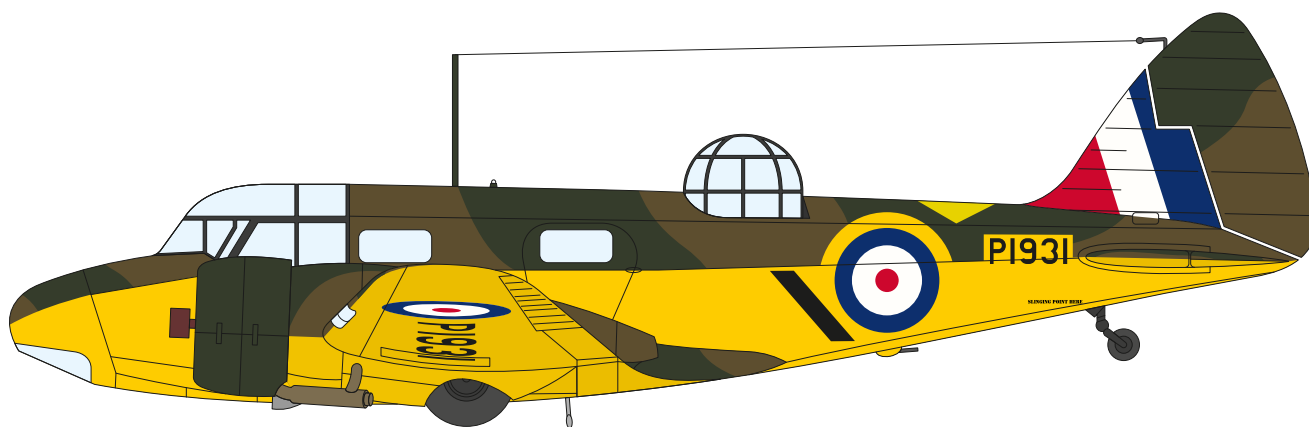




Airspeed Oxford Mk.I 'Gunner Trainer'

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.

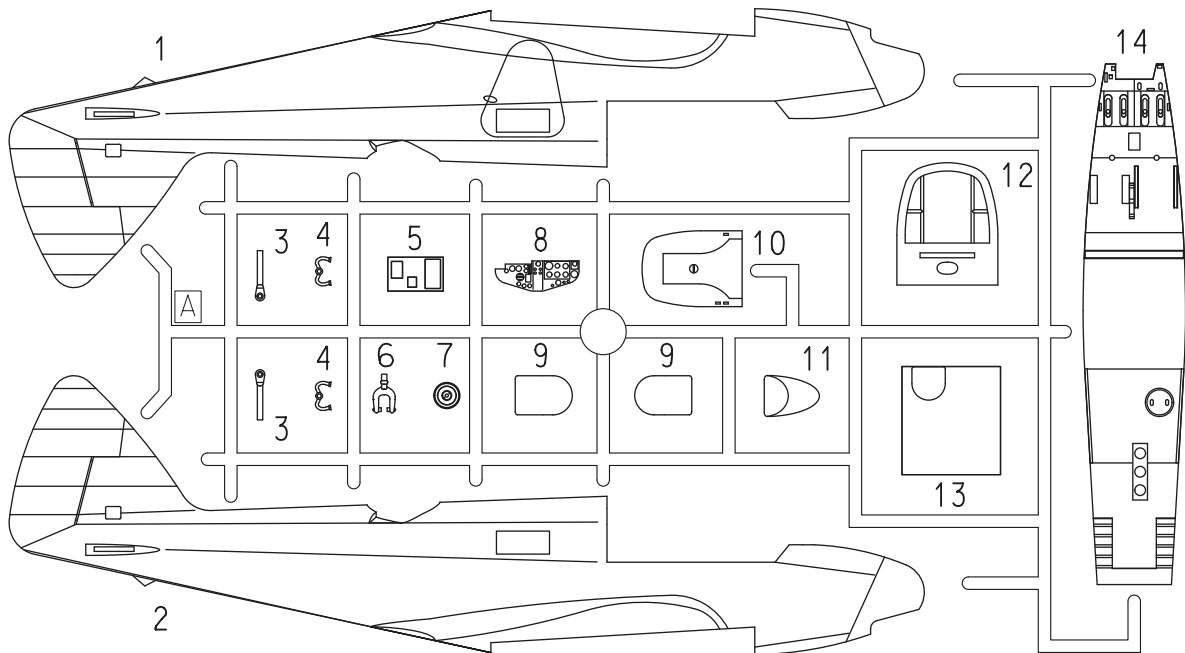
CZ

Airspeed 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 vzlétl 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 představovány pro civilní uživatele na verzi AS.65 Consul.

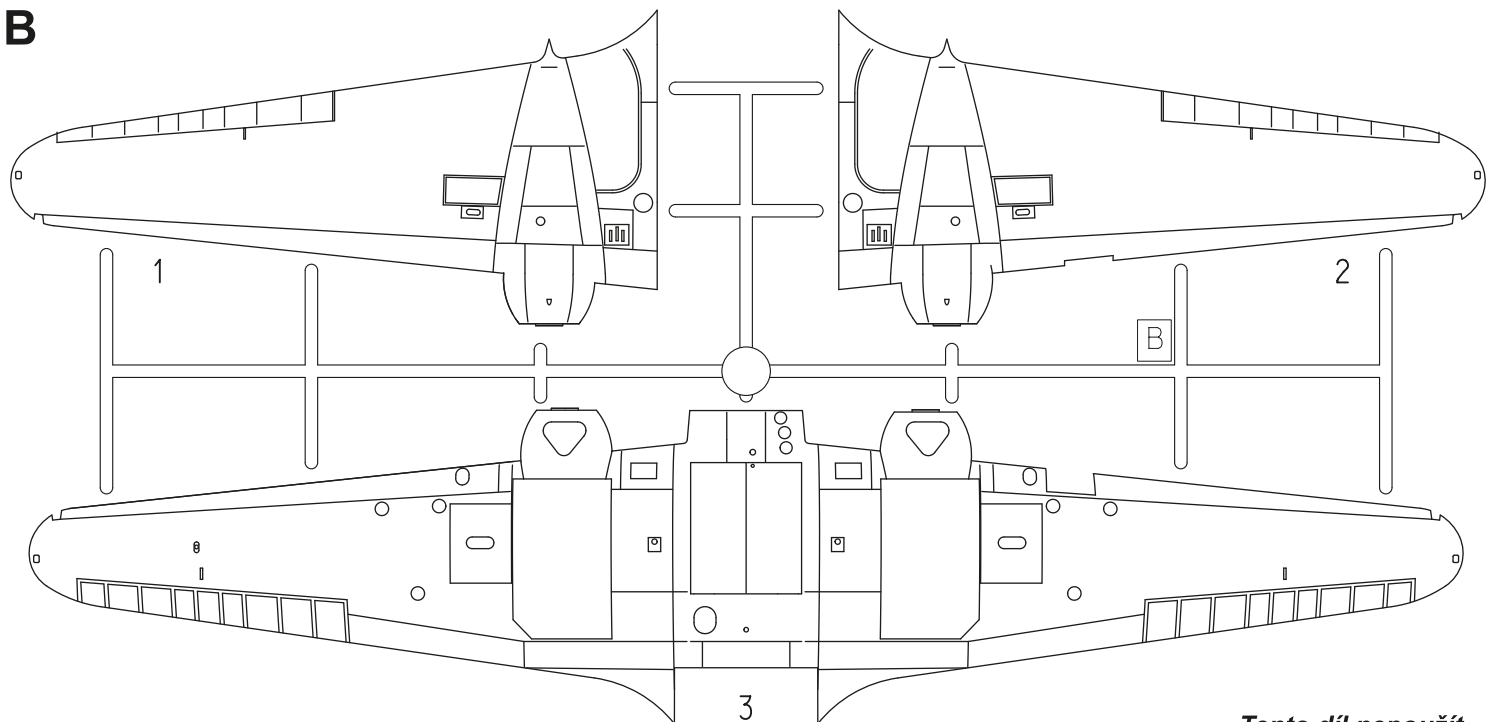
rozpětí: 16,26 m, délka: 10,52 m, max. rychlost: 309 km/h ve 2500 m, dolet: 1454 km, dostup: 7 180 m,

PLASTIC Parts

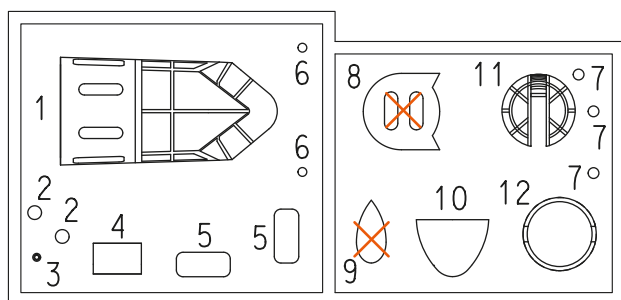
A



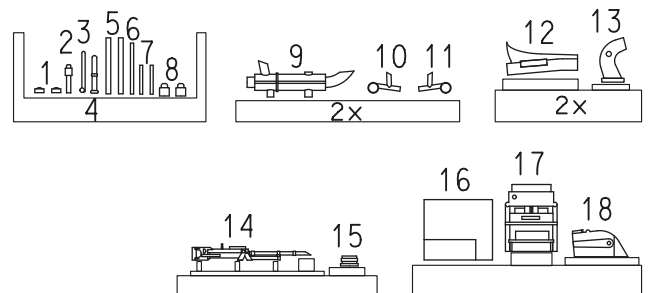
B



CLEAR Parts(CP)



PUR Parts (PUR1-PUR18)



X Tento díl nepoužít
Do not use this part

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT 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



GSI
colour code

NATŘÍT
COLOUR
FARBEN
PEINDRE

1

3

7

15

6

21

4

8

9

14

17

5

2

5

11

13

10

4

6

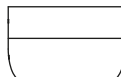
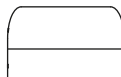
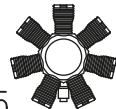
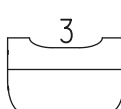
18

19

20

22

C

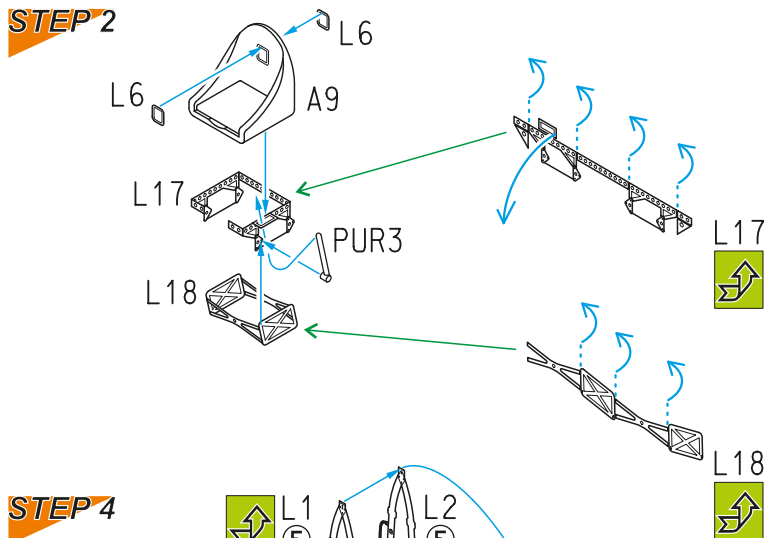
 1		 12	 12	 22	 11	 3
 4 5	 6 6	 13	 14	 20	 16	 2
	 7	 15		 19	 10	
				 16	 26	
 2	 8	 16	 19	 15	 27	 D
 3	 10	 17 17	 20	 23	 28 28	
		 18	 18	 24	 5 4	 1
	 11	 21		 25		

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

SH48104/122 Oxford Mk.IV II

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26

Special Hobby 1/48



The diagram illustrates the assembly of the seat base. It shows a perspective view of the seat base with three components being inserted into it: L1 (a long, thin, curved piece), L2 (a long, thin, curved piece), and L3 (a long, thin, curved piece). The components are labeled with their respective part numbers (L1, L2, L3) and a green arrow icon indicating the direction of insertion. The diagram is divided into three sections: STEP 4, STEP 2, and STEP 6. STEP 4 shows L1 and L2 being inserted into the seat base. STEP 2 shows L3 and L5 being inserted into the seat base. STEP 6 shows L3 and L5 being inserted into the seat base.

STEP 5

The diagram shows the four components from the previous steps arranged in a square. A blue zig-zag line connects them in a continuous loop: from the bottom of the A3 component, up to the top of the A4 component, then down to the bottom of the L10 component, and finally up to the top of the A3 component. Each component has a small green teardrop shape next to it.

STEP 6

The diagram shows a curved blue arrow pointing from the L5 (F) component to the L3 (F) component. The L3 (F) component is shown with a green square icon containing a white arrow pointing up and to the right. The L5 (F) component is shown with a green square icon containing a white arrow pointing up and to the right. The L3 (F) component is also shown with a green square icon containing a white arrow pointing up and to the right.

STEP 7

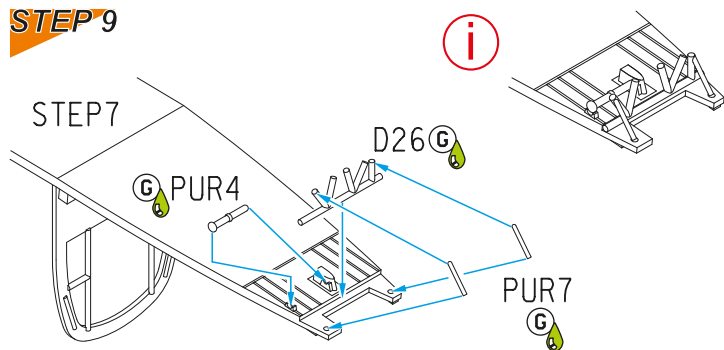
STEP 8

STEP 9

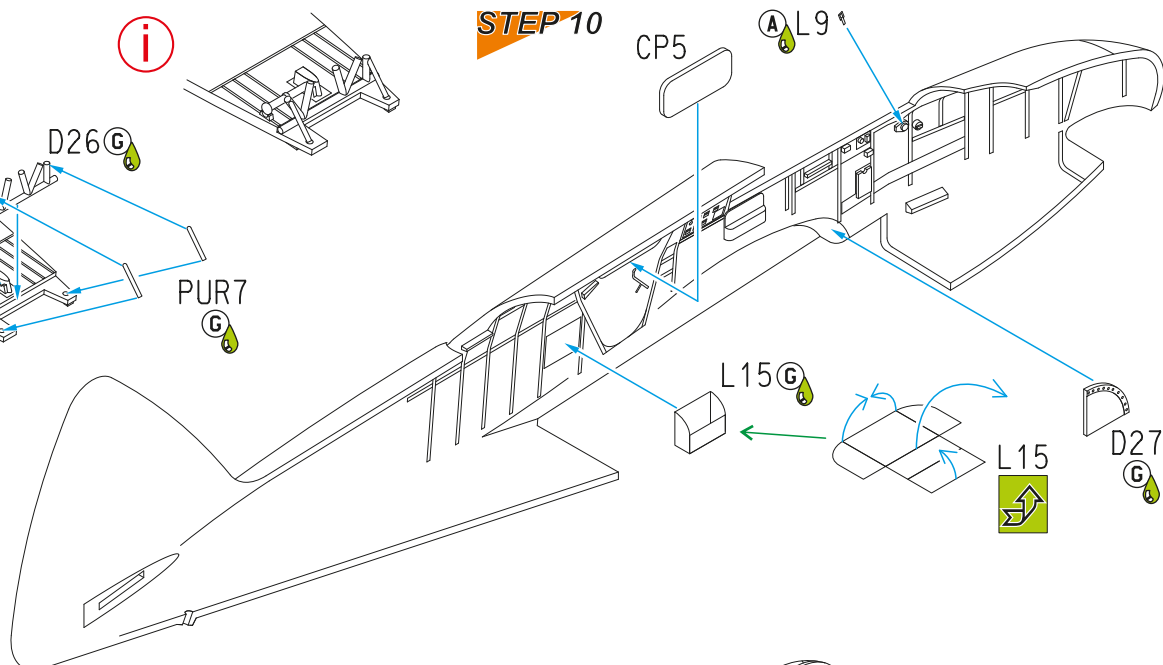
SH48227 Airspeed Oxford M

STEP 8

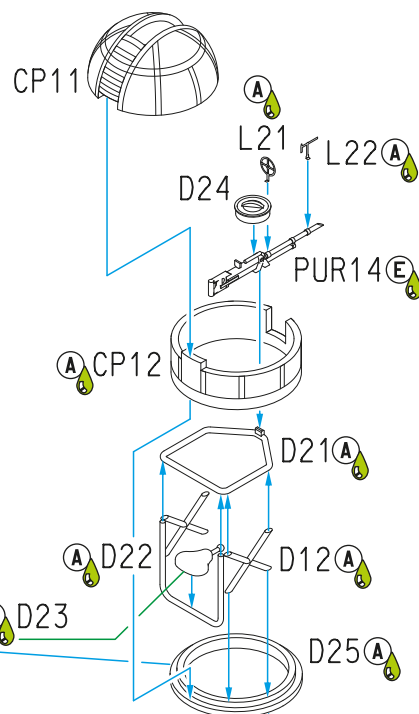
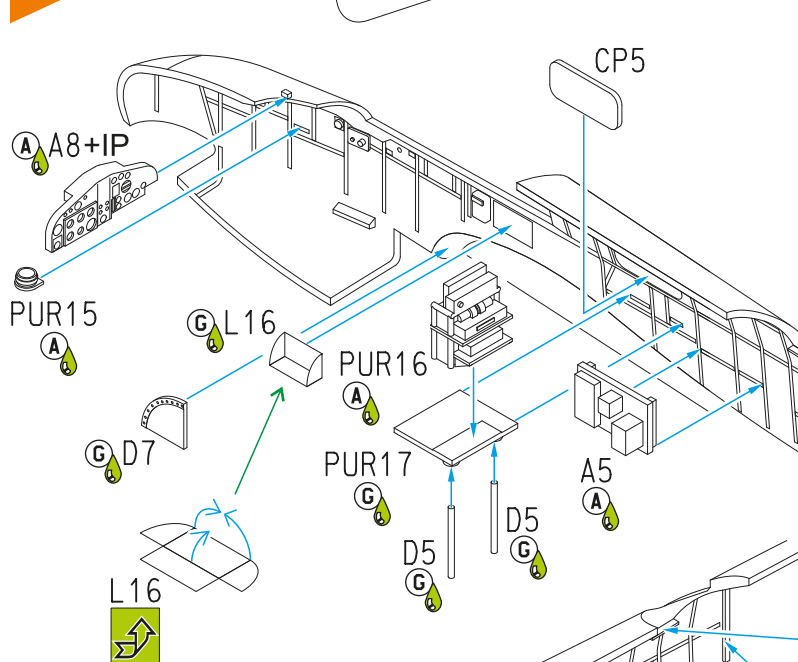
STEP 9



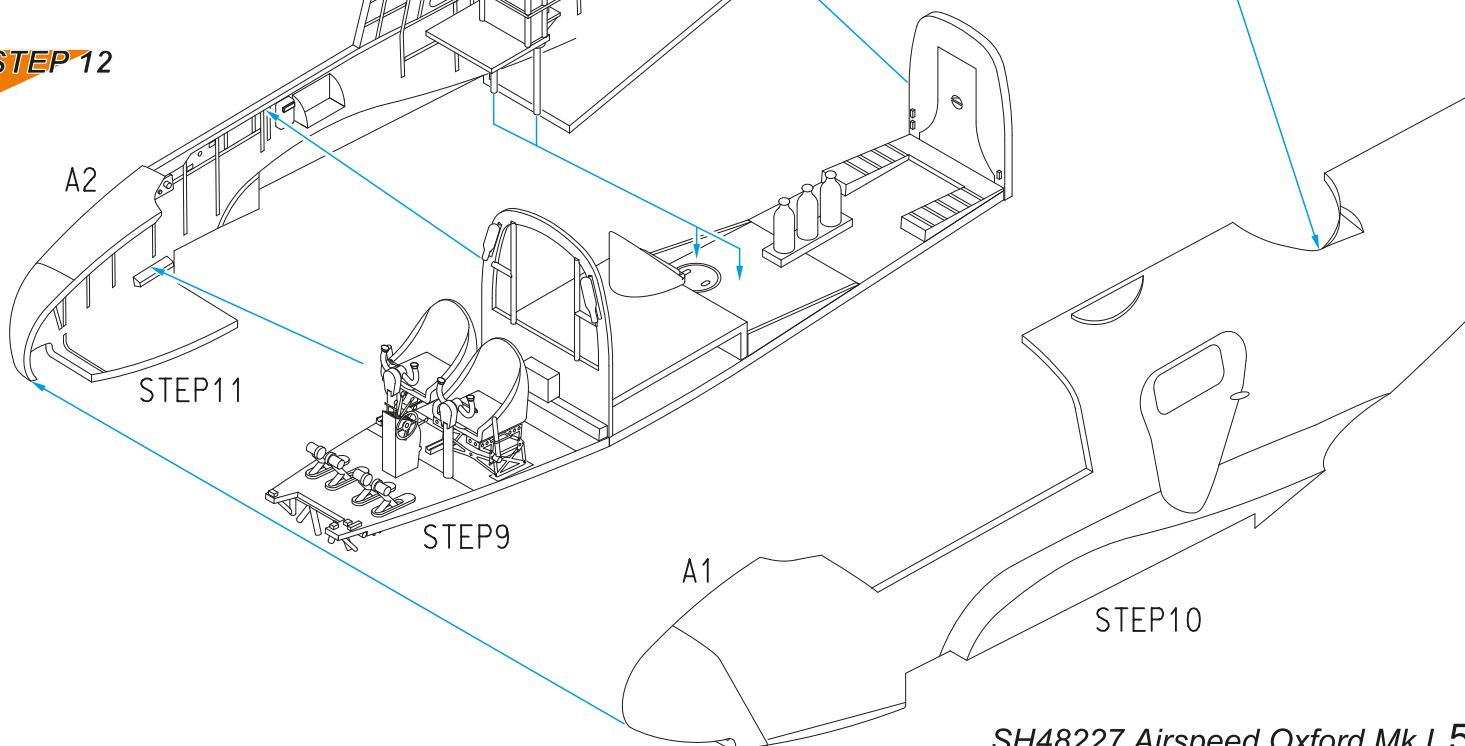
STEP 10

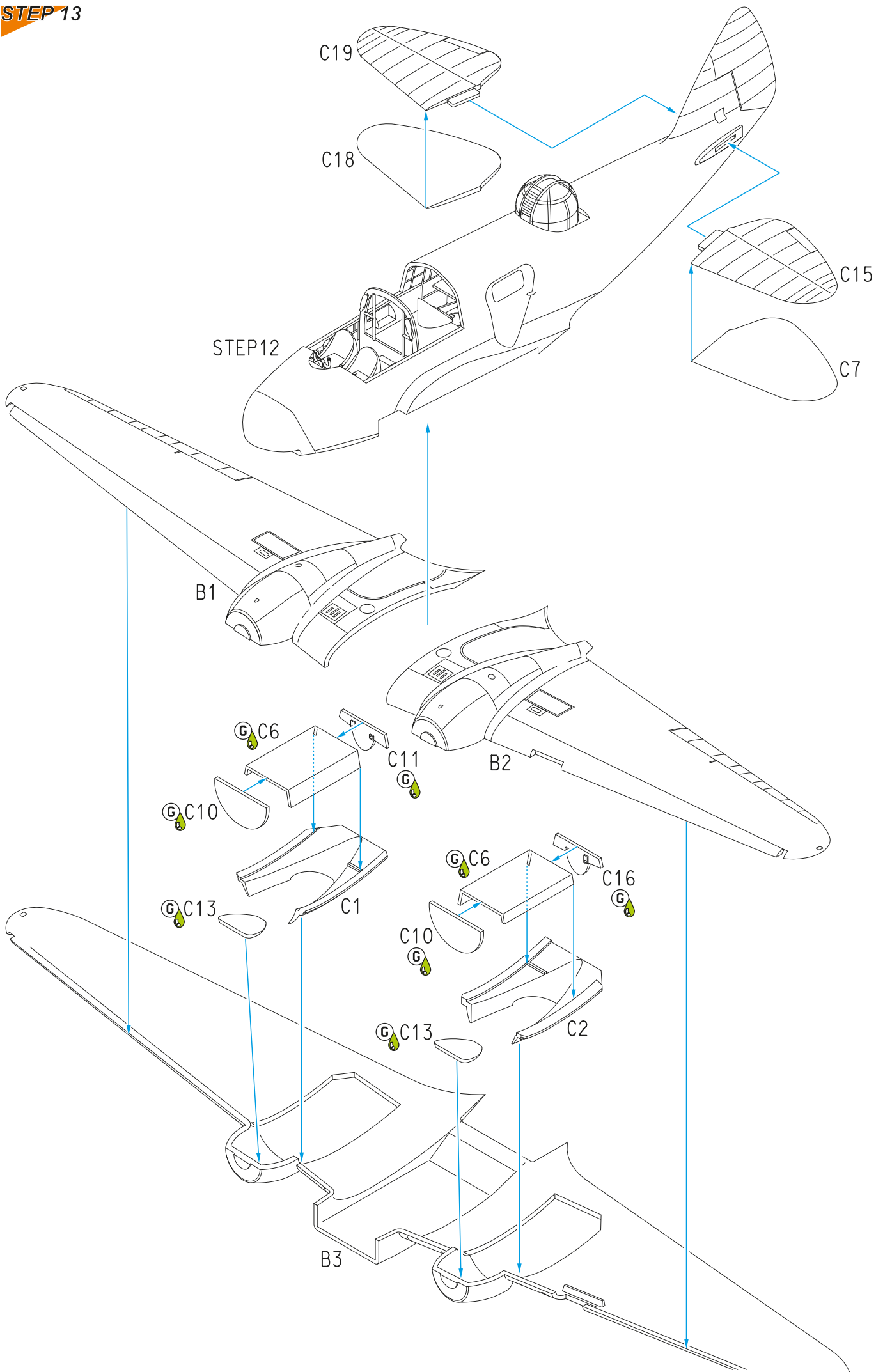


STEP 11



STEP 12



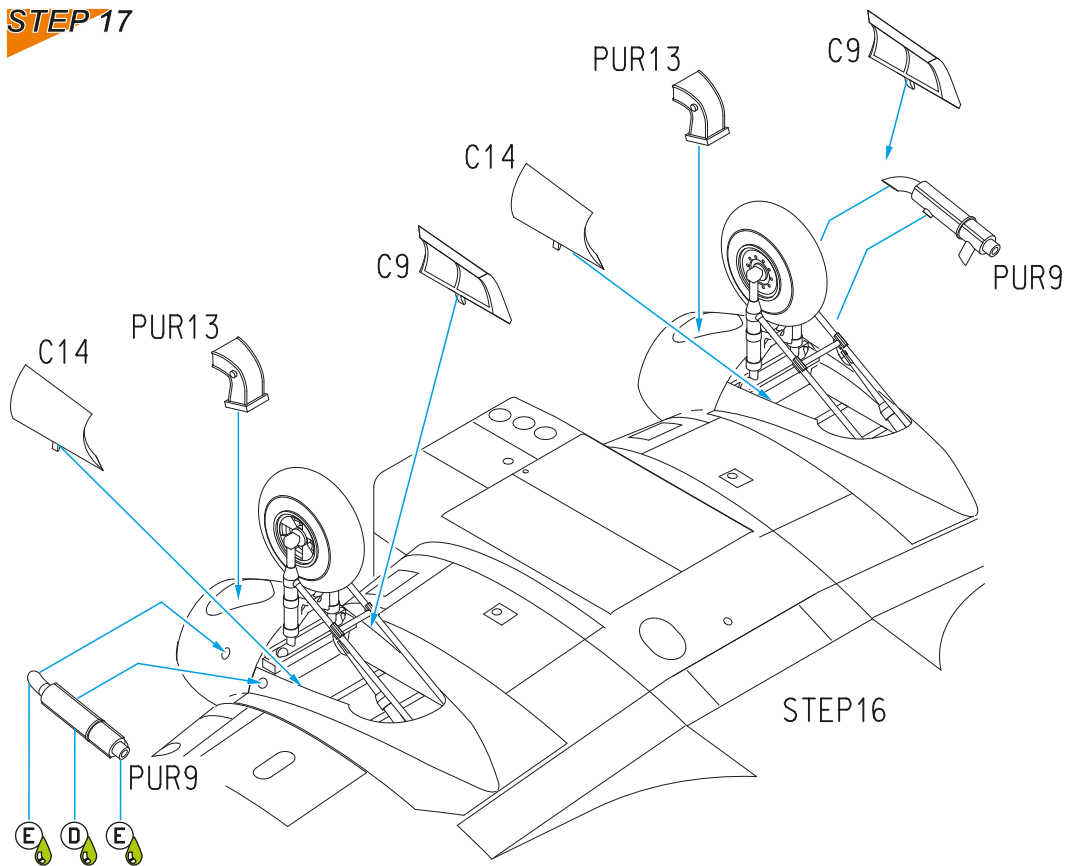


STEP 14

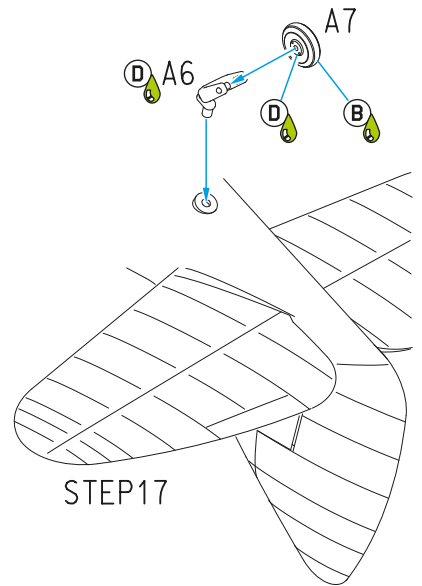


SH48227 Airspeed Oxford Mk.I 7

STEP 17



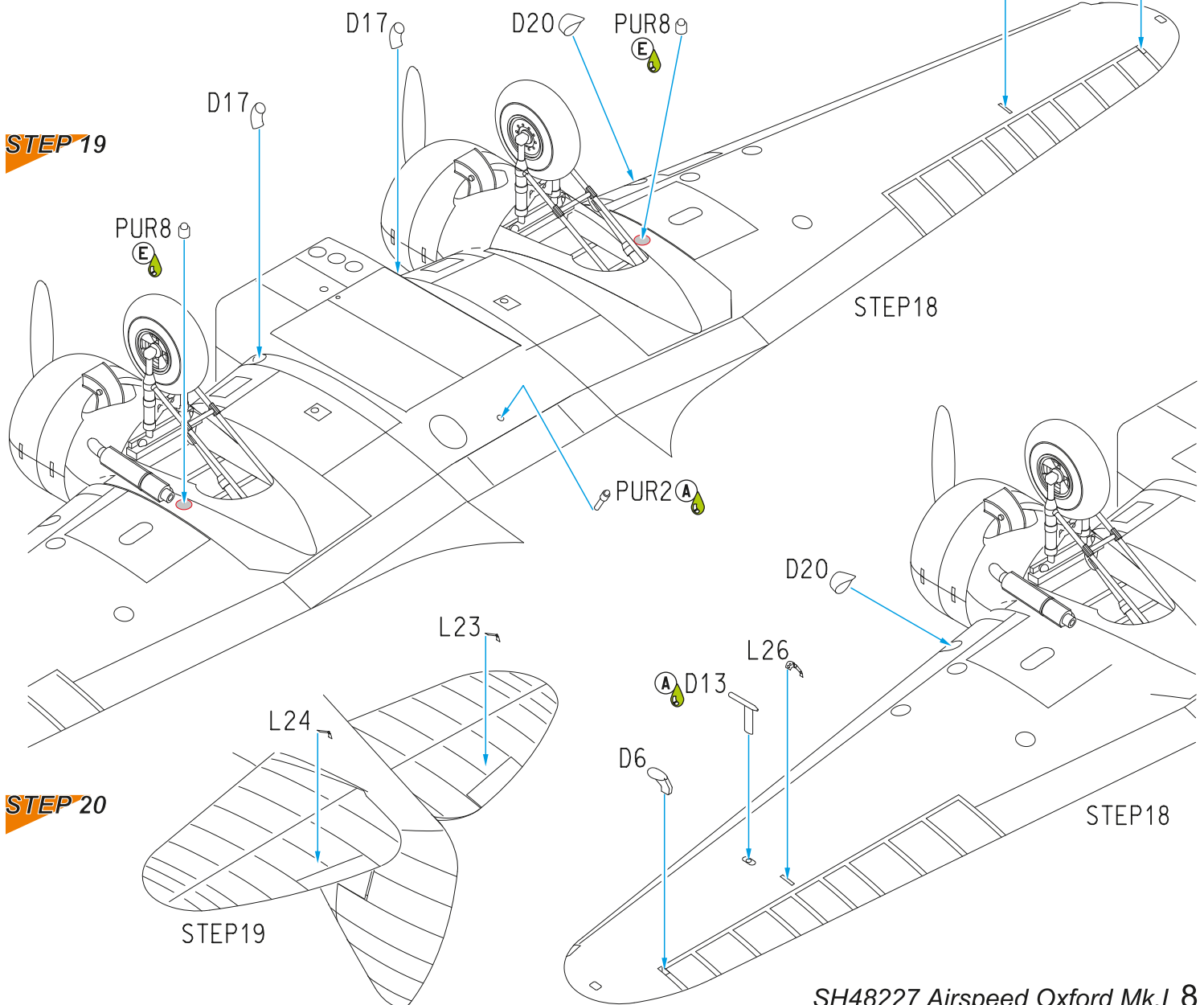
STEP 18



STEP 16

STEP 17

STEP 19

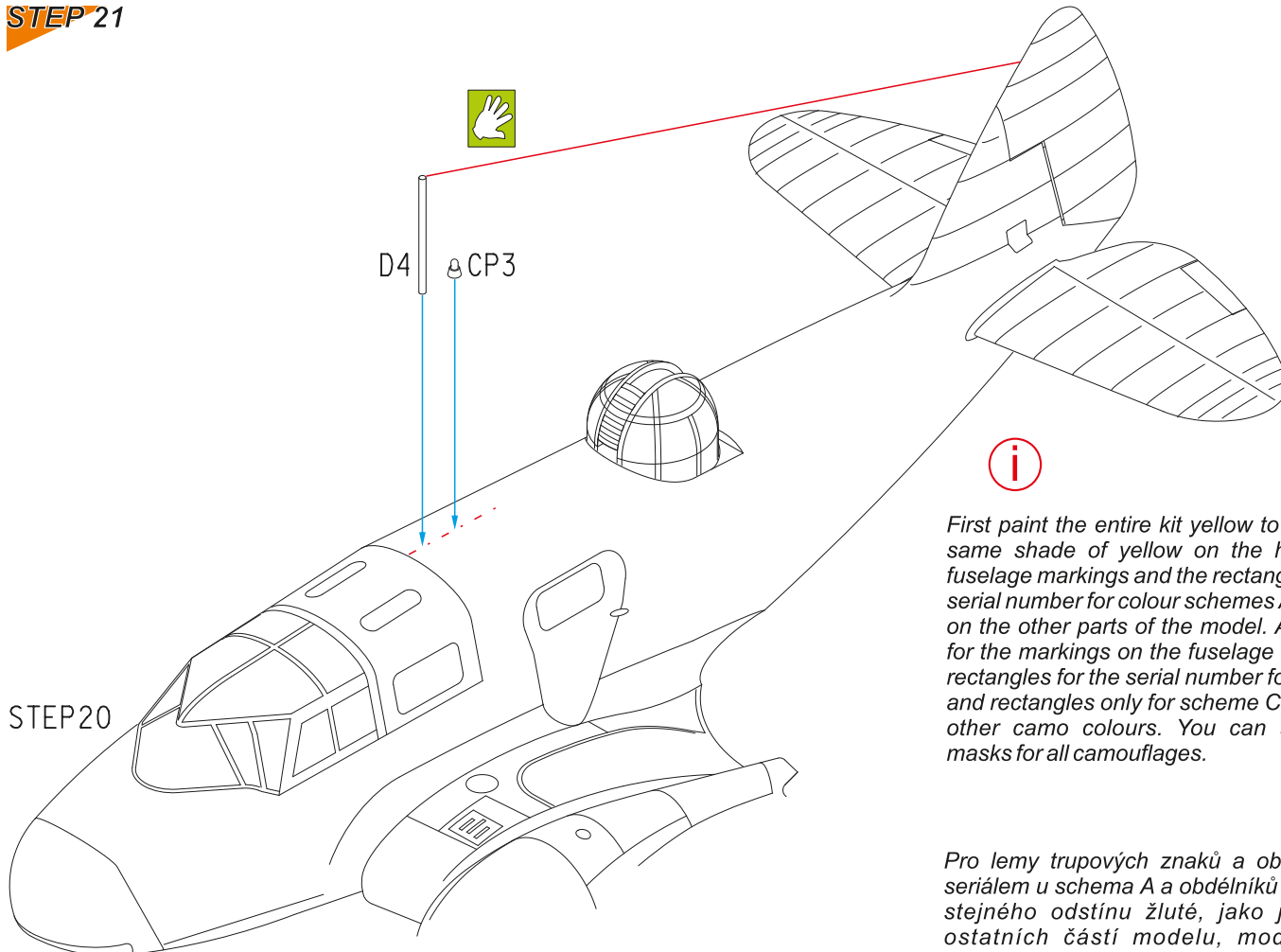


STEP 18

STEP 18

STEP 19

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 obdélníků 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

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on one sanding stick.***



H1020 Razor Saw Profi Set



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H1018

Triangle Razor Saw (1pc)



H1019

Multi-Shift Razor Saw (1pc)



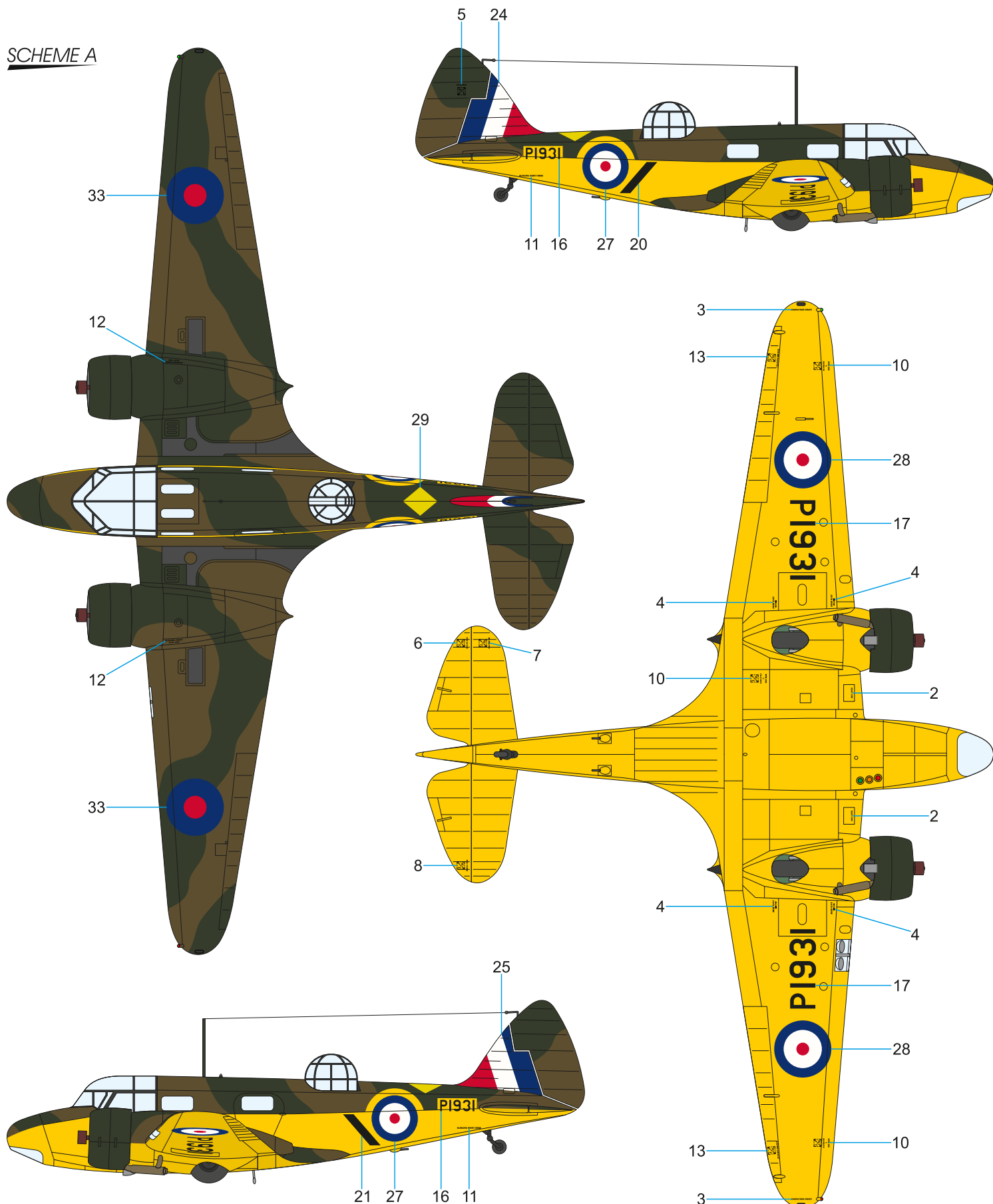
Star Dust
weathering pigments



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

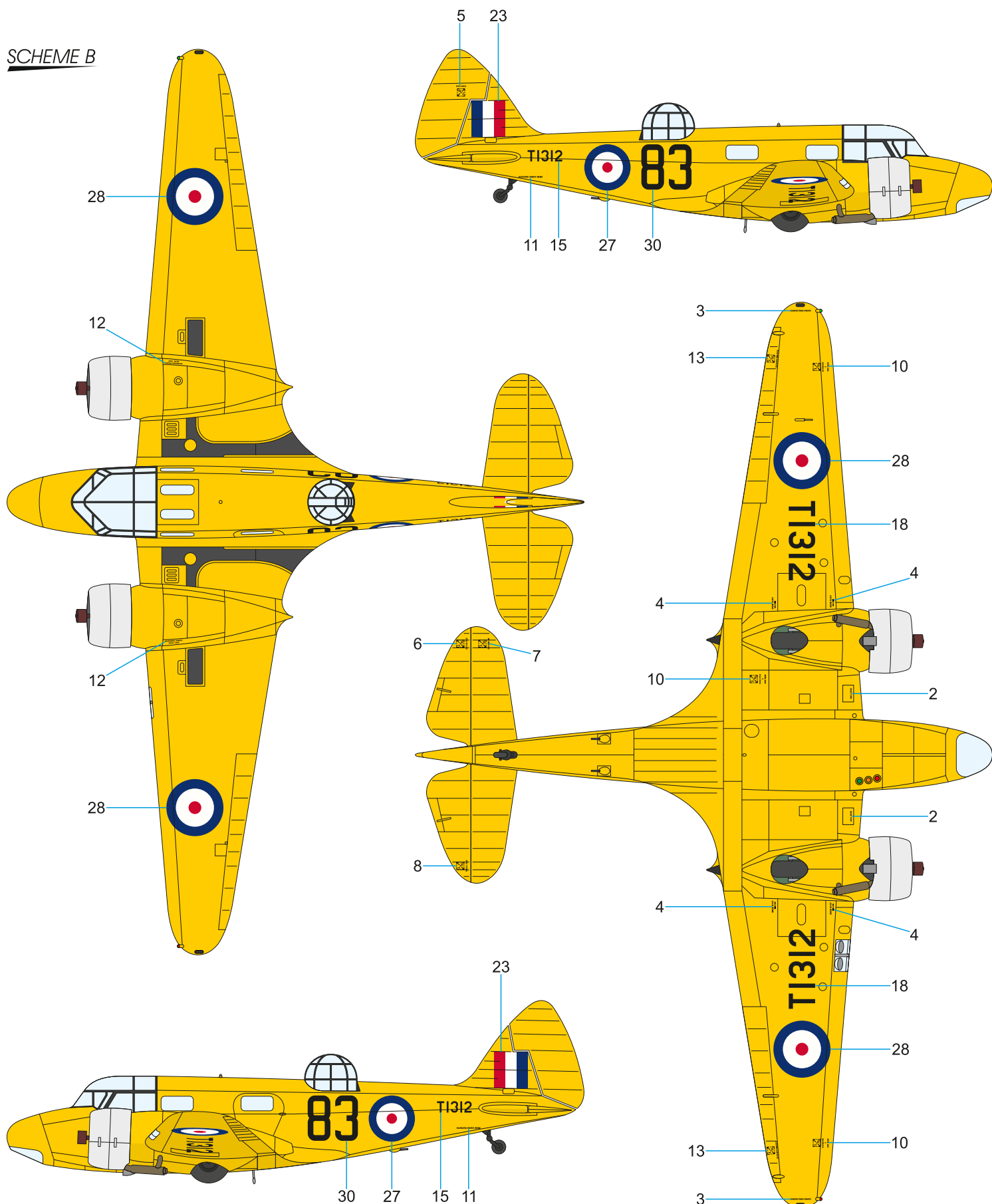


- Žlutá
Yellow
H329/ C329
- Matná Černá
Flat Black
H12/ C33
- Tmavá zelená
Dark Green
H73/ C23
- Tmavě hnědá
Dark Earth
H72/ C22

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

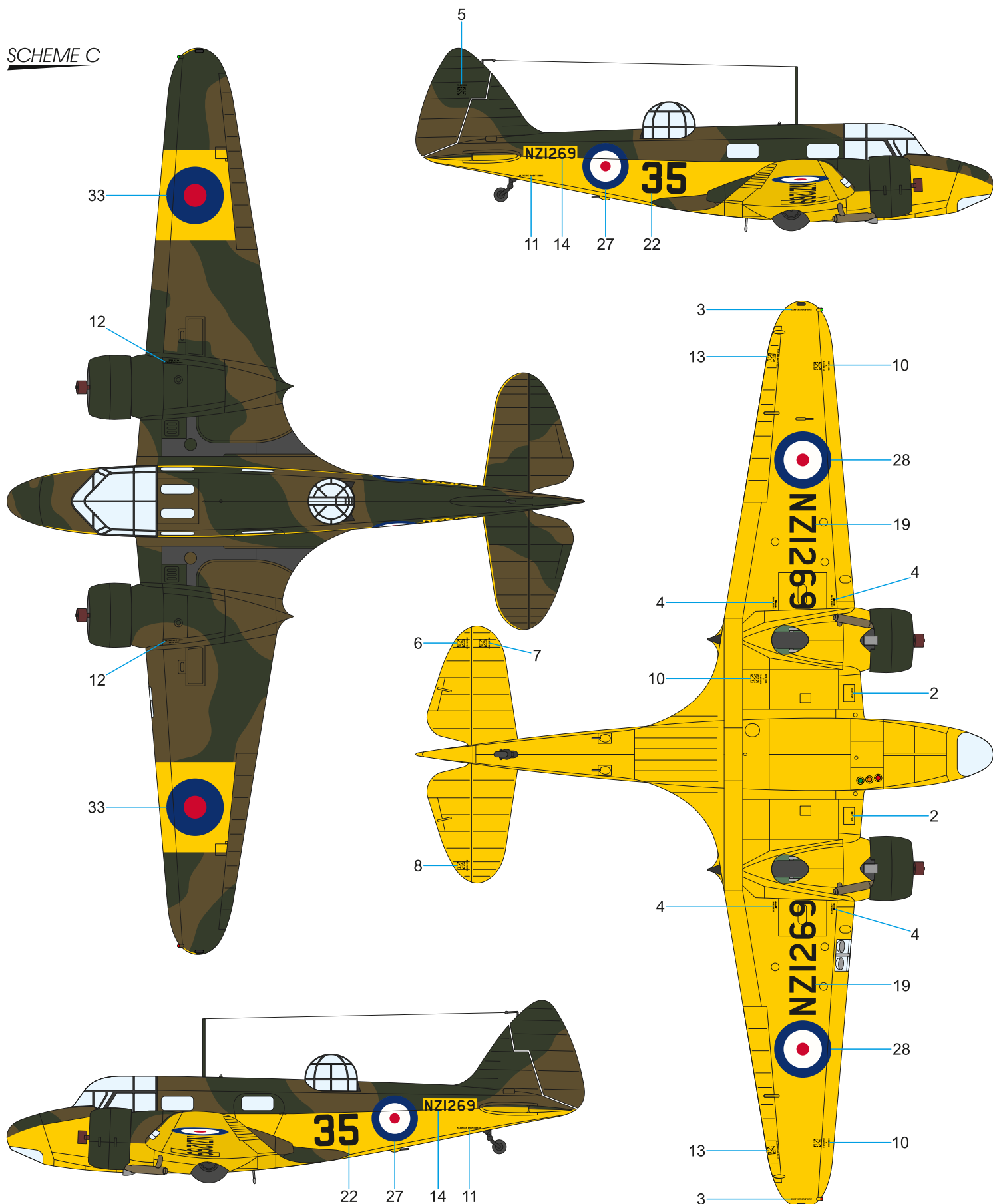


Hliníková
Aluminium
MC214

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

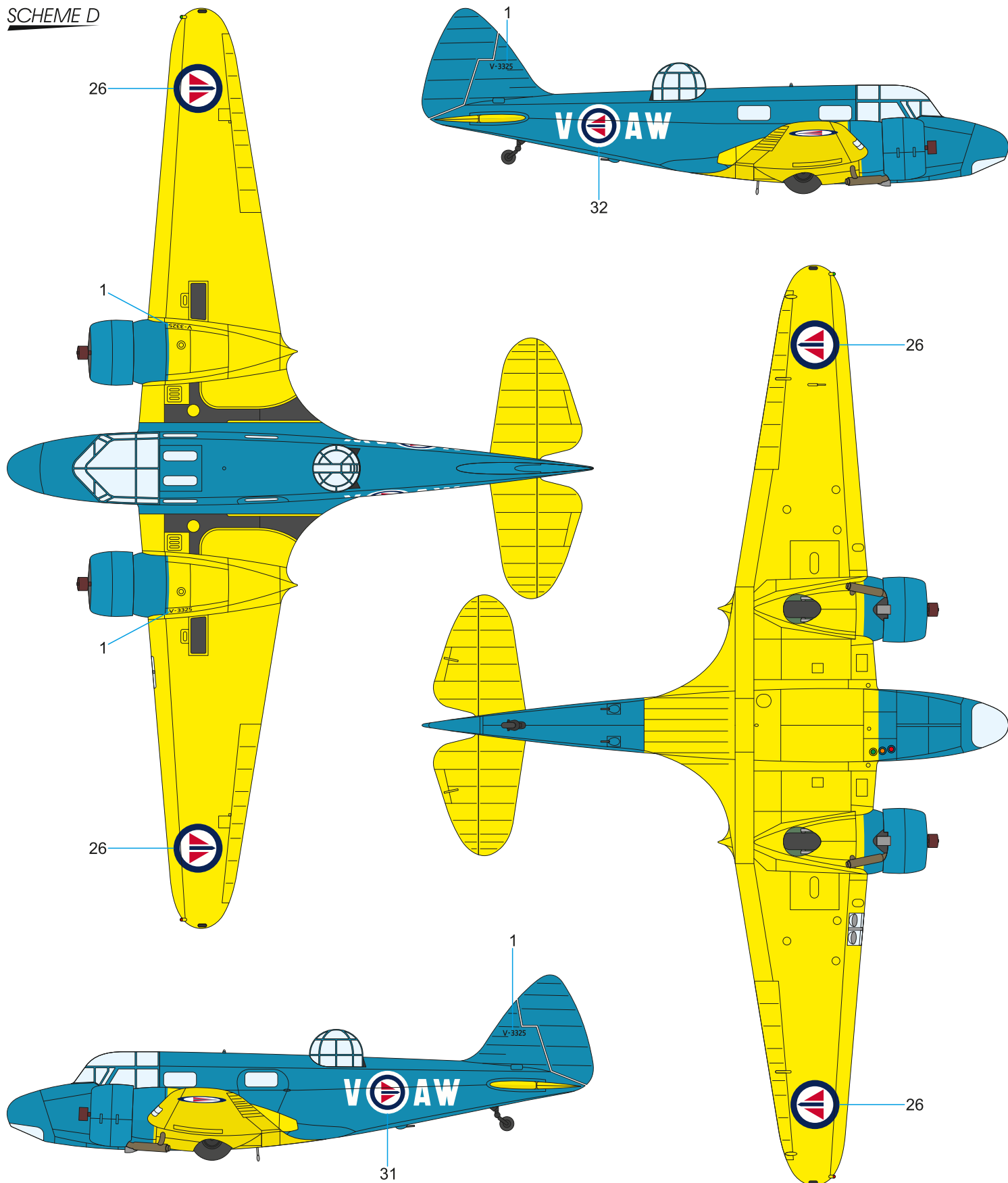
Tmavá zelená
Dark Green
H73/ C23

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'



Q48365 Reggiane
Re 2005 Tailwheel with
Strengthened Leg



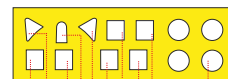
Q48366
Reggiane Re 2005
Supercharger Air Intake



Q48367
Reggiane Re 2005
Exhausts

**Special
MASK**

M48002 Reggiane Re. 2005 1/48
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SH48205 1/48

Reggiane Re.2000GA / Serie III.



Q48372
Reggiane Re 2000 Tailwheel
with Strengthened Leg



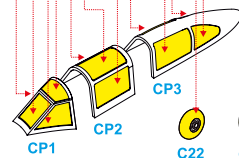
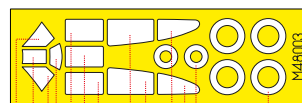
Q48373
Reggiane Re 2000
Exhausts



Q48374
Reggiane Re 2000
Headrest

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MASK**

M48003 Reggiane Re.2000 1/48
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Grunau Baby

IIB/Nord 1300

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M48004
V-156F/SB2U Vindicator
MASK

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MASK

SH48212

Siebel Si 204E 'German Night Bomber & Trainer'

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

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(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



Q48354
Prop Spinners



4415
German WWII Aircraft
Maintenance Toolbox

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