

*Thirty-first of the Second Series*

# FRIEND or FOE?

*Two Famous British Trainers :  
Oxford and Anson*

**T**HESE two aircraft are very similar in general appearance from almost any angle, although, actually, the Anson is some-

what the larger machine, especially in overall length. But their respective tail groups provide a quick and certain means of differentiating between them, as is the case with so many otherwise similar designs.

The Avro Anson, formerly a reconnaissance bomber, was officially transferred to the Training Command some time ago. Air Transport Auxiliary use them as aerial taxis for their ferry pilots, and they are also used on general communications, but a few are still in the hands of Coastal Command, and operate in the quieter regions.

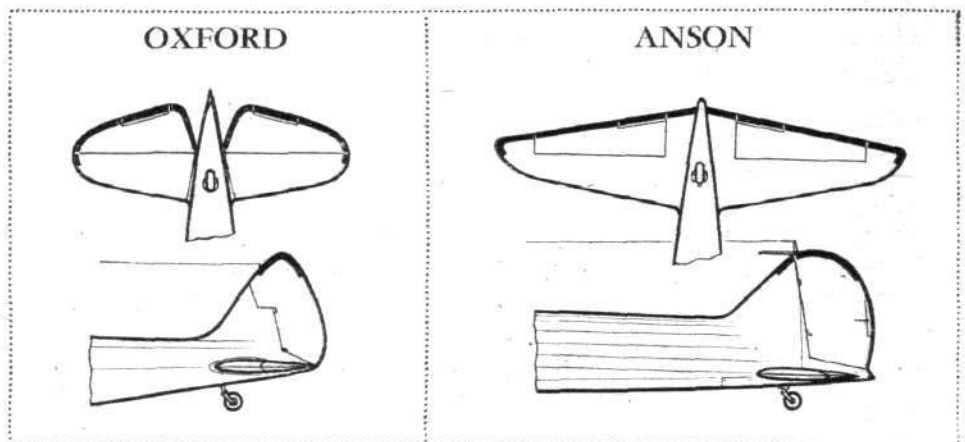
Though obsolescent and slow by present-day standards, they are roomy and thoroughly reliable, and therefore make an admirable training machine. The Airspeed Oxford advanced trainer has about the same speed, but is rather more tricky to land than the comfortable old Anson.

Either in plan or side view—or combination of both—the tail units of these two otherwise easily confused aircraft will identify them at once. Considering first the vertical surfaces, it will be seen from the accompanying illustrations that the fin and rudder of the Oxford, though of moderate aspect-ratio, rise to an apex so small as to be almost a point. That of the Anson, however, has a broad round apex, the total area of the fin and rudder being noticeably generous in consequence.

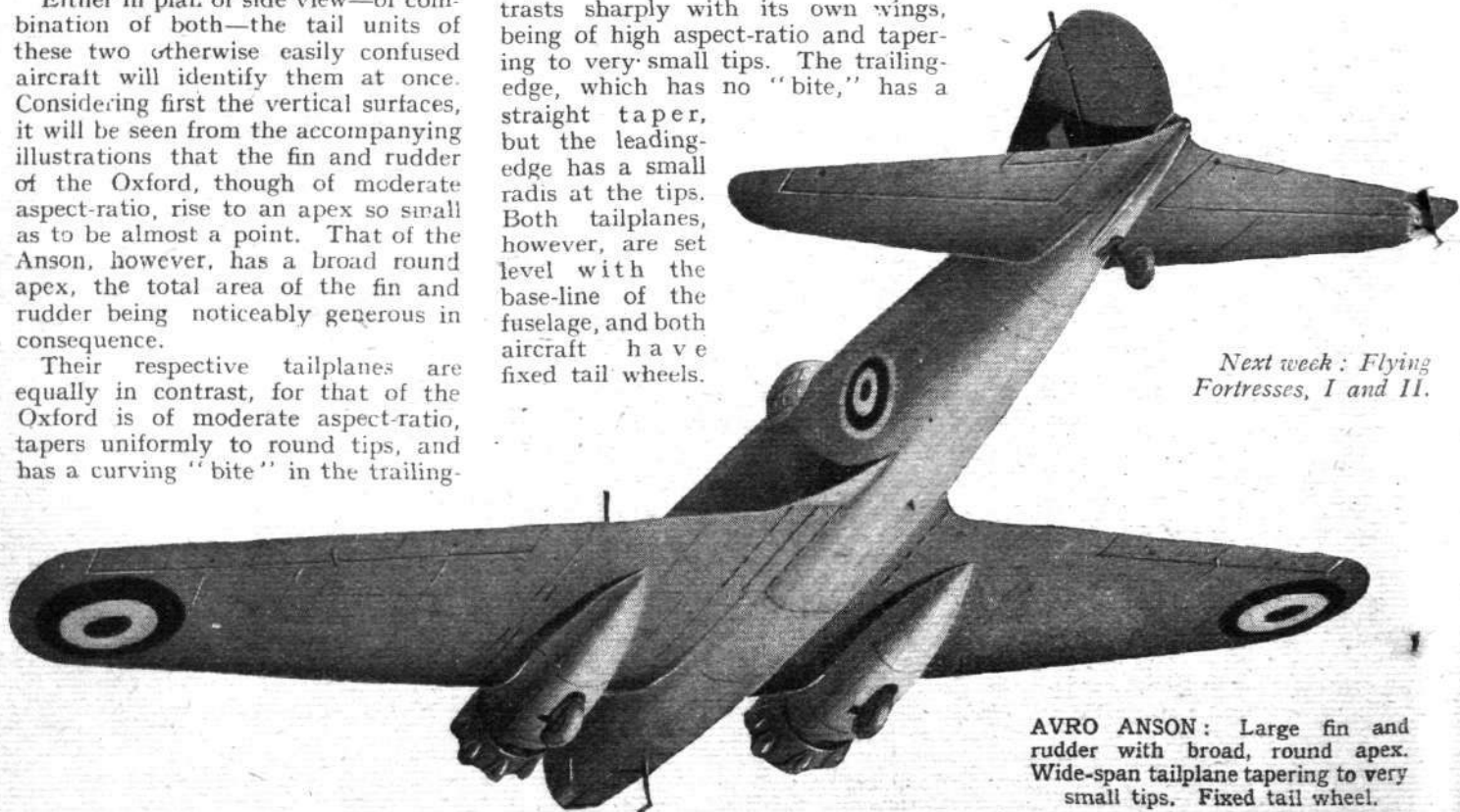
Their respective tailplanes are equally in contrast, for that of the Oxford is of moderate aspect-ratio, tapers uniformly to round tips, and has a curving "bite" in the trailing-



**AIRSPEED OXFORD:** Pointed apex to fin and rudder. Almost oval tailplane with trailing-edge "bite." Fixed tail wheel.



edge, whereas that of the Anson contrasts sharply with its own wings, being of high aspect-ratio and tapering to very small tips. The trailing-edge, which has no "bite," has a straight taper, but the leading-edge has a small radius at the tips. Both tailplanes, however, are set level with the base-line of the fuselage, and both aircraft have fixed tail wheels.



*Next week: Flying Fortresses, I and II.*

**AVRO ANSON:** Large fin and rudder with broad, round apex. Wide-span tailplane tapering to very small tips. Fixed tail wheel.