

Avro Anson Colection

User Manual



A Flight Simulator X add-on product
dedicated to depicting the Avro Anson and
the (civilian) Anson 19,
its crews and its operations in and after World War 2





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2. Copyright stuff

Lets get the 'small print' over with first. We know that anything in this big bad world can be reproduced within minutes, no matter the copy protection, no matter what we write or how much we threaten, so the following text is just meant for decent people to read. The ones we know that will take it to heart. The ones that have just PURCHASED this product. In other words: YOU! (and, by the way, thank you for that!!).

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Now let's get down to business.....

3. Introduction

When I was looking for a follow-up projects for our Lockheed Hudson, the Avro Anson was mentioned by a few fans. And after some initial research it was decided to give it a go. Since I couldn't get to one myself anymore, it was essential to find some people that could.... and we did ! They are mentioned at the credits chapter !

MANY THANKS !!!

The Avro Anson - like some of the other WW2 aircraft we have built so far - was not one of the 'sexy' fighters of the era, and hence a lot of people today have never heard of it..... or may even think - 'GASP ' - that it is a boring aircraft.

To a pilot, however, NO aircraft can ever be boring. Docile, maybe, but not boring. The Anson was instrumental in LEARNING to build better aircraft AND in training many aircrew members moving on to better and larger aircraft. So in that sense it was just as important as any other aircraft in that period!

And of course because it is not a really offensive aircraft AND because it also saw civil service for many years, it is an ideal subject for our beloved Flight Simulator X.

The Anson has now been TWO YEARS in the making - Simon has only limited time and means and other private issues from both of us have hampered publishing - but I can assure you it was worth the wait.

Please DO read the manual... there is much to see and learn and Simon has outdone himself again in extra functionality..... then take off on your first sortie and

ENJOY !!!

4. Thanks to Simon and others

This particular model – and all its variations included in the package – is again made ‘on order’ for me specially. And again by our very own **Simon Smeiman** who also built our Lockheed Hudson and our Fieseler Storch (our FSX rendition of the Storch of Kermit Weeks, owner of Fantasy of Flight in Florida).

I think the result is breath taking again and Simon continues to improve the quality of his work with every new model!

MANY photos, information and testing was provided by a small group of loyal people:

Ian Warren

Paul Kirkland

Pat Cox

Brian Gibbs

Chris Burke

Darryl Wightman

Eric Berg

Mike Benolkin

Mike Cameron

Francois Dumas

We used information from the Shuttleworth Collection, the IWM Duxford, from the Air Force Museum of New Zealand and also from the Nanton Lancaster Society Air Museum in Nanton, Alberta, Canada for our models.

A Big Thank You to all those people and organizations who helped us get as close to reality as possible.

Oh, and if you are looking for some old WW2 airfields to have your new 'Annie' operate from, then have a look at Ian Pearson's website. Ian reconstructs WW2 airfields as they were laid out during the war !

Ian has a site here: <http://www.ianpsdarkcorner.co.uk>

NOTE: FS being a niche market for a handful of aficionados only, some of the developers are really having immense problems surviving and continuing their work.

Simon lives in South Africa, lost his job some time ago and is not able to get a new one. Obviously add-on design is not sufficient to make a living. If you want to help Simon survive in the 'real world', there's a '**donation link**' called **Support Simon** on our webshop at <http://www.silvercloud-store.com>. Just so you know.

5. Installation

Let's get this thing installed onto your hard disk first, before I take you through the steps to get airborne. AND before telling you a little more about the Anson, its pilots and their adventures.

To install the Avro Anson Collection, simply run the Installer (actually, you have probably already done that), which will put the programs and manuals in a folder of your choice (or the Flight Simulator folder if you have not indicated any other choice). It will also put shortcuts on your desktop to the manuals.

6. Uninstalling

I can't imagine you would want to uninstall what you just bought, but just in case you need to, here is how:

- Find your FSX folder, and the Simobjects\Airplanes folder within it
- Delete ALL GFA ANSON and GFA Avro Anson folders you find there.

7. Support

I don't envisage you will need much support for the installation as this is a fairly simple product with an automated install. But you may want to ask questions about the 'ins and outs' of the product.

Since SUPPORT is one of our famous hallmarks at FSAddon, we are here for you of course !!

You can freely READ our **Support Forums** and find information there.

In case you have QUESTIONS you will NEED to REGISTER to our SUPPORT FORUMS, which is THE ONLY PLACE we provide support for FSAddon Publishing products !!

You can find the forum here:

<http://forums.fsaddon.eu/viewforum.php?f=42>

(For reasons of security you will **have to register** in order to post messages there. We also ask you to **put your ORDER NUMBER in your signature or message**, so we know you are one of our legitimate customers!)

You can of course also e-mail me: **francois@fssupport.com**

8. Introduction by the Author

This is my rendition of the Avro Anson models used during WWII and in post war civilian capacity. This package is for FSX (SP2) and consist of a collection of 13 different models plus a little tractor used by ground servicing crew. The completion of this package was made possible by all the info, photos and pictures I received through Francois Dumas of FSAddon Publishing from various people. Many thanks to all of them. They all will receive a word of thanks later.

I tried to incorporate in the model as many features as possible of the real world aircraft leading to some 2,000+ parts and \pm 113,000 polygons. There is also a bag full of animations. Some animations in the model are there solely to make life a little bit easier in the cockpit, therefore not true to the real world aircraft. There are over a 100 animated parts and also a special animation involving the tractor which I think is a first for FSX, but a bit more on that later on.

The purists might find some anomalies in the interior models but that is due to a lack of information. I will gladly do aftermarket alterations to the models if any user of this package is willing to provide me with clear usable detail.

After almost 2 years of hard work to get this project completed, I feel now satisfied that there is something for everyone in this package to take their flight simulator experience to another level of enjoyment.

9. THE REAL WORLD AVRO ANSON

Work on the Anson began in May 1933, when Imperial Airways gave Mr. A.V. Roe a specification for a four seat passenger aircraft capable of flying 420 miles at a cruising speed of 130mph. The first design was produced by Roy Chadwick in August 1933, with the designation Avro 652. He produced a low-wing monoplane, with manually operated retractable landing gear and powered by a pair of Armstrong Siddeley Cheetah V engines.

In May 1934, Mr. A.V. Roe was approached by the Air Ministry, who were looking for a twin engined landplane for coastal reconnaissance duties. They wanted to know if Mr. A.V. Roe had any suitable commercial designs that could be adapted. So, by the end of that month the Chadwick's design team had produced the design for the Type 652A, a militarised version of the as-yet incomplete Avro 652. Mr. A.V. Roe was given a contract to produce a prototype, with a delivery deadline of March 1935. The company found itself working on two different versions of the same aircraft at the same time.

The civil version was completed first and flew on 7 January 1935. The military Avro 652A made its first flight shortly after that, on 24 March. It then took part in a competitive test with the d

DeHavilland D.H.89M. The Avro 652A proved to have longer range and endurance than the D.H.89M, and won the production contract.

The Avro Anson GR.Mk I was produced to specification 18/35. The first production aircraft flew on 31 December 1935, and only three months later No. 48 Squadron became the first squadron to go operational with the Anson. The Anson was the first monoplane to enter RAF service, the first aircraft with retractable landing gear, and the only even faster aircraft in the RAF were fighters.

Before the outbreak of the war the Anson served in two roles. Its primary role was as a general reconnaissance aircraft with coastal command. As one of the first modern aircraft to enter RAF service it also gained a second role as a training aircraft, equipping a number of bomber squadrons while they awaited their own more modern aircraft.

During WWII the Anson was used to conduct coastal reconnaissance and anti-submarine patrols around the British coast, even clashing with German fighter aircraft from time to time. On 1 June 1940 one Anson even claimed two Bf. 109s!

The Anson was also used as a standard trainer by the British Commonwealth Air Training Plan, inaugurated on 18 December 1939. This saw aircrews trained in the safety of Canada. The Anson was also used by a number of communications and transport squadrons, often returning to its original passenger transport role.

Nothing demonstrated the dramatic increase in aircraft performance in the years before the Second World War better than the Anson's rapid decline from the "hot ship" of 1935 to the obsolescent "Faithful Anne" of 1939.

The Anson remained in use as a light transport and communications aircraft until 1968. Its last official mission was a flypast by aircraft of the Southern Communications Squadron on 28 June 1968.

The following real world Avro Anson marks were produced:

Mk.GR1 and Mk.1

It carried two machine guns – one fixed forward firing Vickers gun in the nose and one Lewis gun in a dorsal turret. It could carry two 100lb bombs under the wing centre section and eight 20lb bombs under the wings. The Avro Anson Mk I was the most numerous version of the aircraft

Mk. 2

The Anson Mk II was the first type to be produced entirely in Canada. It was powered by the Jacobs L-6MB engine and featured hydraulically operated flaps and landing gear.

Mk. 3

They were produced for the British Commonwealth Air Training Plan, combining fuselages produced in Britain with engines installed in Canada. The Mk III was powered by the Jacobs L-6MB engine.

Mk. 4

The Mk IV combined British-made fuselages with two Wright Whirlwind R-975-E3 engines.

Mk. 5

The Mk V was a further development of the Canadian Mk II. This time the entire fuselage was produced from moulded fuselage. The square windows of the earlier models were replaced by circular portholes. The Mk V was powered by two 450hp Pratt & Whitney R-985-AN-12B engines.

Mk. 10

It was given a reinforced cabin floor. Unlike the Canadian produced models it retained the manually operated landing gear of the Mk I.

Mk. 11 and 12

The Anson Mk 11 and Anson Mk 12 were the first British versions to feature hydraulically operated flaps and landing gear. They also had a raised roofline, designed to increase the headroom for passengers. The Mk 11 was powered by the 395hp Cheetah XIX engine while the Mk 12 used the 420hp Cheetah XV.

Mk. 18

The Anson Mk. 18 was a version of the C.19 (see Mk C.19 below).

Mk. C.19

The Anson C.19 was first developed early in 1945 to match the Bradazon Committee's Specification 19, and saw civil service as the Avro 19. It was based on the Mk XI, but with five oval windows on each side of the fuselage and a properly furnished interior rather than the bare military finish of the wartime transports.

Mk. T.20

The T.20 was a post war development of the Anson, built as a training aircraft for Southern Rhodesia.

Mk. T.21

The T.21 was a navigation trainer produced for Flying Training Command. The T.21 was the last Anson to be completed.

Mk. T.22

The final variant of the Anson was the T.22 radio trainer.

There were basically **4 different fuselage shapes** used on the Avro Anson:

Mk.GR1, Mk.1, Mk.2, Mk.3, Mk.4 and the Mk.10, shared the same platform. The exterior of all these marks were that of the first production Anson and more or less similar. These marks could often only be distinguished from each other by the engine types used or the armament fitted.

Mk.5: Differs completely. Entire fuselage is of molded plywood like that used in the construction of the Mosquitoes fighters. It had 3 round portholes on each side of the fuselage. The wings used were that of the previous mentioned marks.

Mk.11 and 12: Major reconstruction of the Mk.1 fuselage. The roof was raised and some glass window panels on the cabin sides were blocked out. The wings were that used by the Mk.1.

Mk.19 and all subsequent marks: Fuselage shape was the same as that of the Mk. 11 and 12 but with oval cabin windows. The wings had more surface and were covered in metal and sharper tapered. The tail-plane was also metal covered.

Note: Missing mark numbers were never used in the production of the Anson series.

10. THE FSX AVRO ANSON COLLECTION

The following models for FSX represent to my opinion all the above-mentioned 'marks' used in the real world. At first glance they all look similar but make no mistake. Every single model in this package is different to the next one!

Mk.GR1: The first military Anson. Fluted cowls (some people like to refer to it as “helmeted cowls”) and a slanted canopy with dorsal turret.



Mk.1: Fluted cowls, rounded canopy and dorsal turret.



Mk.1: Smooth cowls and rounded canopy with dorsal turret.



Mk.1: Smooth cowls, rounded canopy, glazed nose and no turret.



Mk.2: Smooth cowls, rounded canopy, glazed nose and no turret blocked outside windows. No armament.



Mk.10: Smooth cowls, rounded canopy, and two astro domes on roof top.



Mk.5: Fuselage is of molded plywood with 3 round portholes on each side. No armament.



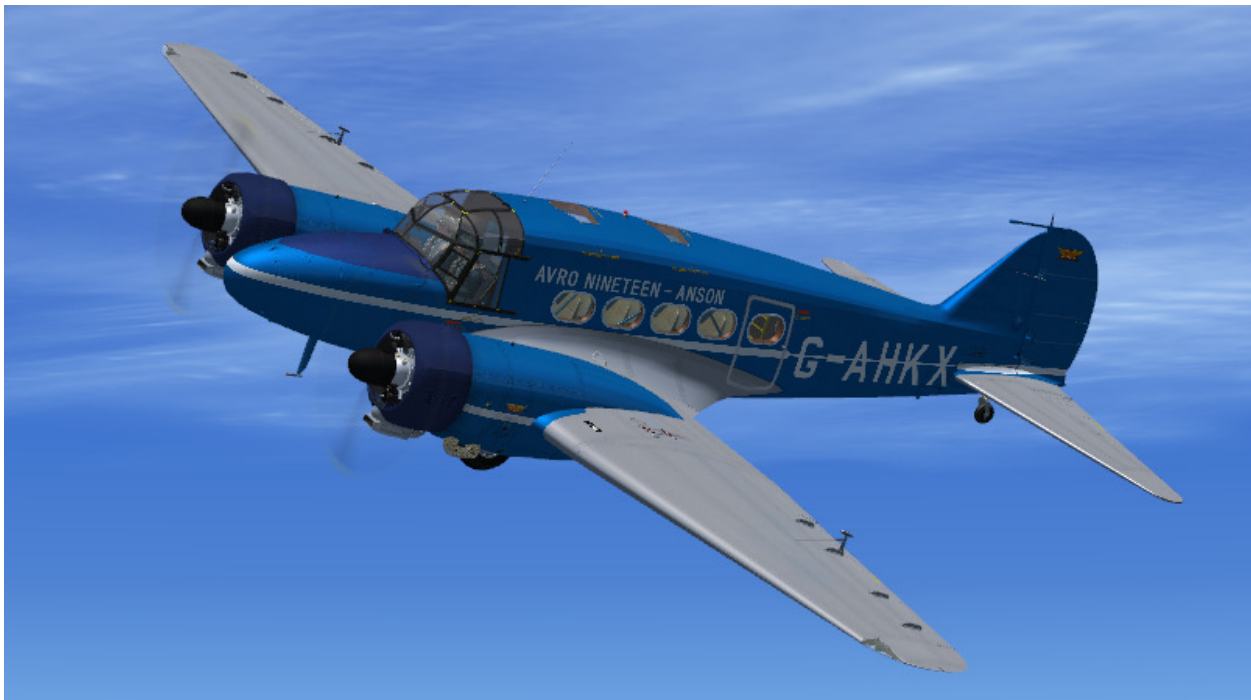
Mk.11: Raised roof, smooth cowls, rounded canopy and square side windows. Trainer version. No armament.



Mk.12: Same as Mk.11 above, but with passenger cabin.



Mk.19: Civil passenger aircraft.



Mk. C19: Civil passenger aircraft.



Mk.1 on floats. The only Anson on floats ever produced. This unique aircraft was used in South-Africa during the war to train new crews in waterborne techniques.



Mk.1-Civil. This aircraft was used by Colonel Roscoe Turner during his reign as Aviation Advisor at Warner Brothers.



And last is the....tractor! Used by the ground servicing crew. You can drive it around! ☺



11. ANIMATIONS

All **control surfaces** are detailed and fully animated.

Detailed **retractable landing gear and suspension**. In the Mk.1 the undercarriage was lowered and raised by means of a manual operated hand crank. Same thing in the model so it will take a while to get the job done. You can of course use the gear button on your joystick or keyboard too.

Animated **bomb doors**. Also manually operated or use the “Shift+E+3” Key.

Animated **dorsal turret and .303 machine gun**. The turret itself is static.

Animated doors, cockpit and cabin windows, escape hatches, nose cone and baggage door where available on the model.

All doors and nose cone open or close by using the “Shift+E+1or 2 or 3” keys.

The nose sliding door open or closes by using the “Shift+E+2” key.

Cockpit and cabin windows and the escape hatches must be opened from inside the virtual cockpit.

Animated **D/F Loop Aerial** where visible on the model. This Aerial will rotate when tuning the ADF radios located at the navigator station.

Tilting headlight operated from the cockpit on some models. See later on for explanation.

Animated **variable pitch props** on some models.

Animated **windscreen wipers** (except on the Mk.GR1).

Almost **all buttons and levers** in the cockpit are animated.

All **gauges and radios** are 3-D so **no 2-D panel** is available.

Steering column can be hidden to view instruments obscured behind it.

Morse light coder where available is fully functional. You can actually send light signals up or down.

Lockable control surfaces when aircraft is parked.

Wheel chocks and pitot flag shows when control surfaces are locked.

Aircraft crew can be hidden with the controls lock-rod or by means of the master battery switch.

Service crew with tractor shows-up when control surfaces are locked.

The floats version is **towed on a trailer** by the tractor while on dry ground. More on this special animation later.

EFFECTS

The forward firing .303 machine gun on the port side of the cockpit has a gun firing effect activated by the “I” key normally used for the smoke effect.

The engine startup effect is exhaust flames and smoke.

Cockpit and cabin night lights.

ENGINE SOUND

The sound was created from bits and pieces of the real Anson sound and that of the default DC-3.

The interior sound is that of a real Anson. Maybe a bit loud but then again there is no sound proofing possible with that huge glass windows while the pilot seating is also so close to and right in between those radials!

12. COCKPIT PANELS

MAIN PANEL LEFT SIDE:

This panel comes with all military aircraft.



1. Bomb firing switch. Pushing will hide the bombs. Pushing it again will unhide the bombs.
2. Engine RPM. Maximum is 2425 Rpm.
3. Landing gear warning light. This light turns on while the gear transition is in motion and turns off when the gear is fully locked up or down. See also 18 below.
4. This is the sub panel onto which the following six instruments are mounted:
 1. Airspeed in Mph: Maximum is 188 Mph.
 2. HSI: Watch turn rate. Too steep bank angles will result in quick altitude loss so be prepared.
 3. VSI: Try not to go over + or – 1000 fpm during climb-out or decent.
 4. Altimeter: Ceiling is 19000 feet.
 5. Directional Gyro.
 6. Turn Co-ordinator. Note: Click any open spot on this sub-panel will hide/unhide the yoke.

5. Fuel tanks content selector switch and indicator: The Anson has two fuel tanks in each wing. Each tank has a 35 gallons capacity. Turn the selector switch clockwise (right mouse button) or counterclockwise (left mouse button) to read the content of each tank. You can also use the mouse wheel.

Note: Flight simulator use outer fuel tanks (aux) first then the mains. I tried to bypass this but no luck. If someone has a solution, help will be much appreciated. See also fuel tank selectors (24) and cross feed later.

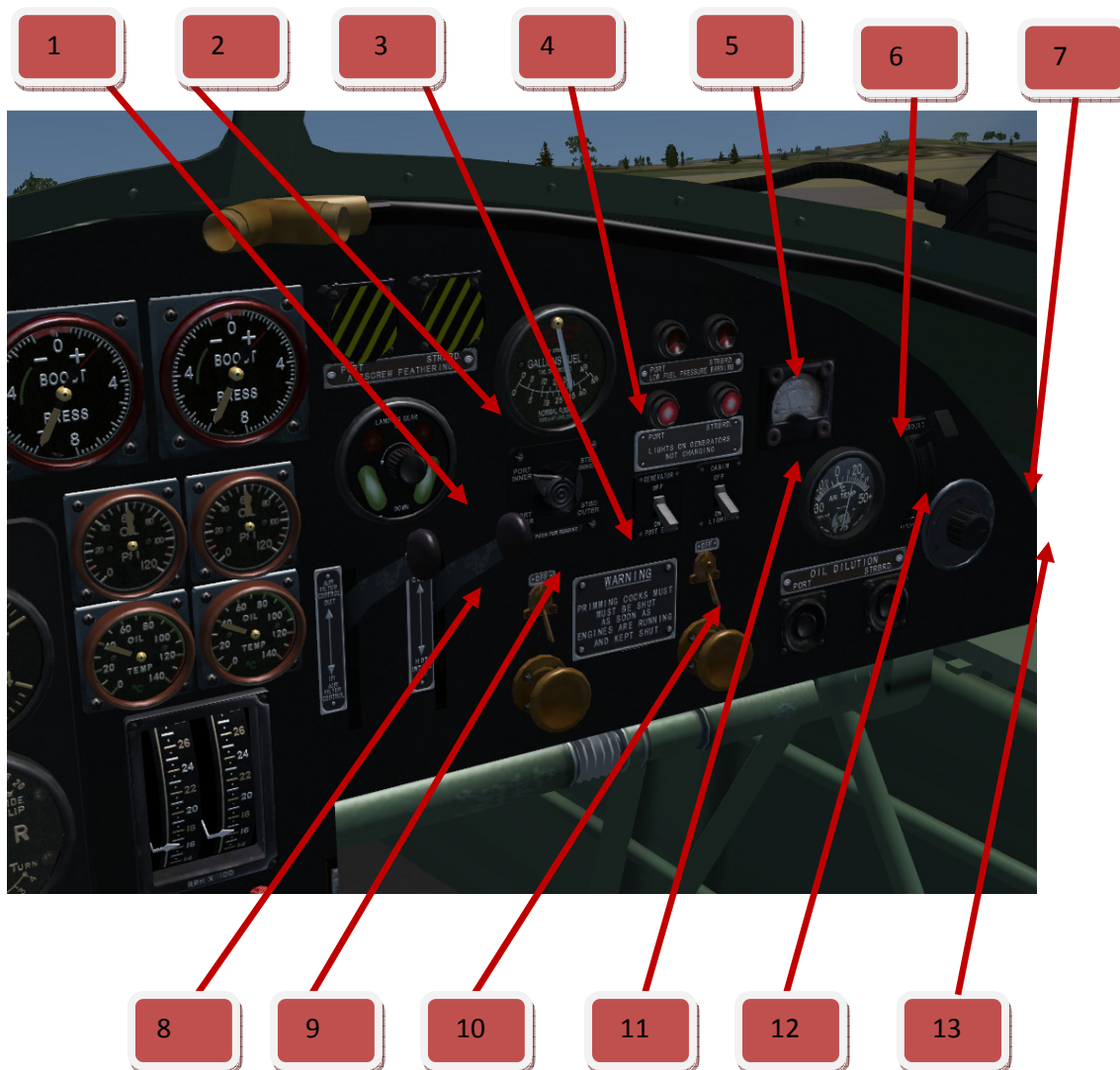
6. Manifold Boost gauges in PSI. The Anson engines operate between +1.5 maximum to -1 boost pressure during flight. The gauge reading is correct in terms of the scale but not in terms of rpm. I'm not sure how to correct this. Help will be appreciated.
7. Oil pressure in PSI.
8. Oil temperature in °C.
9. Headlight tilting lever. Pulling this lever up or down will tilt the headlight beam upwards or downwards. Not sure what this was used for apart from landing. Maybe during submarine hunts or reaching for downed fighter pilots at night?
10. Clock.
11. Starter coils. These are equipped with a safety lid.
12. Morse Code Signaler. Switches for the upward and downward light and the trigger. You can send Morse Code messages to your buddies by using trigger.

The upward light in the model is situated at the aft roof window. The downward light is situated below the nose at the glass sliding door. These lights positions are my thinking because I have no idea where these lights were in the real aircraft. If someone has info on this it will be much appreciated.

13. Brakes hydraulic pressure gauge.
14. Nav Lights Switch. Switches on the wing tip and tail Nav lights.
15. P- Type Compass with lockable dial. The following is a concise description of how this Compass was used:
Rotate the dial using the mouse wheel until the heading you want to fly is at the 12 o'clock position. Now turn the aircraft until the read point of the arrow needle is lined up with the red "N" on the dial and there you go! Keep the arrow needle between the parallel cross wires and you should stay more or less on track. Remember "Red on Red". This was how the RAF pilots did it. Click the lock to prevent accidental moving of the dial.
16. Headlight- inner and -outer Switch. 3-Positions: Center is Off. Top is Outer lamp. Bottom is Inner lamp. I have no idea how these two lights were used. Was it a Bright and Dimmed light like in motorcars? I used it in the model as the taxi and landing lights.
17. Slow engine running cut-out. Pulling the handle aft will stop both engines. Release and the handle returns.
18. Landing gear locked down indicators. These are mechanical devices that shows a green indicator (not a light) when the undercarriage is locked down.
19. Flaps position indicators with light and activator switch. The following is a description of how this works in the model:

- To use the flaps in the virtual cockpit (that is without using the flaps keys or buttons on joysticks) the activator switch must be pulled out first. A red light turns on indicating that the flaps indicators are active.
- To lower the flaps the flaps up-down lever (see 20 below) which is mounted on the port side of the ECU pedestal, must first be set to the down position.
- Now the flaps can be pumped down using the flaps pump lever that is somewhat out of sight behind the pilot's seat. This is awkward so I put a small device (see 21 below) next to the flaps up-down handle that can be use instead of the flaps pump lever.
- To raise the flaps the flaps up-down lever must be returned to the up position first.
- Note: Using the Flight Simulator Flaps buttons or keys will override the whole procedure described above even when the flaps position activator is turned off.

MAIN PANEL RIGHT SIDE ON MK.5 AND PASSENGER AIRCRAFT:



1. Gear warning lights.
2. Variable pitch props feathering switches. These are equipped with a safety lid.
3. Fuel content selector switch.
4. Fuel quantity gauge.
5. Low Fuel Pressure warning lights.
6. Amps.
7. Tail wheel lock.
8. Air filter control. Animated but no effect.
9. Intake heat control.
10. Engine primers and shut switches. Note: When using the primers and as soon as the engine starts, shut the relative primer otherwise the engine will stop.
11. Generator lights and switches. Can be switch off when engines are running.
12. Oil dilution switch.
13. WARNING PRIMING COCKS MUST BE SHUT AS SOON AS ENGINES ARE RUNNING AND KEPT SHUT

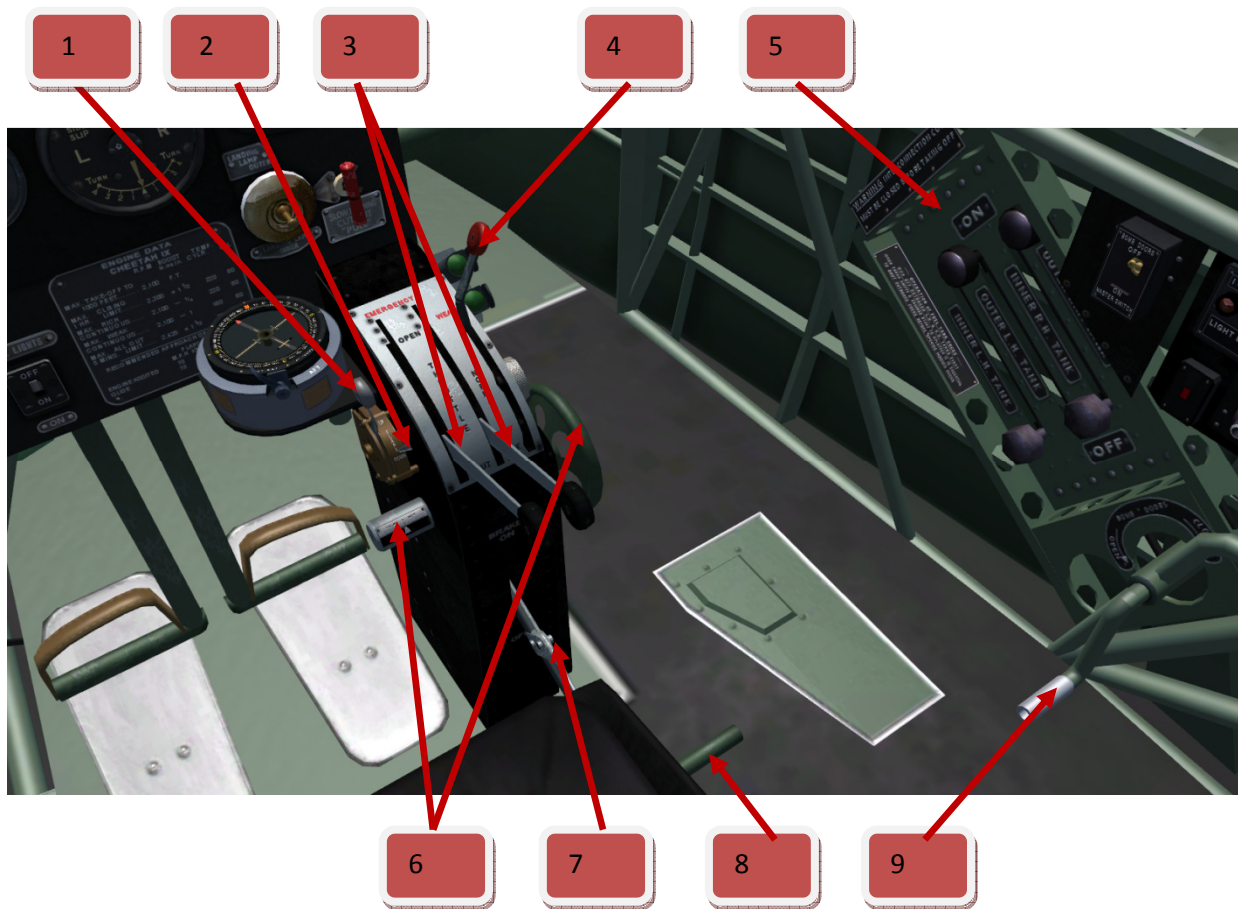
12. OAT.

13. Windscreen wipers control switch. Off – slow - fast.

Were no radio-operator exist in some aircraft the Com, Nav, and NDB Radios are located here:



ECU AND OTHER CONTROLS:

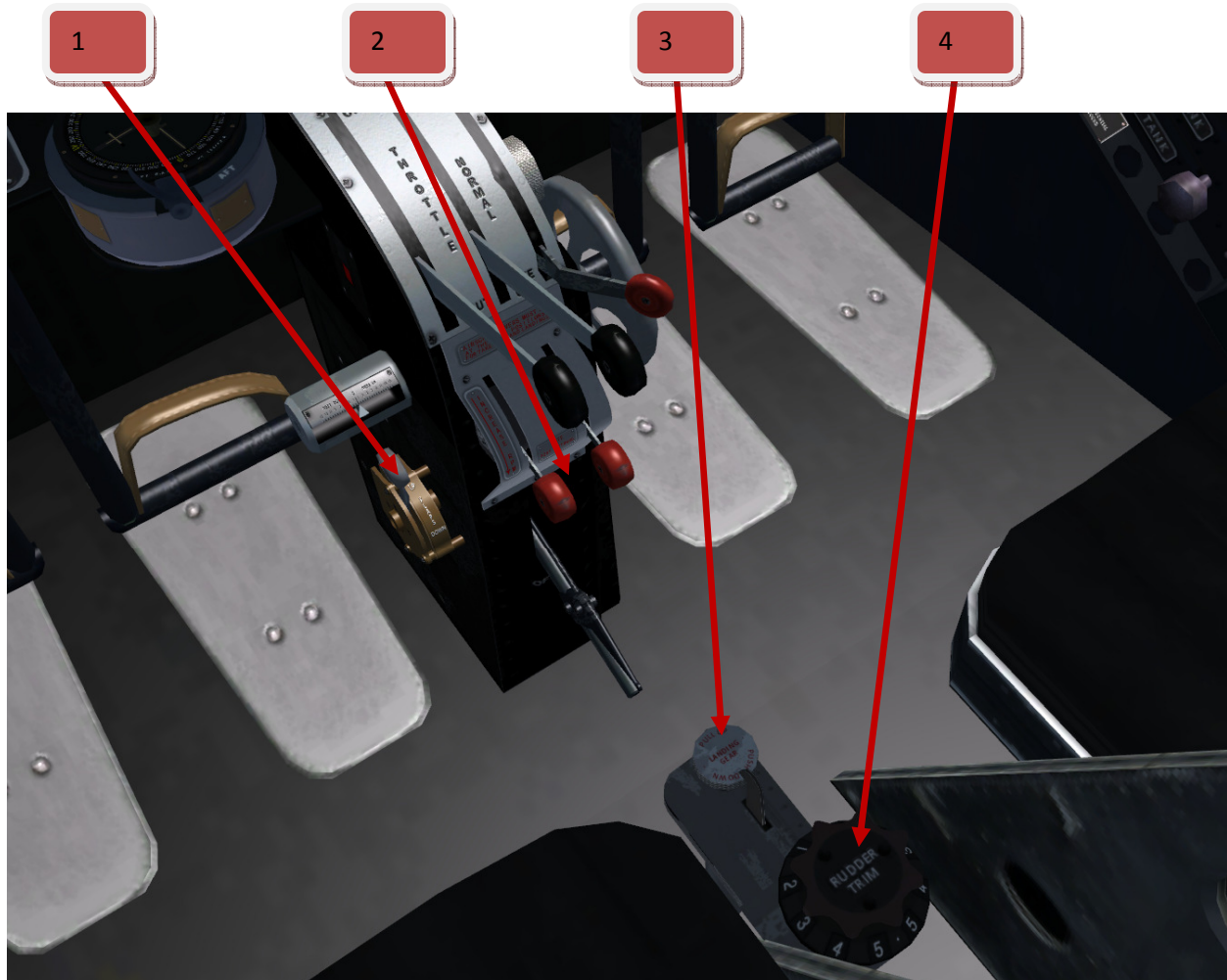


1. Flaps up-down lever. Set first to raise/lower the flaps. See 19 above.
2. Flaps device. Click and pull up or down to raise/lower the flaps.
3. Port and Starboard Throttle levers.
4. Single Mixture Control lever. This lever controls the mixture for both engines. The lever travel is limited from full rich to more or less 14 % lean. Take-off position is full rich thereafter set to normal position for general flying.
5. Fuel tanks selectors. One selector for each tank. These selectors do not function correctly. As said earlier Flight Simulator uses tanks closes to the wing tips first. The selectors are set by default to the auxiliary tanks. Monitor the auxiliary fuel tanks content gauge especially when nearly empty then switch over to the main tanks.
6. Elevator Trim Wheel and Indicator. You will use elevator trim often during climb-out and more often during the landing phase. Try not to climb or decent at more than 1000 feet per minute. Going pass these parameters will only increase your workload during climb-out and landing.
7. Parking Brake Lever.
8. Landing gear Crank mounted on the starboard side of the pilot's seat. It took about 144 turns to get the gear down or up! You don't have to go through that pain in the model. Just remember that it takes a while for the undercarriage to lower or retract. Also in case you forget like in the real aircraft when the throttles are 1/3 closed a warning buzzer will go off reminding you the undercarriage is retracted.

9. Bomb Doors Crank. Click to open or close the Bomb Doors. You can also use the “Shift+E+3” key combination.
10. The floats version has the water rudders lever located here:

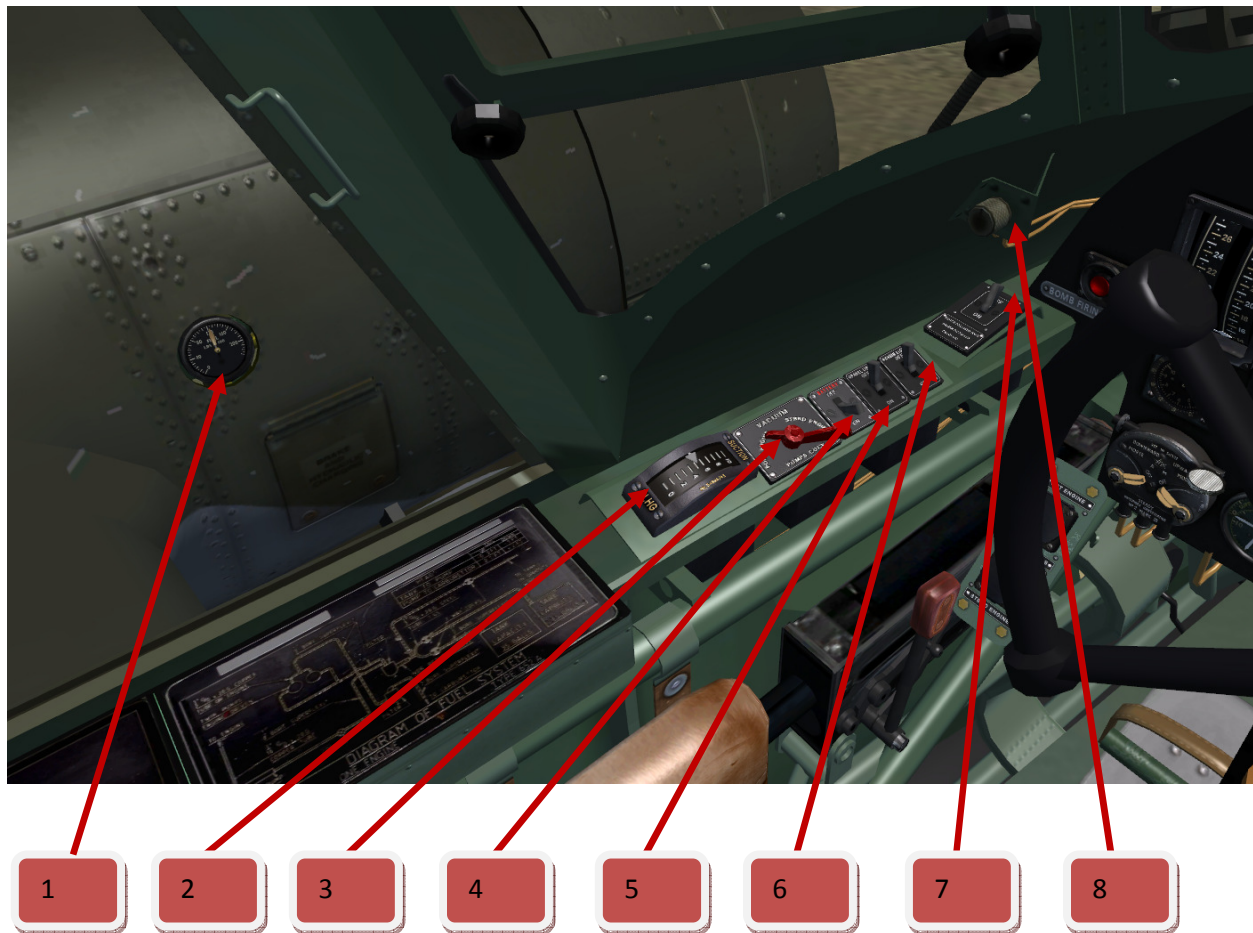


Some aircraft with hydraulic operated gear and flaps and variable pitch props have the relevant levers located here:



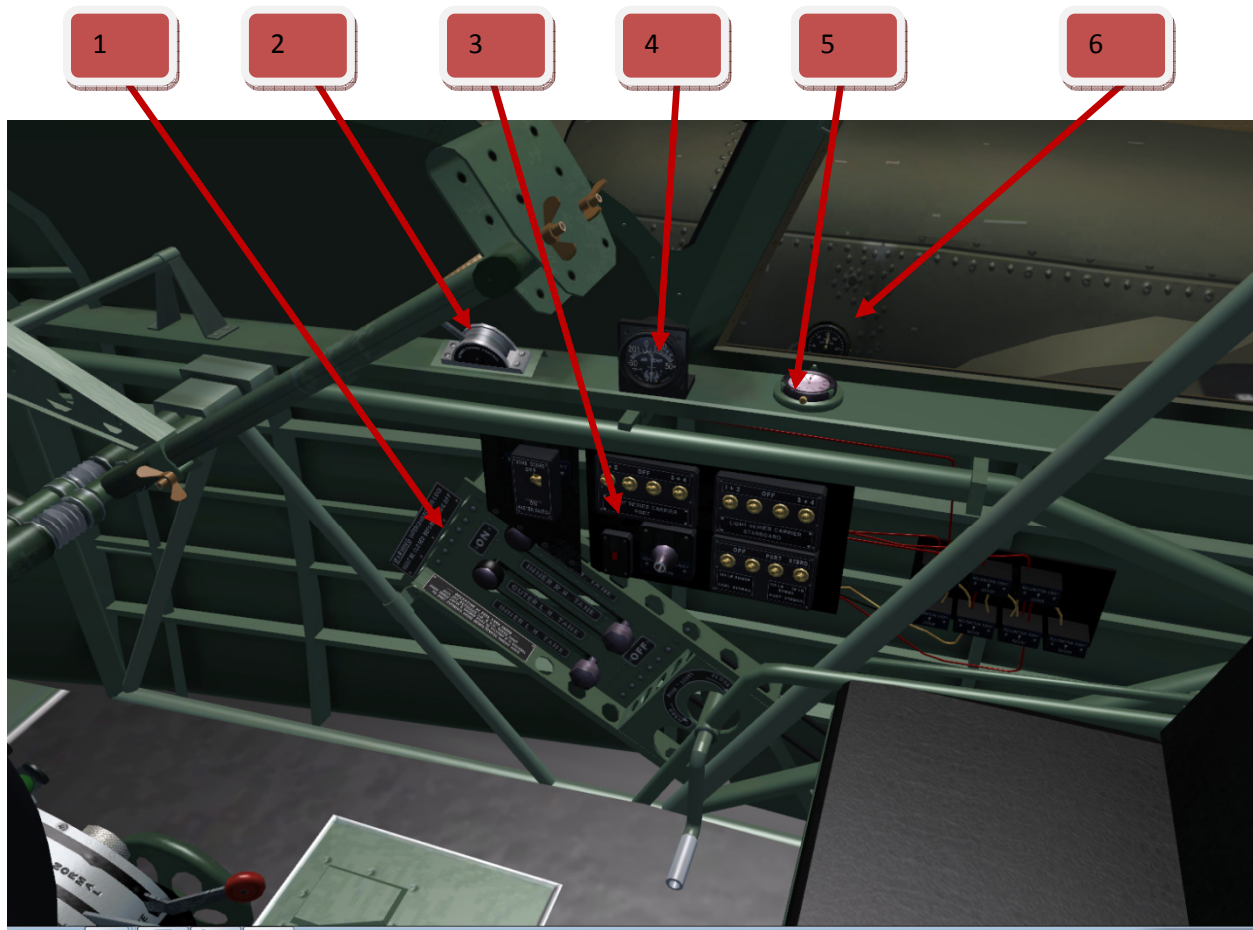
1. Flaps lever
2. Propeller controls
3. Landing gear actuator
4. Elevator trim

PORT SIDE OF COCKPIT (Mostly on the military aircraft):



- 2. Port Engine Fuel Pressure Gauge.
- 3. Vacuum Indicator.
- 4. Vacuum Change-over Cock.
- 5. Battery Switch. In the off position the aircraft crew will also be hidden.
- 6. Panel Light Switch
- 7. Cabin Lights Switch.
- 8. Pitot Heat Switch.
- 9. Windscreen wipers control switch: Off – Slow - Fast

STARBOARD SIDE OF COCKPIT (military aircraft):



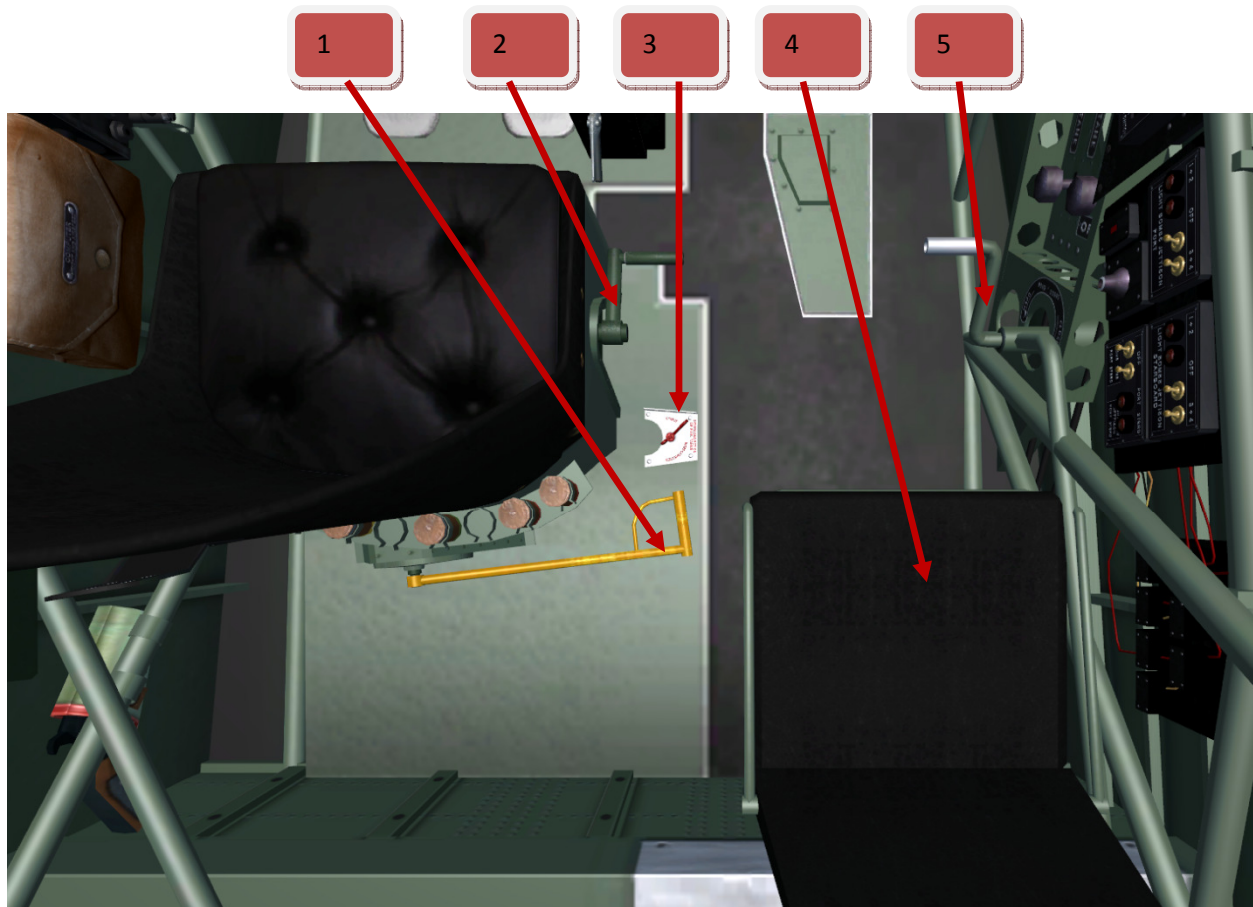
1. Fuel tank selector switches
2. Bomb Fusing lever: Inoperative.
3. Bomb Control Panel: Inoperative.
4. Outside Air Temperature.
5. Watch.
6. Starboard Engine Fuel Pressure Gauge.

Note: Some military aircraft without the bomb doors have the bomb doors crank still in place.

Global view of the civil aircraft (mostly the Mk.19) panel.



AROUND THE PILOT'S SEAT (Mostly the Mk.1's and other early military aircraft):



1. Flaps Pump Lever
2. Landing Gear Crank.
3. Fuel Tanks Cross Feed (Inter connection cock). Two settings: Single and Interconnected. At the single setting one tank at a time will be used starting from the port Auxiliary Tank. At the Inter connected setting the two auxiliary tanks will be used simultaneously till empty then the two main tanks. See also 5 and 24 above.
4. Co-Pilot (Bombardier) Folding Seat. Clicking on this chair's upright will fold/ unfold it and at the same time hide/unhide the Co-Pilot. More on this later.
5. Bomb Doors Crank.

LOOKING AROUND ABOVE THE COCKPIT PANEL

(Mostly the Mk.1's and other early military aircraft):

Here you will find from left to right:

- The Rudder trim. (The earlier Ansons). There is no trim position indicator. True to the Pilot Notes issues for the real world aircraft the trim is neutral when the chain ends are level!

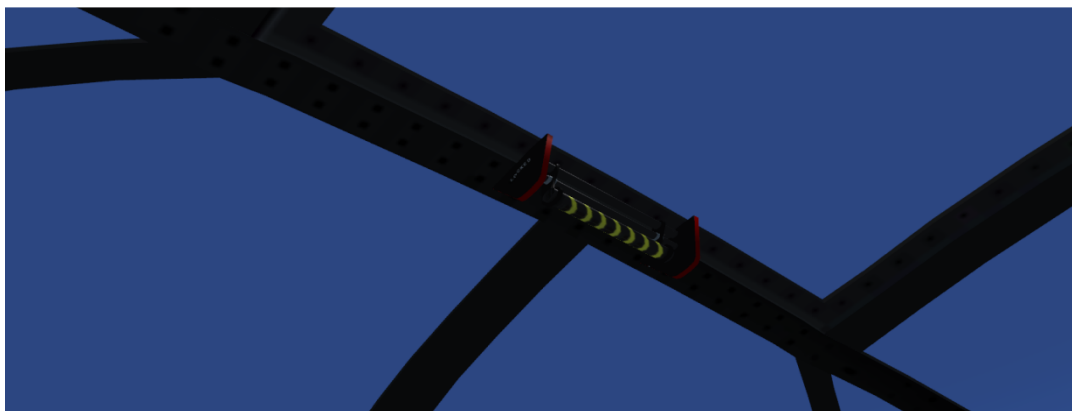
- Gun aim: Click on it to raise or lower.

- Magnetos and magneto safety lock:

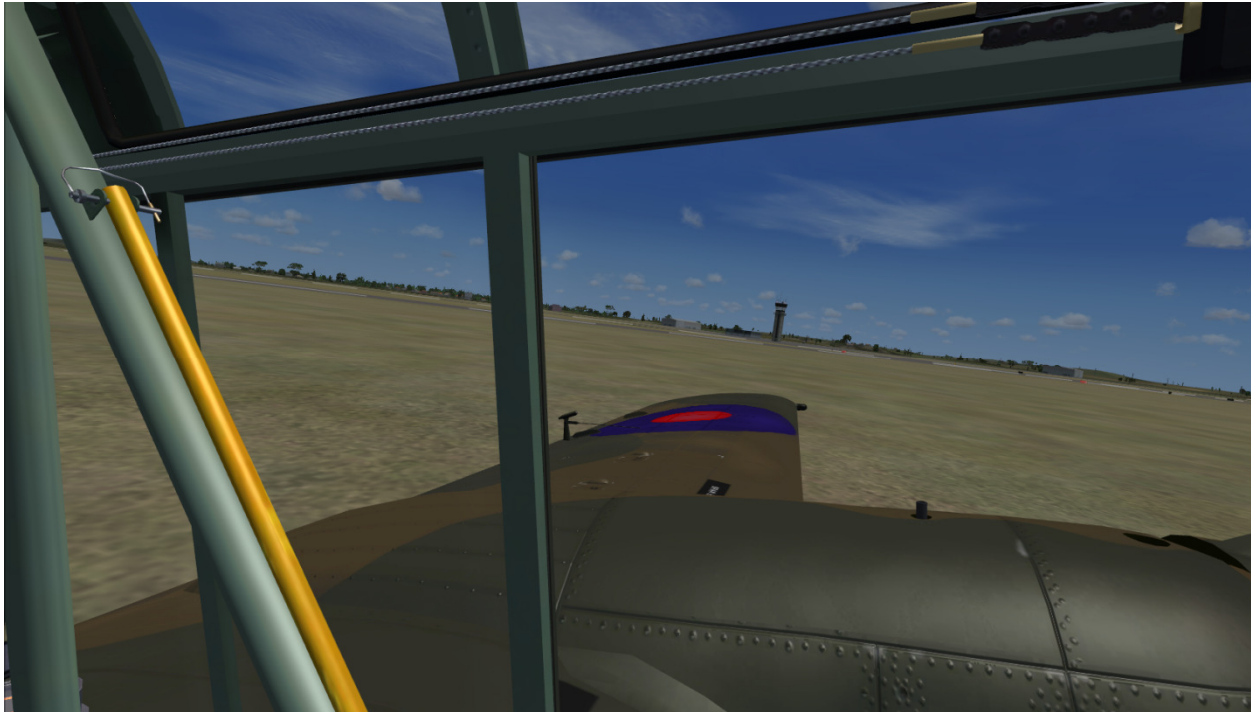
You will find the safety lock directly above the magneto switches. When all magneto switches are in the off position, click the lock. Click the lock again will give you access to the magneto switches again.



Hatch lock lever on C-Series Aircraft:



FLIGHT CONTROLS LOCK ROD ON ALL AIRCRAFT:



The yellow rod is used to lock the flight controls (in the real aircraft it locks the yoke only). Clicking on this rod will lock/unlock the yoke and also all main control surfaces.

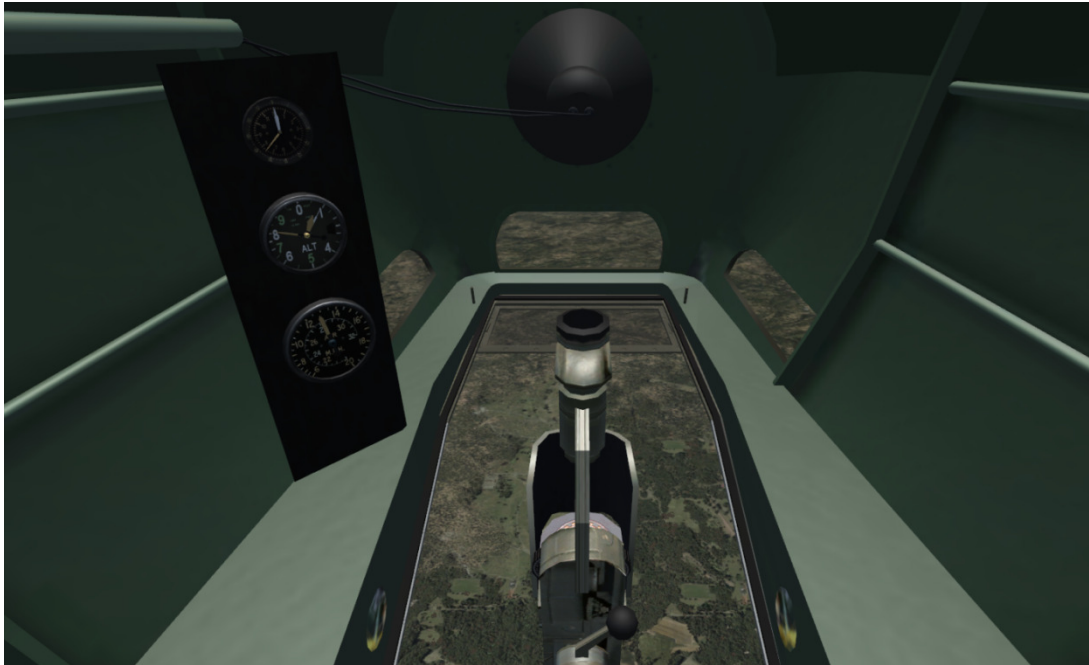
At the same time the ground service crew will show as well as the wheel chocks and pitot flag. The aircraft crew will also be hidden. See the pictures below.



You will see the same thing with the civil passenger aircraft.

13. INTERNAL VIEWS:

BOMBARDIER STATION IN THE NOSE:



Nothing much here except enjoying the limited view.

NAVIGATOR STATION:



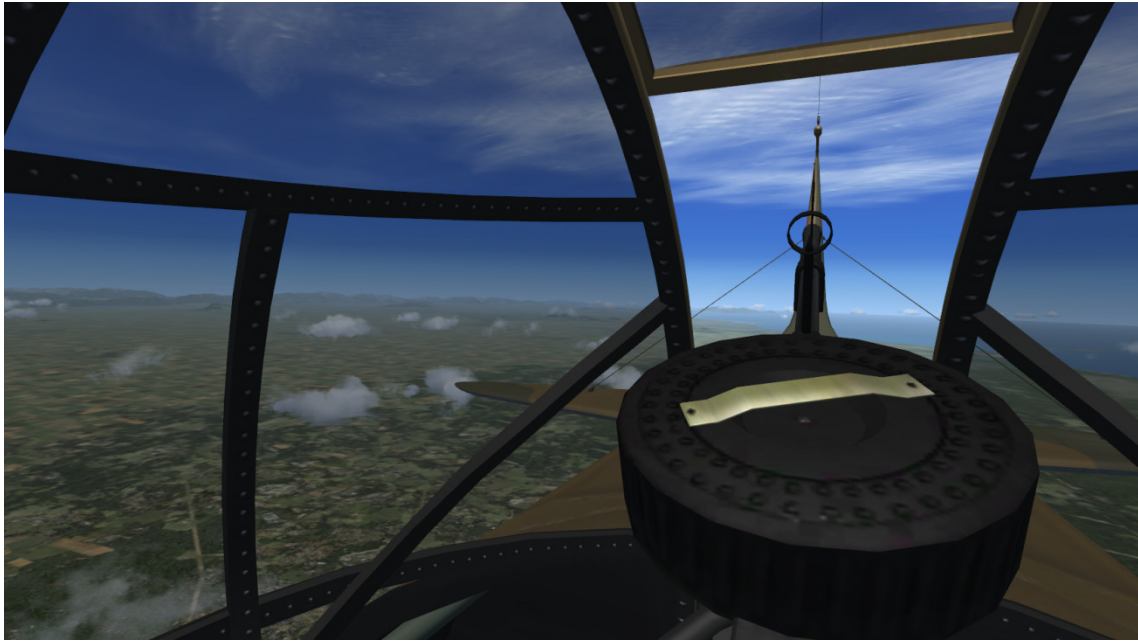
Here you will find working navigational radios, the ADF and the avionics master switch. I am not sure what this station exactly looked like and what instruments were in use.

RADIO-OPERATOR STATION:



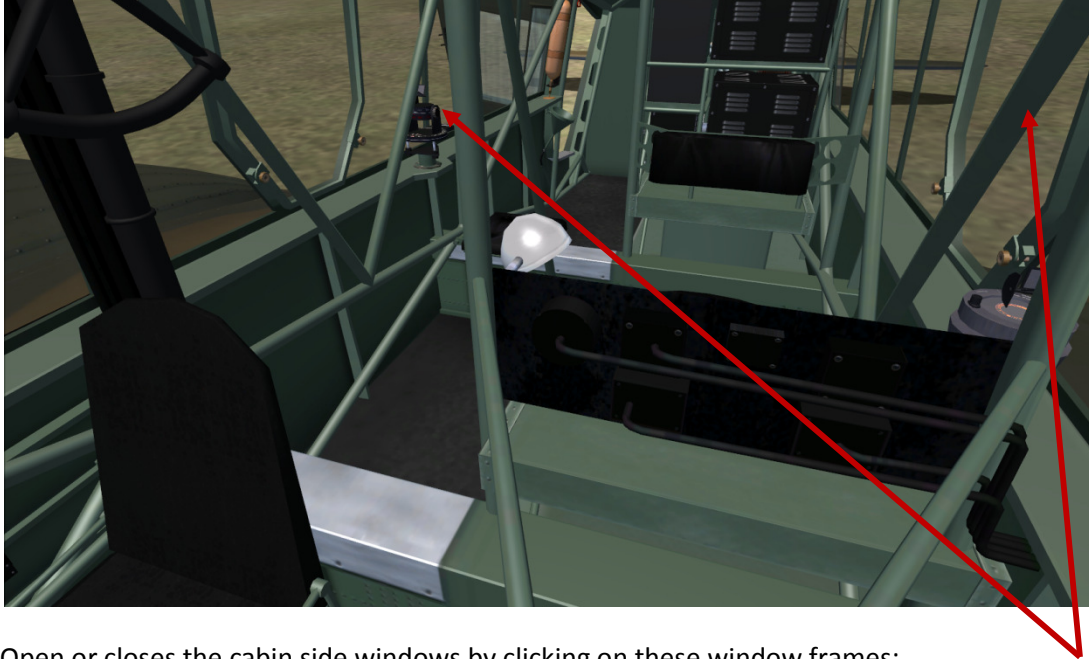
I think this is what it looked like in most of the real world aircraft. You can tune the Comm. 1 Radio here using the lower small dial on the left and the big dial on the right of the top radio box.

DORSAL TURRET GUNNER STATION:



Nothing to do here except enjoying the view.

LOOKING AFT IN THE CABIN:



Open or closes the cabin side windows by clicking on these window frames:

VIRTUAL COCKPIT VIEW ORDER:

When in the virtual cockpit, **pressing the “A” key** will cycle through the following views:

- Main panel (default).
- Fuel tanks cross feed cock, flaps pump lever and landing gear crank.
- Bombardier Station. Only on aircraft with bomb aimer station.
- Navigator Station.
- Radio-operator Station.
- Dorsal Turret Gunner Station and then back to the Main Panel.

Note: There is no 2D-panel. All gauges are 3-D animated parts.

The civil aircraft does not have the turret and bombardier station cameras.

14. OTHER EXTERIOR ANIMATIONS ON SOME PASSENGER AIRCRAFT:

Nose cone swings upward (Shift+e+3). Note the ladder for cabin entrance when the cabin door opens (Shift+e+1).



Baggage compartment.

Note: These animations are activated using the "Shift+"E" + 1 or 2 or 3 or 4 keys.

15. AND NOW FOR SOMETHING SPECIAL...

Remember the tractor and the Anson on floats?

Well, this is what you will see when you load this Anson from the FSX aircraft selection menu:



Yip! Our tractor is towing the aircraft on a trailer. Really, it is as true as Bob! But don't go too fast. Keep it slow, no faster than about 20mph, or the tractor will disappear. And remember make sure the aircraft engines are running. The props will remain stationary on dry land. You taxi like you will do with any aircraft. Throttle/brakes to control speed and rudder for steering.

So what can you do with this setup? Well you can drive around airports like this just for the fun of it or you can put the aircraft back into the water where it belongs with this tractor. This is how you do it:

If you have scenery at a beach with some structure sloping into the water like those concrete slipways for boat launching, then business will be better otherwise find a nice flat stretch of beach. Fly the Anson to such a place then do a normal water landing.

Taxi slowly to the shoreline but make sure the gears (yes, the gears) are raised. As soon as the floats hit dry land lower the gears and the tractor will appear. You can now tow the aircraft on its trailer out of the water to wherever you like. See pictures below:

Taxi slowly to the shoreline with the gears raised.



Lower the gears then the tractor appears and the props become stationary.



You can now tow the aircraft around on its trailer. The aircraft's engines are still running although the props remain stationary.



To put the aircraft back into the water do like this:

Park the tractor so that the aircraft's nose points away from the shoreline. Now raise the gears then stop the engines. Hit "Shift+P" on the keyboard like you will do for a normal pushback at an airport.



As soon as the aircraft is in the water the tractor will disappear. Start the aircraft engines and you are good to go flying!

16. FLYING THE AVRO ANSON



Overall this FSX model of the Anson is easy to control. If you are familiar with twin engine tail draggers, you should be okay.

By default the model loads with the engines running.

Cold starting sequence is as follows:

- Parking brake on
- Controls unlocked
- Check fuel content
- Set fuel tank interconnection cock to Single
- Fuel tank selector cocks to auxiliary tanks
- Battery switch on
- Throttles $\frac{1}{4}$ open
- Mixture full rich
- Magnetos Safety lock off
- Port engine magnetos on
- Port engine starting coil safety lid open
- Hit the starting coil
- Test engine running
- Magnetos Safety lock off

- Starboard engine magnetos on
- Starboard engine starting coil safety lid open
- Hit the starting coil
- Test engine running
- Warm up engines
- Set fuel tank interconnection cock to Interconnected
- Pitot heat switch on
- Nav lights on

Taxiing:

- Parking brakes off
- Test flight controls
- Check Flaps up
- Check oil temperature, pressure and fuel pressure
- Advance throttles slowly
- Taxi slow making s-turns to keep on the taxi ways
- Check windows closed
- Dorsal turret closed
- Trim for take-off

Taking-off:

- Line up with runway centre
- Advance throttles slowly to full power
- Check rpm 2425 and Boost +1.5 PSI not exceeding red line
- Adjust rudder to stay on runway center
- Tail comes up rotate at 100 mph
- Check VSI not exceeding +1000 fpm
- Raise undercarriage as soon as the main wheels break free from the ground. Be prepared that the nose will lower as the undercarriage retracts
- Trim elevator as necessary

Cruising:

- Set mixture lever to normal
- Throttle back from full power and cruise around 160 mph
- Check Boost pressure to be at -1 PSI
- Cruise at around 160 mph. Do not exceed 188 mph
- Avoid steep banking in turns

Preparation for landing:

Slow to 130 mph. Use elevator trim to keep nose level and to bleed off speed.

Dorsal turret closed

Mixture to full rich

Lower undercarriage. Nose will drop slowly as undercarriage extend. Trim elevator to avoid speed increase

Slow to around 100 mph

Set flaps as necessary. Note that nose will rise when flaps are lowered. Trim elevator to compensate with each flap position. Speed will decay fast as flaps are lowered so increase power to stay at 100mph not exceeding VSI -1000 fpm

Landing:

Descend towards runway threshold. Trimming elevator as necessary.

Over runway threshold decrease power and let main wheels settle on runway. Reduce power to idle

Raise flaps and let tail wheel settle on runway

Taxi to parking and shut-down:

Parking brakes on

Throttles closed

Pull slow-running cut-out

Check engines stopped

Magnetos off

Magnetos safety on

Pitot heat off

Fuel selector cocks off

Main battery off

Avionics mater off (navigator station)

Folding chair folded (co-pilot hidden)

Cabin lights off

Nav lights off

Lock controls (pilot, navigator and radio-operator hidden)

Open doors if you wish

This is it and ENJOY!

Simon Smeiman

17. About FSAddon Publishing



Since you've come this far, you must be a die-hard simmer, or at least an avid reader. Congratulations on your perseverance, not many people read manuals at all ;-). To reward you, let me tell you something about our companies then.....

FSAddon Publishing is wholly owned by **Silver Cloud Publishing**, François Dumas's privately owned company.

FSAddon.com was founded back in 2003 by Miguel Blaufuks and François Dumas with the main purpose of designing and publishing add-ons for the Microsoft Flight Simulator range of products.

Miguel and I split up a few years ago and I continued FSAddon on my own..

We don't make just any add-ons!

Our aim was and is to provide **additional immersion** for the simulation by providing high-quality, **complete packages or series** that do more than just add an airfield, a utility or an aircraft. We are aiming to provide 'reality kits' that are a combination of additional FS software AND other things such as a story line, navigational information and tools, or even community access via the Internet.

We are also convinced that most buyers of these flight simulators only scratch the tip of the proverbial iceberg and won't use more than perhaps 10% of its capabilities. Another goal of ours therefore is providing education and information geared towards better and more satisfying usage.

We SELL all of our products on our very own web-shop which is called the Silvercloud Store (at <http://silvercloud-store.com>). **It will soon change, so please keep an eye on our website!!!**

We make CD's or DVD's of many products and ship them ourselves, but downloading is cheaper, quicker and available 24x7x365! Some products are also still sold at other distributors such as simMarket, Aerosoft, PCAviator and, soon, at FranceVFR.

The company's aim is 3-tiered

- 1) To substantially expand the possibilities for beginning simpilots to use their flight simulator
- 2) To provide high-quality, extensive add-ons to the beginning and more experienced simpilots
- 3) To lower the thresholds for communicating and flying together using flight simulators and the internet.

We hope you'll enjoy our products, and above all, the pleasure of sharing this hobby with us and the hundreds of thousands of like-minded enthusiasts all over the world. If we can add just a little value to it, then we have achieved our goal.

18. Where to find us on the Internet:

Our main **website** is www.fsaddon.com.

Our main **support forums** can be found at: http://fsaddon.eu/wpfsaddon/?page_id=1055

Our **webshop** is at: www.Silvercloud-store.com

Our **Facebook** page is at: <https://www.facebook.com/FSAddon>

Silver Cloud Publishing is here: www.SilverCloudPublishing.com

Both webshop and forum are about to move, so please keep an eye on our webSITE for more info !

19. Other FSAddon products



If you like this product, then you will want to visit FSAddon's website (www.fsaddon.com) from time to time, because we are working on a whole range of similar and other products, from very well-known authors and designers, but also from very talented new people in the flight simulator industry.

Just check out the 'Products' link to see everything we have made so far, and the 'News' link for regular info on what we are working on !

Already famous products released in the past include such 'classics' as **Misty Fjords**, **Tongass Fjords** and **VancouverPlus**, **FSCargo**, and more recently **VancouverPlus for FSX**, **Tongass Fjords X**, **FSX Mission Editor**, **FenceBuilder Pro**, **Lysander Secret Operations**, our **Super Cub Collection for FSX**, **Ben Gurion Aiport for FS2004** and its new **FSX version**, the Italian alpine scenery **Dolomiti X Series** and don't forget Simon's **Gloster Gladiator** and the fabulous **Fieseler Storch** ! We also provide you with the wonderful **Lockheed Hudson** !

Since the history of World War 2 has always been one of my main interests it will not surprise you that we are more and more focusing on WW2 products as well. My latest and on-going project is to recreate **D-Day for FSX** ! Stay tuned..... and continue to enjoy Flight Simulator !

See you in the (virtual) skies !

François A. 'Navman' Dumas
CEO & Publisher