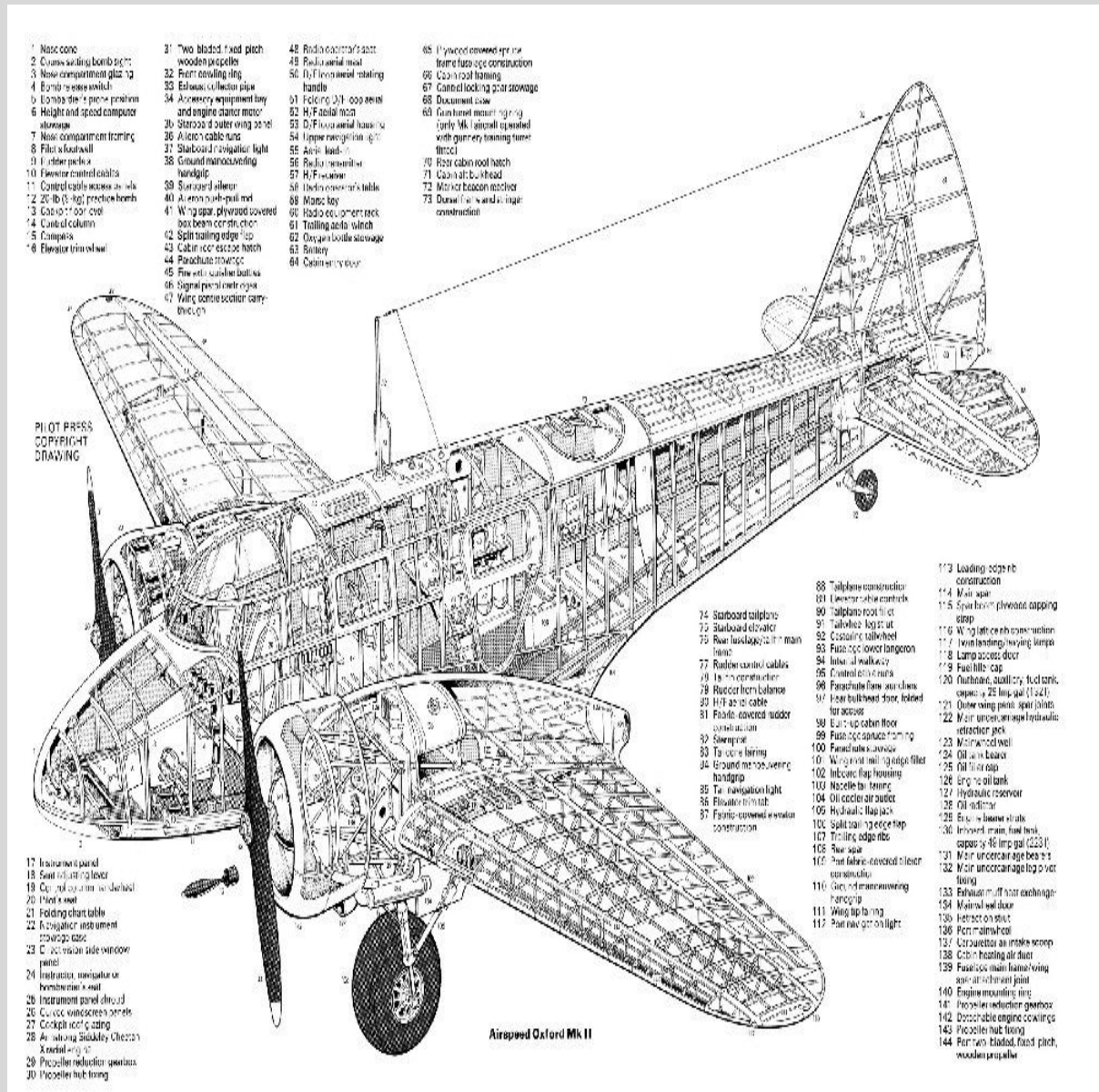


Nom de l'avion : Airspeed Oxford Mk II

Type d'avion : Avion de ligne bimoteur



- 1 Nose cone
- 2 Gunner's firing bomb sight
- 3 Nose compartment glazing
- 4 Bomb release switch
- 5 Bomb die's prime position
- 6 Height and speed computer storage
- 7 Nose compartment framing
- 8 Pilot's foot wall
- 9 Pilot's chair pedestal
- 10 Elevator control cables
- 11 Control cable access panels
- 12 20 lb (9 kg) practice bomb
- 13 Cabin floor cover
- 14 Control column
- 15 Compass
- 16 Elevator trim wheel

- 17 Instrument panel
- 18 Seat adjustment lever
- 19 Control column lockhead
- 20 Pilot's seat
- 21 Folding chart table
- 22 Radiator instrument cowling case
- 23 Emergency side window panel
- 24 Instructor, maintenance technician's seat
- 25 Instrument panel circuit
- 26 Control windscreen frame
- 27 Cockpit roof capping
- 28 Air intake ductability Chertan's metal ring
- 29 Propeller reduction gearbox
- 30 Propeller hub fitting

- 31 Two bladed fixed pitch wooden propeller
- 32 Front landing gear
- 33 Exhaust collector pipe
- 34 Accessory equipment bay and engine starter motor
- 35 Starboard outer wing panel
- 36 Alion cable runs
- 37 Starboard wing light
- 38 Ground manoeuvring handgrip
- 39 Starboard aileron
- 40 Aileron push-pull rod
- 41 Wing spar, plywood covered box beam construction
- 42 Split trailing edge flap
- 43 Cabin door escape hatch
- 44 Parachute storage
- 45 Five sets of quality ballast
- 46 Signal panel indicator
- 47 Wing centre section construction

- 48 Radio control switch
- 49 Radio aerial mast
- 50 Radio frequency rotating handle
- 51 Folding D/H copose seat
- 52 H/F aerial mast
- 53 D/F aerial mast
- 54 Upper reception light
- 55 Aerial lead-in
- 56 Radio receiver
- 57 H/F receiver
- 58 Intercommunication table
- 59 Music box
- 60 Radio equipment rack
- 61 Trailing edge flap
- 62 Oxygen bottle storage
- 63 Battery
- 64 Cabin interior

- 65 Plywood covered engine frame fuselage construction
- 66 Cabin roof framing
- 67 Control locking gear stowage
- 68 Document case
- 69 Gun turret mounting ring (only Mk I aerial equipped with gunnery training turret)
- 70 Floor cabin roof hatch
- 71 Cabin aft bulkhead
- 72 Motor for beacon receiver
- 73 Dural fairing and engine construction

- 74 Starboard tailplane
- 75 Starboard elevator
- 76 Rear fuselage joint main beam
- 77 Radial control cables
- 78 Engine construction
- 79 Propeller horn balance
- 80 H/F aerial cable
- 81 Plywood coveredudder construction
- 82 Sumpcase
- 83 Tail cone fitting
- 84 Ground manoeuvring handgrip
- 85 Tail navigation light
- 86 Elevator trim tab
- 87 Plywood covered elevator construction

- 88 Tailplane manoeuvring
- 89 Elevator trim control
- 90 Tailplane root fillet
- 91 Tailplane lag set
- 92 Control cable
- 93 Fuselage lower longeron
- 94 Lower air walkway
- 95 Control cable
- 96 Parachute flow sensor
- 97 Rear bulkhead door, hinged for access
- 98 Built-up cabin floor
- 99 Fuselage cap construction
- 100 Fuel tank
- 101 Wing root seal, engine filler
- 102 Inboard flap housing
- 103 Nozzle fitting
- 104 Oil cooler air duct
- 105 Hydraulic flap jack
- 106 Split trailing edge flap
- 107 Trailing edge ribs
- 108 Tail spar
- 109 Ply fabric covered elevator construction
- 110 Ground manoeuvring handgrip
- 111 Wing flap fitting
- 112 Fuel navigation light

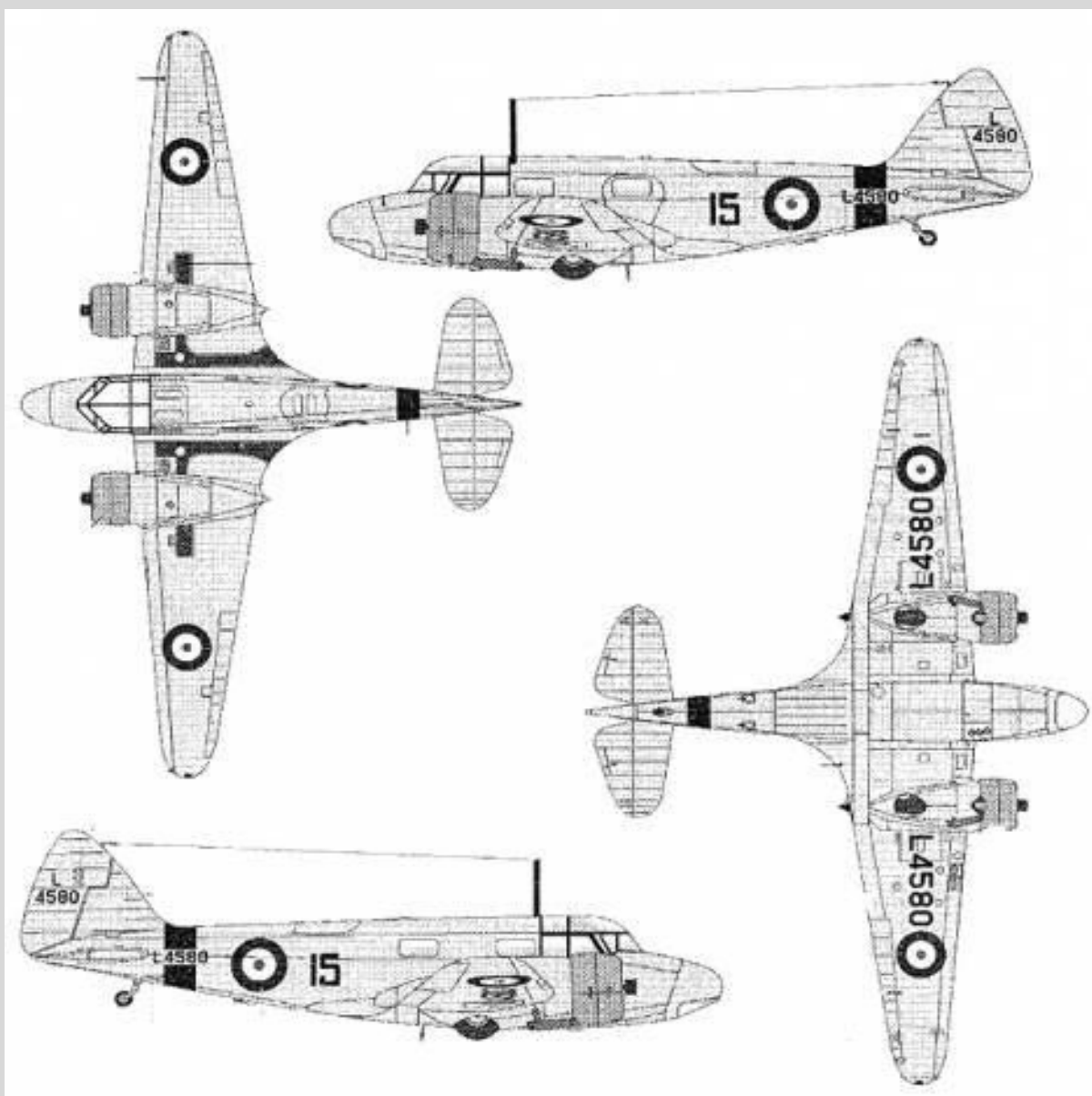
- 113 Leading edge rib construction
- 114 Main spar
- 115 Ply fabric plywood capping strip
- 116 Wing joint reinforcement
- 117 Wing landing/wing kemp
- 118 Lamp access door
- 119 Fuel filler cap
- 120 Fuel tank, quality fuel tank, capacity 25 imp gal (114 l)
- 121 Lower wing panel spar (left)
- 122 Main spar, engine hydraulic actuator jack
- 123 Motor fuel tank
- 124 Oil tank base
- 125 Oil filler cap
- 126 Long oil tank
- 127 Hydraulic reservoir
- 128 Oil indicator
- 129 Engine base plate
- 130 Inboard main fuel tank, capacity 16 imp gal (72 l)
- 131 Main undercarriage beam's
- 132 Main undercarriage leg pivot (wing)
- 133 Exhaust manifold heat exchanger
- 134 Motor fuel tank
- 135 Motor fuel tank
- 136 Propeller wheel
- 137 Carburettor air intake scoop
- 138 Cabin heating air duct
- 139 Fuel tank main frame/wing spar attachment point
- 140 Engine mounting ring
- 141 Propeller reduction gearbox
- 142 Detachable engine cowling
- 143 Propeller nut fitting
- 144 Four two bladed, fixed pitch, wooden propeller

Airspeed Oxford Mk II

MOTORISATION

Armstrong Siddeley Cheetah X

Moteur de 12 cylindres en V inversé refroidi par liquide
Puissance développée: 1050 ch au décollage, 1100 ch à 3700 m et 2950 ch



ARMEMENT



PERFORMANCES

Vitesse maximale= 305 km/h

Vitesse croisière= 260 km/h

Vitesse ascension= 325 m/mn

Plafond pratique= 7165 m

Rayon action= 1450 km



DIMENSIONS

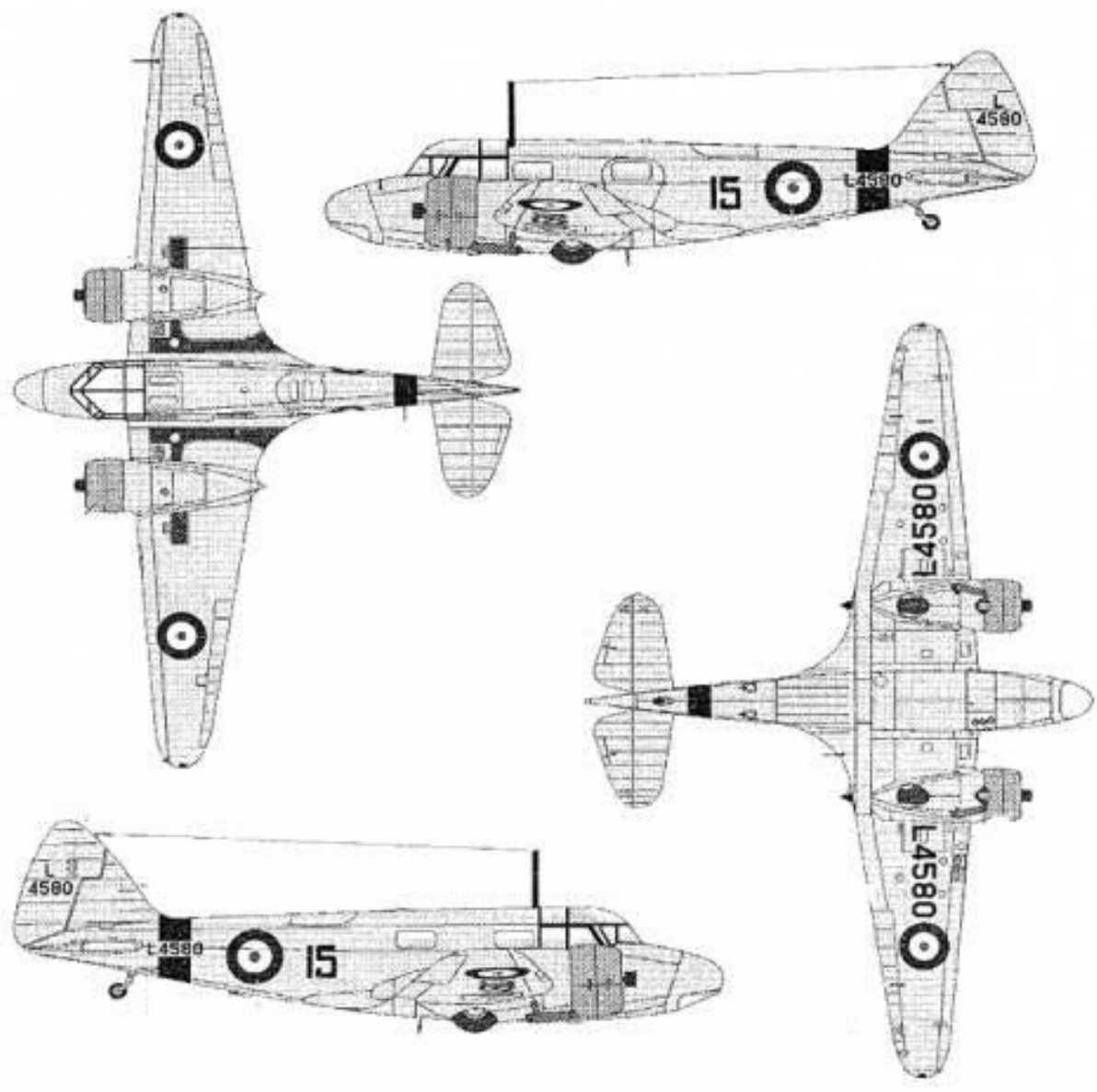
Envergure	Longueur	Hauteur	Surface alaire
16,25 m	10,50 m	3,40 m	0 m ²

Airspeed Oxford 2, Fleet Air Arm, 762 Sqn., PH453, RNAS Yeovilton, ca. 1946



MASSES

Vide	Charge	Maximale
2720 kg	0 kg	3740 kg



HISTOIRE

Avion largement employé comme avion-école, il avait la réputation de construire des appareils de transport légers et rapides. Mais certains estimaient qu'il était beaucoup plus difficile à piloter que l'Anson, son contemporain au sein des écoles de pilotage. Premier vol: juin 1937

Sitographie

Site Cyber Aéro breton = <http://cyber.breton.pagesperso-orange.fr/index.htm>

Site Cyber Aéro breton du pays = <http://cyber.breton.pagesperso->

orange.fr/angleter/angleter.htm



Site Cyber Aéro breton de l'avion = <http://cyber.breton.pagesperso->

orange.fr/angleter/oxford_2.htm

