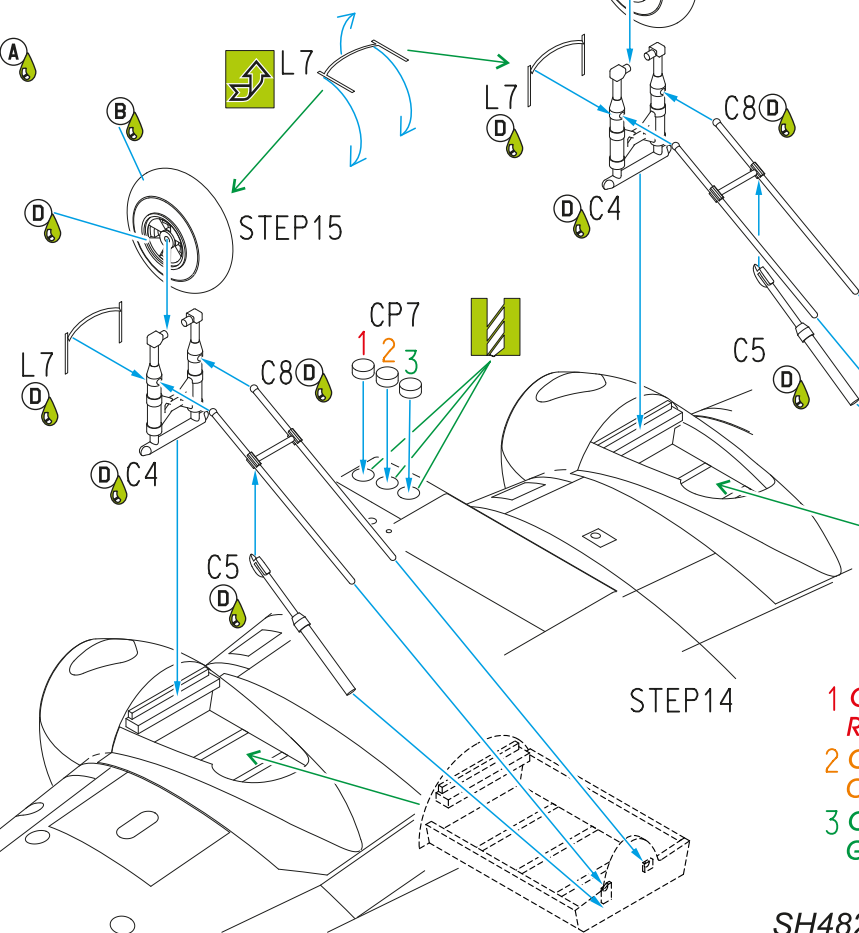
STEP 14



STEP 15

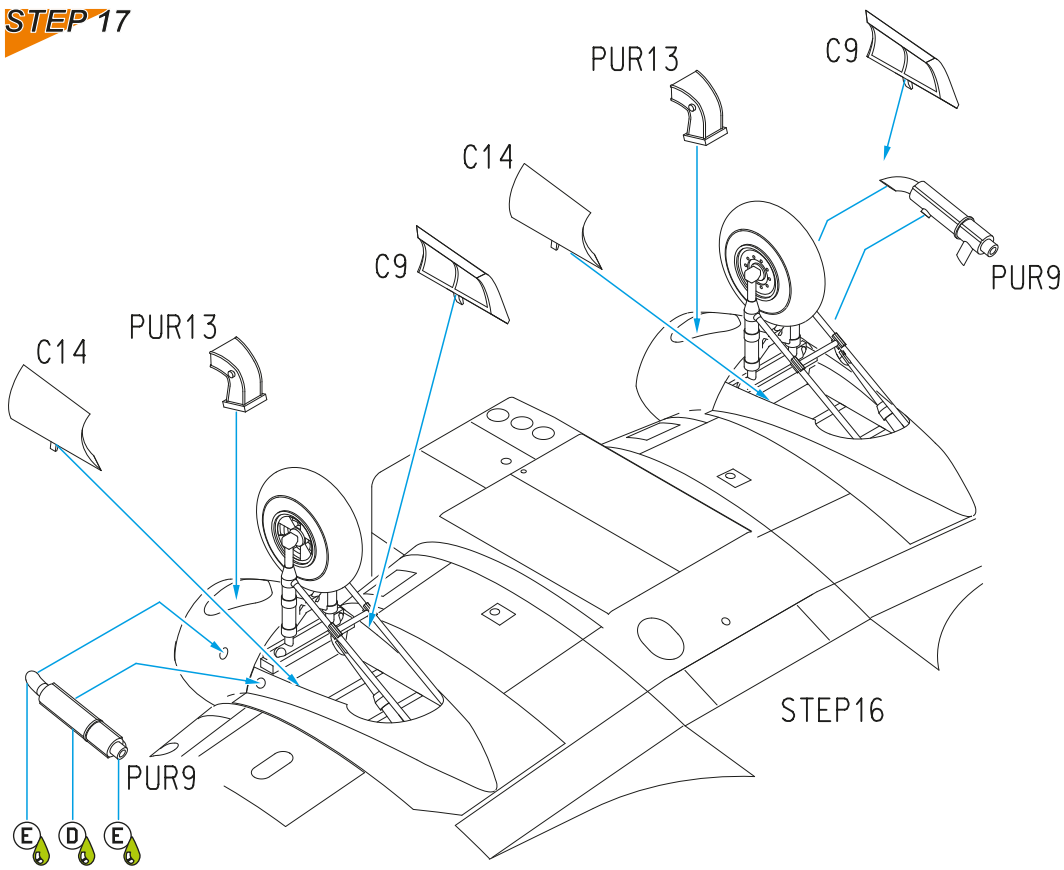


STEP 16

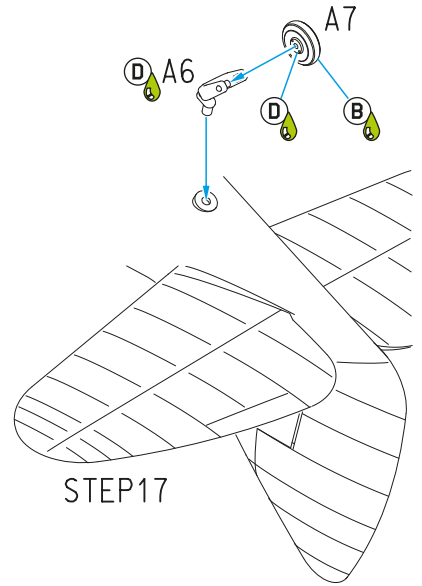


- 1 CLEAR
- RED
- 2 CLEAR
- ORANGE
- 3 CLEAR
- GREEN

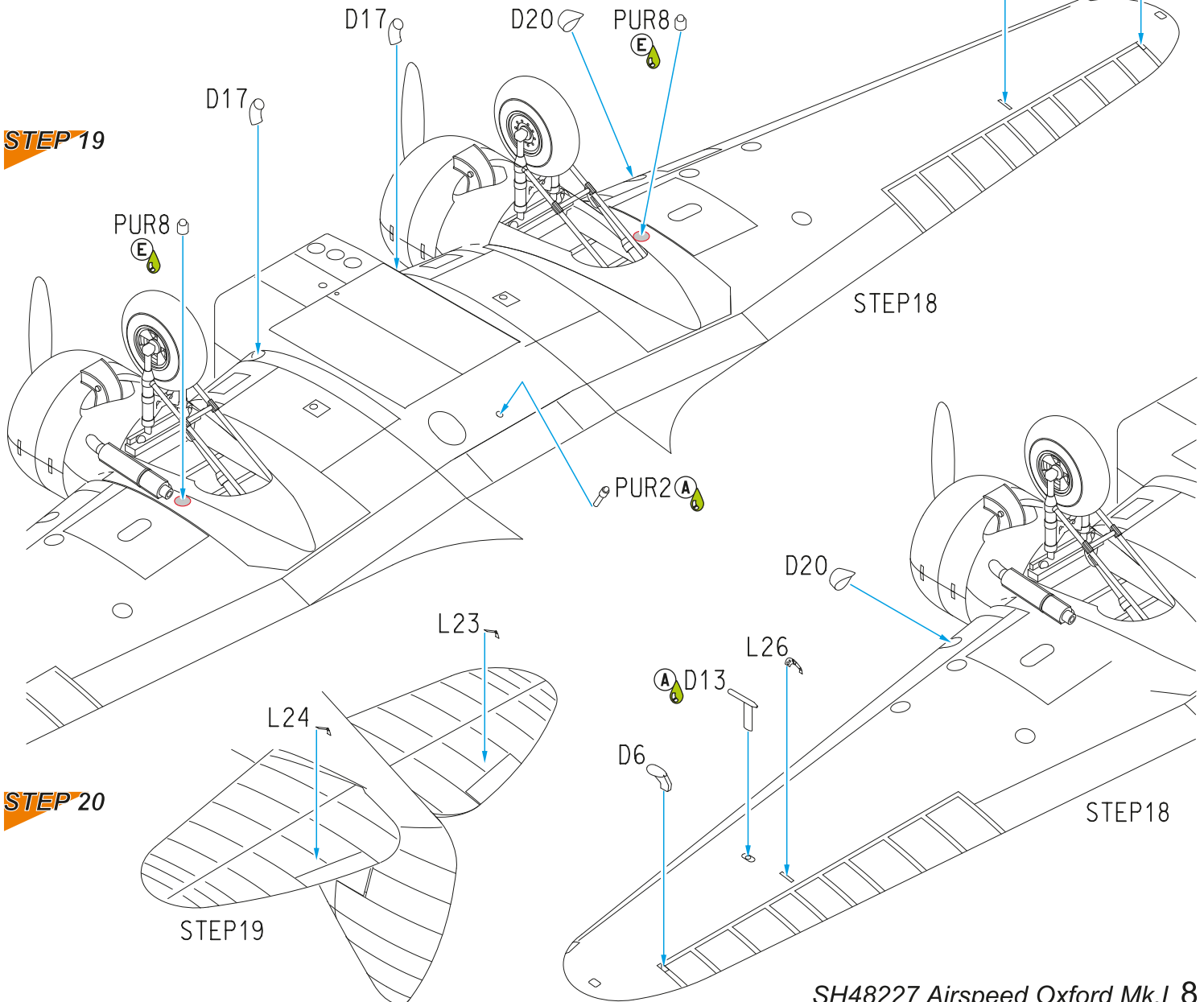
STEP 17



STEP 18



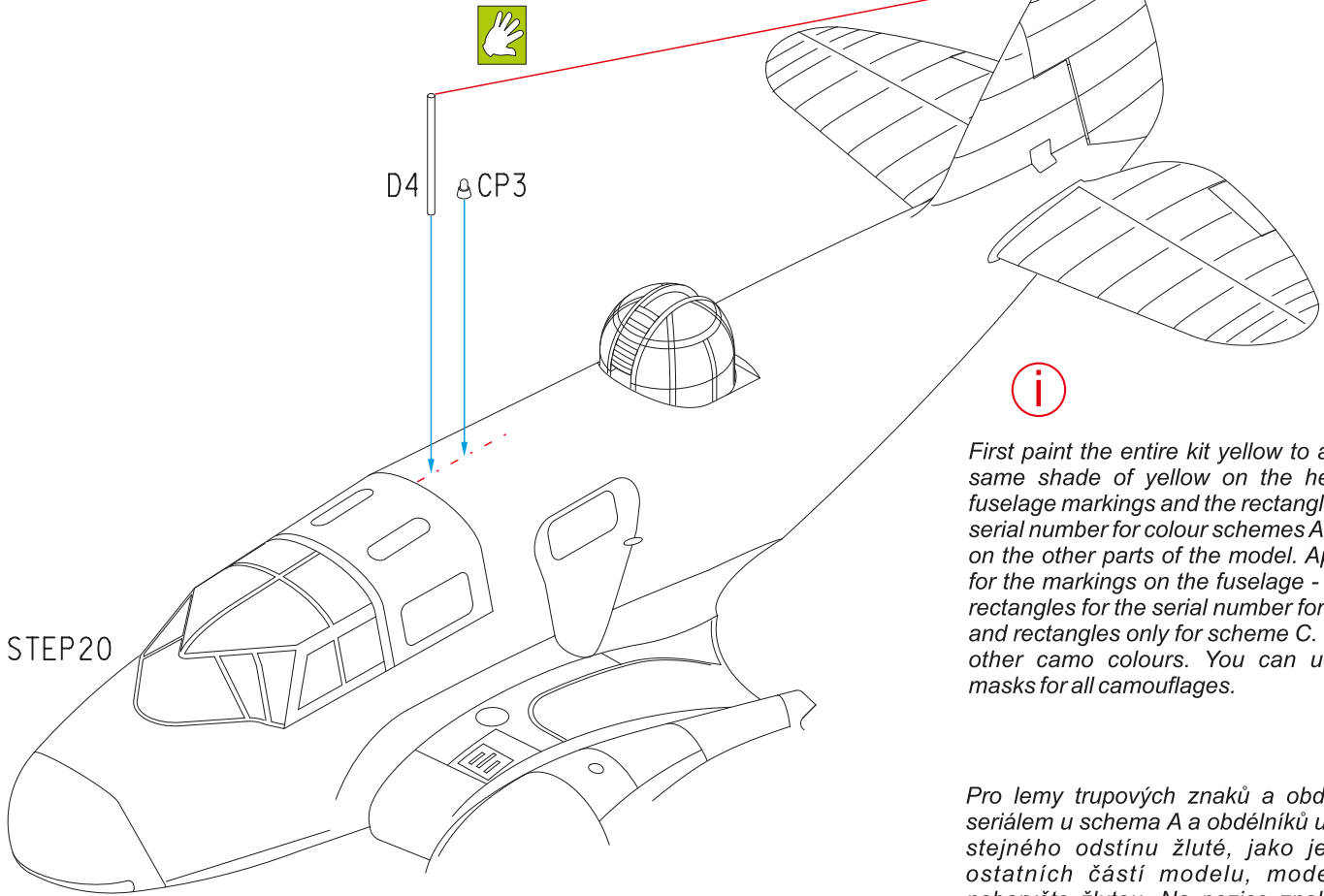
STEP 16



STEP 19

STEP 20

STEP 21



STEP 20



First paint the entire kit yellow to achieve the same shade of yellow on the hems of the fuselage markings and the rectangle under the serial number for colour schemes A and C, and on the other parts of the model. Apply masks for the markings on the fuselage - circles and rectangles for the serial number for scheme A, and rectangles only for scheme C. Then apply other camo colours. You can use canopy masks for all camouflages.

Pro lemy trupových znaků a obdélníku pod seriálem u schema A a obdélníků u schema C stejného odstínu žluté, jako je zbarvení ostatních částí modelu, model nejprve nabarvíte žlutou. Na pozice znaků aplikujte masky na trup, pro schema A kruhy a obdélníky pro seriály, pro schema C jen obdélníky. Pak naneste další kamuflážní barvy. Pro všechny kamufláže můžete použít masky na kabiny.

H1011 CMK Sanding Sticks

Four different grits of sanding papers on one sanding stick.



H1020 Razor Saw Profi Set



A new type handle for our razor saws. Also contains H1018 and H1019 spare saws.

H1018 Triangle Razor Saw (1pc)



H1019 Multi-Shift Razor Saw (1pc)



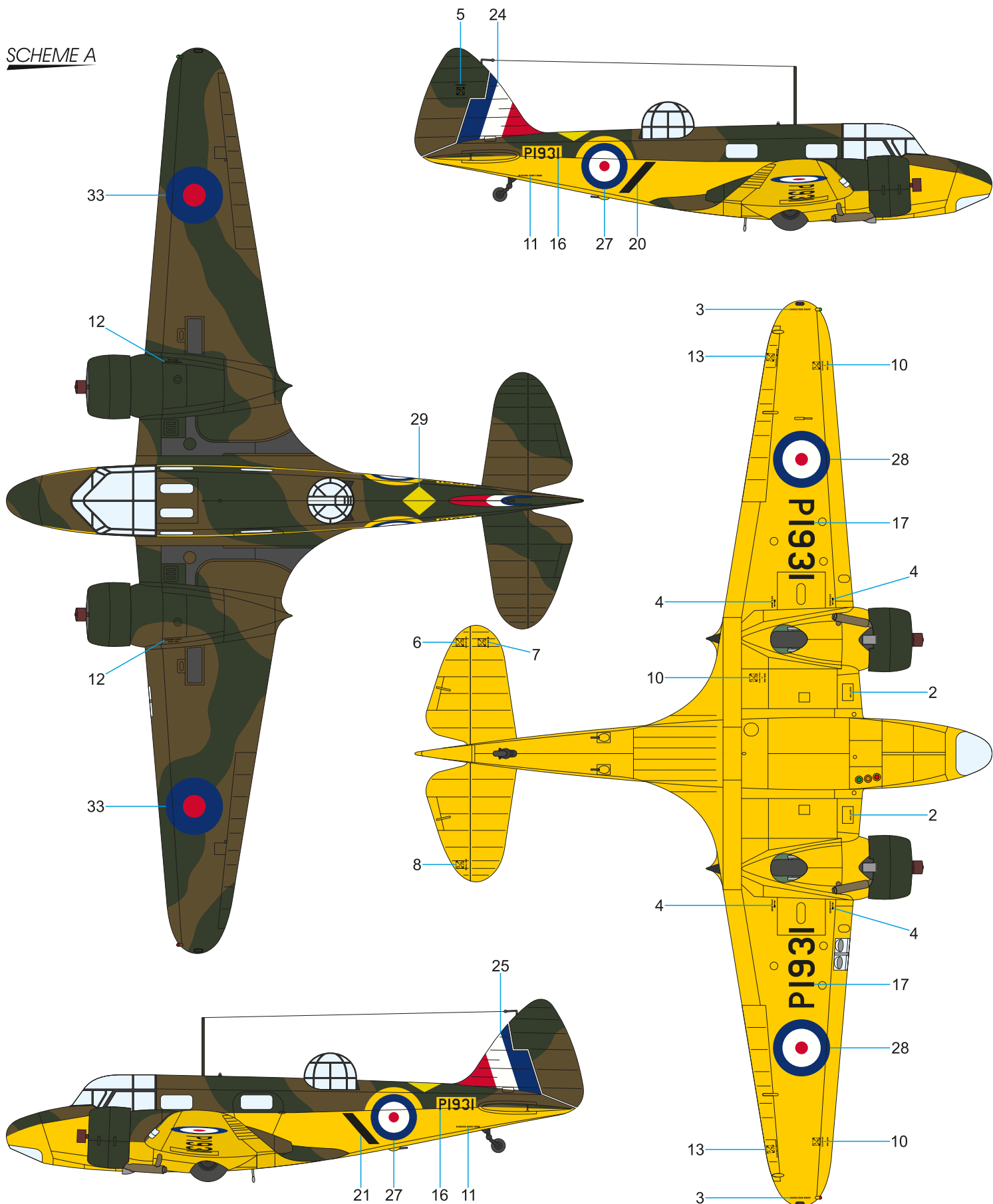
Star Dust weathering pigments




Airspeed Oxford Mk.I, P1931, označený šikmým pruhem, 2 Service Flying Training School, RAF Brize Norton, Britské královské letectvo, jaro 1940. P1931 byl zařazen do služby 21.12.1939 a sloužil až do večera 16. srpna 1940. V podvečer toho dne zaútočily na Brize Norton bombardéry Luftwaffe a P1931 byl zničen, společně s dalšími třiceti čtyřmi letouny Oxford a dvanácti Hurricany.

Airspeed Oxford Mk.I, P1931, diagonal band, 2 Service Flying Training School, RAF Brize Norton, Great Britain, Spring 1940. P1931 was introduced to service on 21 December 1939 and kept flying until the evening of 16 August 1940. On that date, Luftwaffe bombers raided the Brize Norton base, destroying P1931 along with other thirty-four Oxfords and a dozen Hurricanes.

SCHEME A

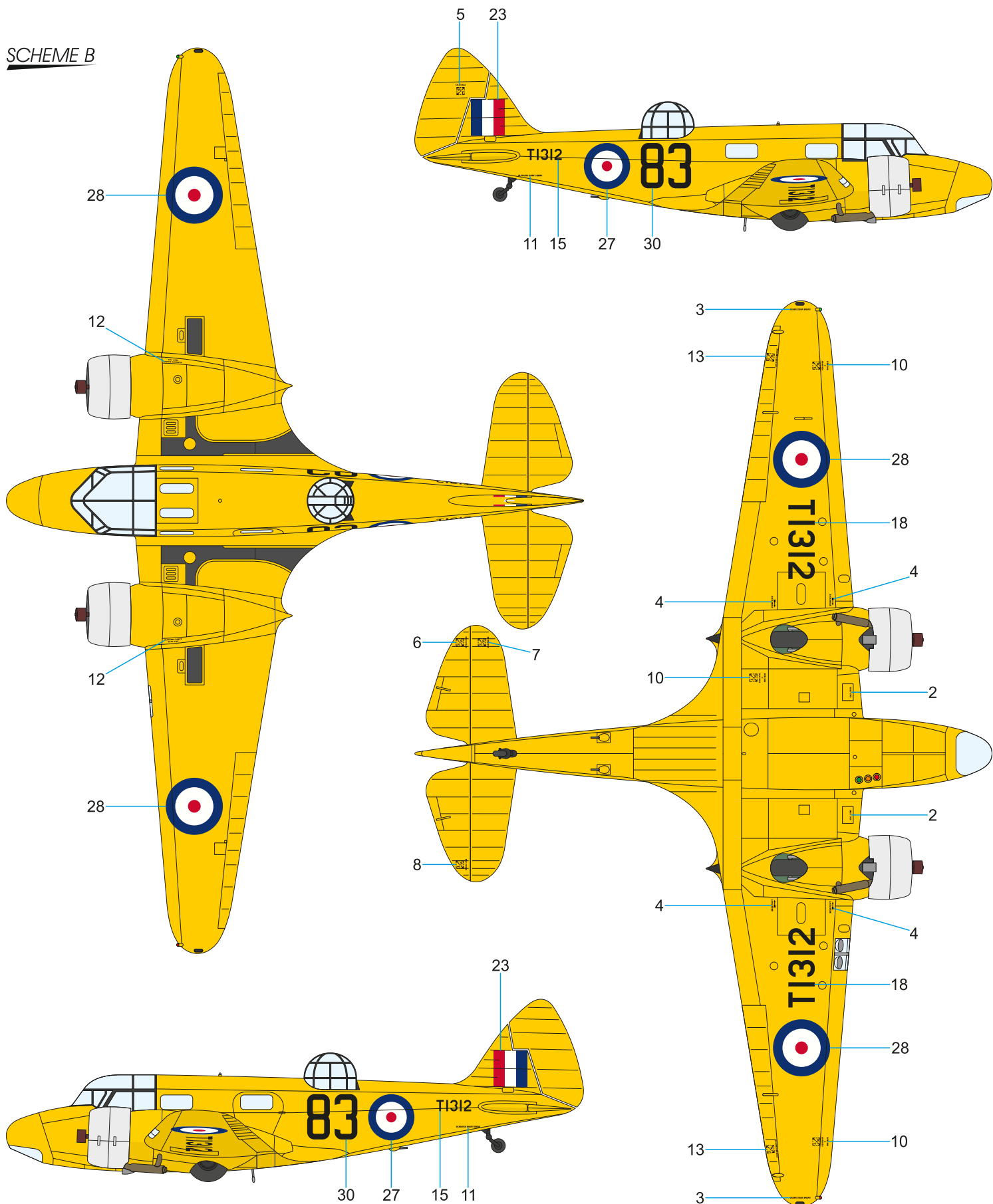


-  Žlutá
Yellow
H329/ C329
-  Matná Černá
Flat Black
H12/ C33
-  Tmavá zelená
Dark Green
H73 /C23
-  Tmavě hnědá
Dark Earth
H72/ C22

Airspeed Oxford Mk.I 83/T1312, 35 Service Flying Training School, Královské kanadské letectvo (RCAF), RCAF Station North Battleford, Saskatchewan, Kanada. Noční start 15. března 1944 na základě Penhold, pro vysazení jednoho motoru, skončil nouzovým přistáním. Osádka vyvázla nezraněna, letoun nebyl opraven a byl odepsán.

Airspeed Oxford Mk.I 83/T1312, 35 Service Flying Training School, Royal Canadian Air Force, RCAF Station North Battleford, Saskatchewan, Canada. On the night take off at the Penhold base on 15 March 1944 the machine suffered failure of one of its engines, resulting in a forced landing. The crew escaped uninjured, the aircraft was a complete write off though.

SCHEME B

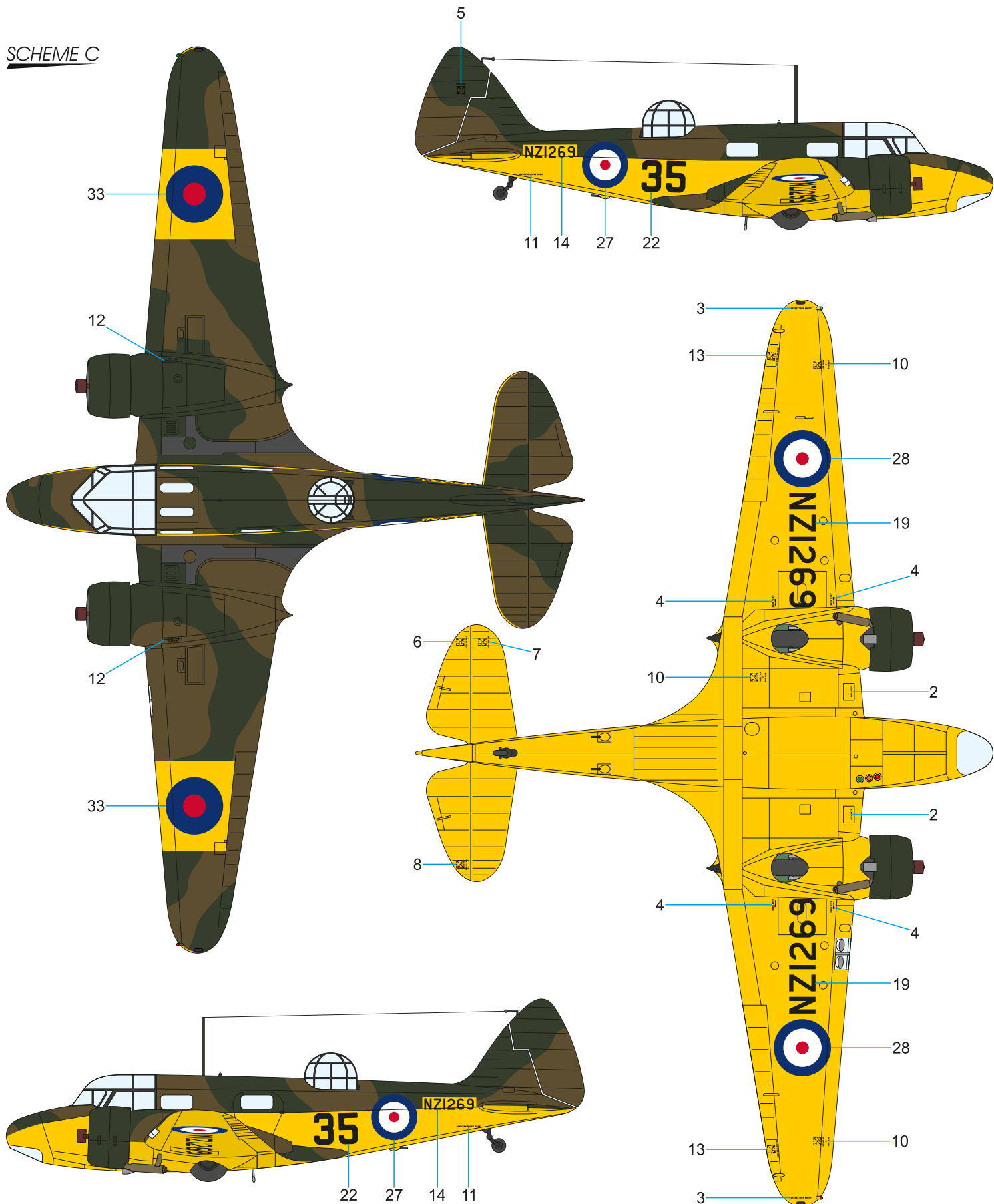


- Žlutá
Yellow
H329/ C329
- Matná Černá
Flat Black
H12/ C33
- Hliníková
Aluminium
MC214

Airspeed Oxford Mk.I NZ1269 (původně P8895), 1 Service Flying Training School, základna Wigram, Královské Novozélandské letectvo (RNZAF), Nový Zéland, 1942. Letoun sloužil k výcviku od roku 1940 až do roku 1947, kdy byl vyřazen. Stroj nesl stopy oprav nátěru a pravé výškové kormidlo pocházelo z jiného kusu.

Airspeed Oxford Mk.I NZ1269 (manufactured as P8895), 1 Service Flying Training School, Royal New Zealand Air Force, RNZAF Wigram, New Zealand, 1942. The machine saw service in the training role from 1940 until 1947 when it was struck off charge. Its finish bore traces of being repainted and had a replacement starboard side elevator.

SCHEME C

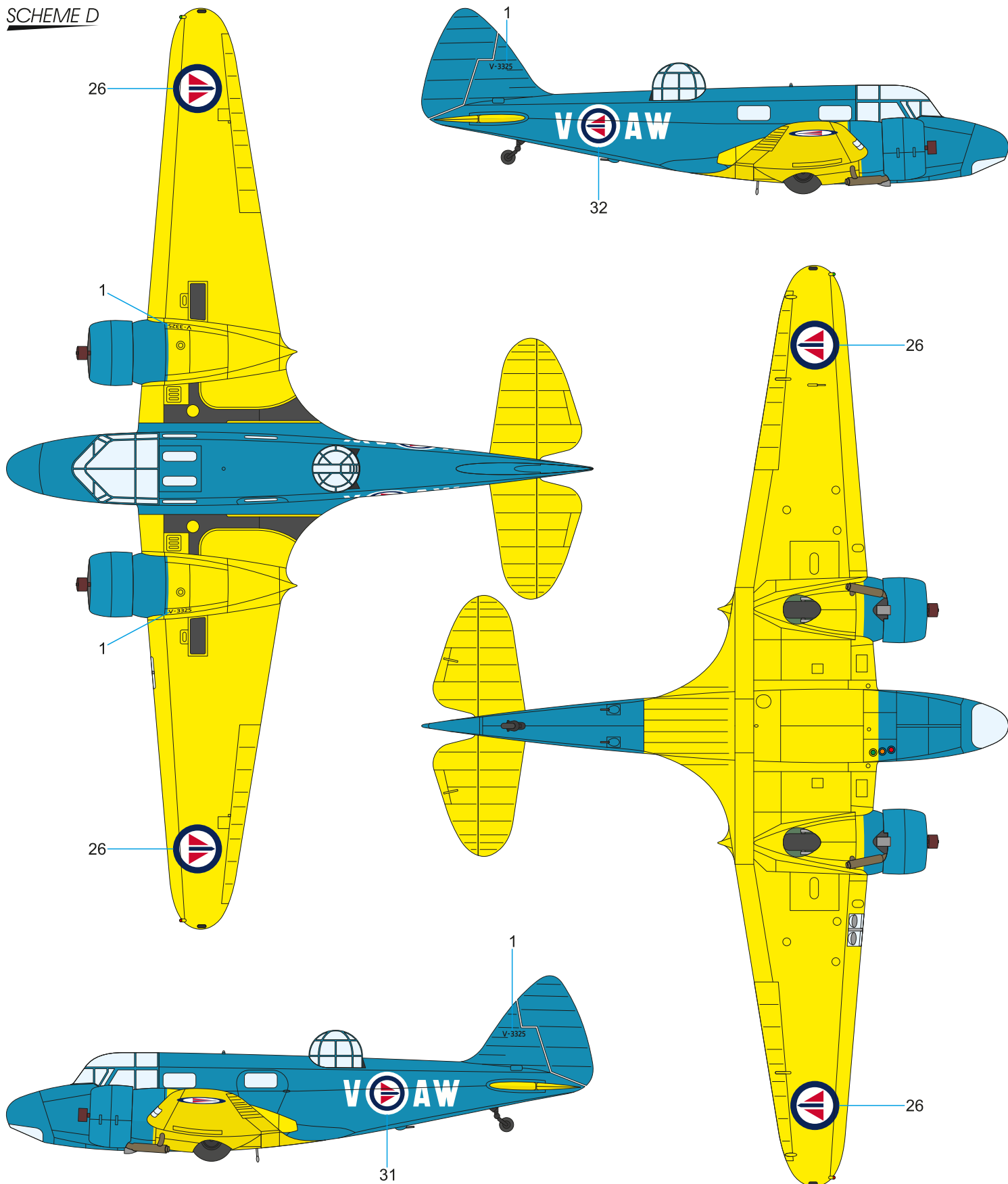


- Žlutá**
Yellow
 H329/ C329
- Matná Černá**
Flat Black
 H12/ C33
- Tmavá zelená**
Dark Green
 H73 /C23
- Tmavě hnědá**
Dark Earth
 H72/ C22

Airspeed Oxford Mk.I, V-AW/V3325, Norské královské letectvo (Luftforsvaret), 1948. Oxford V3325 byl vyroben v roce 1941 a v rámci RAF sloužil postupně u 2. Central Flying School, 1. Flying Instructors School a 18. (Pilots) Advanced Flying Unit. Po válce prošel generální opravou a byl prodán Luftforsvaretu. V Norsku létal do roku 1950, kdy byl odprodán do Švédska (registrován jako SE-BTP), později byl přeprodán do Finska, kde létal jako OH-VTK a později OH-OXA. Vymazán z leteckého rejstříku a zrušen byl v roce 1957.

Airspeed Oxford Mk.I, V-AW/V3325, Royal Norwegian Air Force (Luftforsvaret), 1948. Oxford V3325 was manufactured in 1941 and while with the RAF, it successively served with the 2 Central Flying School, 1 Flying Instructors School and 18 (Pilots) Advanced Flying Unit. After the war, its airframe was overhauled and V3325 was sold to the Luftforsvaret. In Norway it kept flying until 1950 when it was sold to Sweden (with registration SE-BTP) and then sold once again, now to Finland as OH-VTK and later as OH-OXA. In 1957 the Oxford was deleted from the register and struck off charge.

SCHEME D



Žlutá
Yellow
H4/ C4

Světlá modrá
Light Blue
H45/ C323



SH48206 1/48

Reggiane Re.2005 Sagittario
 'Ultimate Italian WWII Fighter'

Special MASK
 M48002 Reggiane Re. 2005 1/48
 for Special Hobby kit

CP2 C29/30/31/32

M48002
 Reggiane Re.2005 Mask

Q48364
 Reggiane Re 2005
 Main Wheels

Q48365 Reggiane
 Re 2005 Tailwheel with
 Strengthened Leg

Q48366
 Reggiane Re 2005
 Supercharger Air Intake

Q48367
 Reggiane Re 2005
 Exhausts



SH48205 1/48

Reggiane Re.2000GA / Serie III.

Special MASK
 M48003 Reggiane Re.2000 1/48
 for Special Hobby kit

CP1 CP2 CP3 C22 C8/C7

M48003

M48003
 Reggiane Re 2000 Mask

Q48371
 Reggiane Re 2000
 Main Wheels

Q48372
 Reggiane Re 2000 Tailwheel
 with Strengthened Leg

Q48373
 Reggiane Re 2000
 Exhausts

Q48374
 Reggiane Re 2000
 Headrest

ATTRACTIVE 1/48 SCALE MODELS

RESIN SETS & MASKS
for L-4 Grasshopper

4452
Main Wheels



P48002
Engine



M48007
L-4 Grasshopper
Inside/Outside MASK

Special
MASK

SH48222
L-4 'Cub in Post War Service'



Czechoslovak Marking



Polish Marking



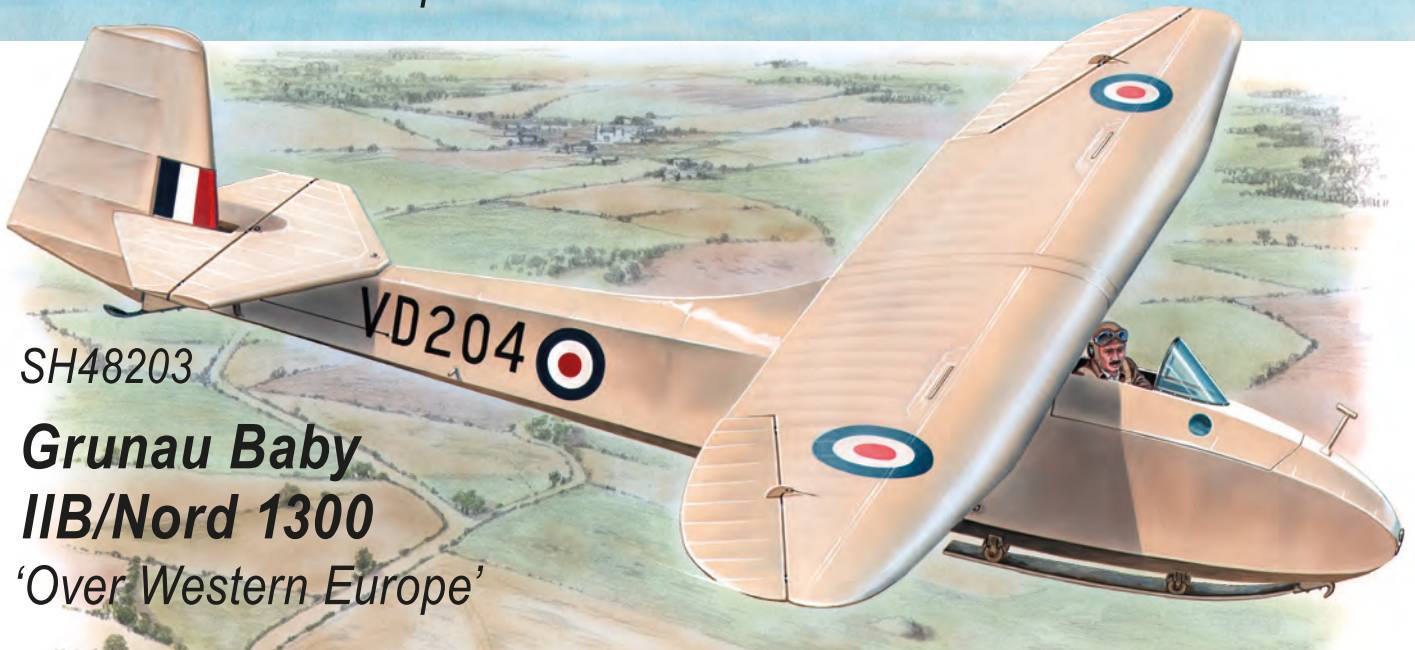
British Marking



Swiss Marking



SH48198
EoN Eton TX.1/SG-38
'Over Western Europe'



SH48203
Grunau Baby
IIB/Nord 1300
'Over Western Europe'

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CMK
CZECH
MASTER'S KITS

ATTRACTIVE 1/48 SCALE MODELS

SH48213



M48004
V-156F/SB2U Vindicator
MASK 

V-156F Vindicator 'Aéronavale Service'

SH48212



M48008
Siebel Si 204E
/Aero C-3B Bomber MASK 

Siebel Si 204E 'German Night Bomber & Trainer'

1/48 CMK sets for Siebel Si 204/Aero C-3

| | | | | | | |
|---|---|---|---|--|---|---|
|  |  |  |  |  |  |  |
| F48357 Mechanic (Engine Repair) | F48358 Airman (Cleaning Canopy Glazing) | F48359 Rigger (Prop Maintenance) | F48367 Luftwaffe WW2 / CS Post-War Aircraft Mechanic | Q48352 Wheels | Q48353 Pilots' Seats | 4386 Engine |
| | | | |  |  | 4415 German WWII Aircraft Maintenance Toolbox |
| | | | | Q48354 Prop Spinners | | |

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CZECH MASTER'S KITS