



South Australian Aviation Museum

Aircraft Profile

AVRO ANSON I EF954

Twin engine light military transport, aircrew trainer, general reconnaissance bomber; civil aircraft for passenger and freight services.

History of EF954

During World War II, 1,028 Avro Anson aircraft, including EF954, were used for training Australian aircrew, many of them operating from airfields at Mallala, Mount Gambier and Port Pirie. Not only were pilots trained for twin engine flying, but navigators, air gunners, wireless operators and bomb aimers also received training in this versatile aircraft.



EF-954 was SAAM's first aircraft and has a strong connection with aviation in South Australia. EF954 was delivered to No. 2 AP Bankstown on 28 December 1942 and to No. 6 SFTS at Mallala on 3 April 1944.



South Australian Aviation Museum Aircraft Profile

On 12 April 1945, Anson EF-954 was flown at Mallala by SGT Reginald George Childs and Co-piloted by his twin brother SGT Ronald James Childs (who used the initial J. so there would be no confusion). They flew a C.L.A. (Creeping Line Ahead) search.

YEAR		AIRCRAFT		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)
1945.		Type	No.			
Month	Date					
—	—	—	—	—	—	Totals Brought Forward
APRIL.	9.	AVRO-ANSON	8713	SELF.	SGT CHILDS J.	SQUADRON. FORMATION.
APRIL	9.	AVRO-ANSON	8713	SGT CHILDS J	SELF	SQUADRON. FORMATION.
APRIL	11	AVRO-ANSON	1538	SELF.	SOLO	N./F 2
APRIL.	12	AVRO-ANSON	954	SELF.	SGT CHILDS J	C.L.A. SEARCH.
APRIL	17.	AVRO-ANSON	507	SELF.	F/O WILLIAMS SGT CHILDS J LAC. FENTRILL	MAL - BALLARAT
APRIL	17	AVRO-ANSON	507.	SELF		BALLARAT - HILLSTON - NARRANDERA
APRIL.	18	AVRO-ANSON	507	SGT CHILDS J	F/O WILLIAMS SELF LAC. FENTRILL	NARRANDERA - TALENGATTA - NHILL
APRIL	18	AVRO-ANSON	507	SGT CHILDS J		NHILL - POONCARIE - MALLALA.
APRIL	21	AVRO-ANSON	1533	SGT CHILDS J	SELF	CREEPING LINE AHEAD SEARCH.
APRIL	21.	AVRO-ANSON	1533	F/O KEMMIS	SELF	A2 & 1/F.
APRIL	23	AVRO-ANSON	172	SELF	SGT CHILDS J.	PHOTO- RECCO X/COUNTRY
APRIL	23	AVRO-ANSON	172	SGT CHILDS J	SELF	PHOTO- RECCO X/COUNTRY
APRIL	23.	AVRO-ANSON	527	SGT CHILDS J	SELF	SEA. PATROL X/COUNTRY
APRIL	23	AVRO-ANSON	527	SELF	SGT CHILDS J	SEA. PATROL X/COUNTRY
APRIL	24	AVRO-ANSON	2267	F/O WILLIAMS	SELF	A2.
APRIL	24	AVRO-ANSON	2267	SELF	SOLO	A3.
APRIL	24	AVRO-ANSON	778	F/O WILLIAMS	SELF	Q.G.H. GAWLER.
APRIL	27	AVRO-ANSON	869	F/O MARTIN	SELF	A2. REVISION.
APRIL	27	AVRO-ANSON	A4-23	SELF	SOLO	A3. REVISION
		SUMMARY FOR APRIL 1945				
		UNIT 6 S.F.T.S				1. AVRO-ANSON.
		DATE 1/5/45				2.
		SIGNATURE R.G. Childs				3.
						4.
				GRAND TOTAL [Cols. (1) to (10)]		Totals Carried Forward
				374 Hrs 50 Mins.		



South Australian Aviation Museum *Aircraft Profile*

The Childs twins were from Littlehampton (in the Adelaide Hills). They had served 19 months in the Air Training Corps and were sworn in as RAAF air crew on 20 Sep 1943, 1 day after they turned 18 years old. They first flew at No.1 EFTS at Parafield (course 46) then No.4 SFTS at Geraldton (course 47). In Feb 1945, the twins were posted to Mallala where they were Flight Sergeants. It was here that they flew SAAM's Avro Anson.

The Advertiser (Adelaide, SA : 1931 - 1954) (about) ◀ Tuesday 21 September 1943 ▶ ◀ Page 2



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Twin brothers, Ronald James, and Reginald George, Childs, from Mount Barker, being sworn in yesterday as air crew men at RAAF headquarters. Flt-Lt. McKillop, who officiated, said that this was the first case he had known of twins joining up when just 18. Both had served 19 months in the Air Training Corps, and had their 18th birthday on Sunday.

Their grandmother was Susan Annie Watts, and her brother was Frank Perry Watts, who flew in the RFC in WW1. Frank Watts knew Ross and Keith Smith as several of the family were shearers at the Smith's station out of Broken Hill.



South Australian Aviation Museum *Aircraft Profile*

After the war, many Ansons were sold to the public (farmers in particular!). Mr Reg Franks, a farmer from Mallala, purchased this aircraft from the RAAF via the Commonwealth Disposals Commission on 30 May 1947. Mr Franks donated the Anson to the Museum on 18 May 1984 (prior to the Museum's establishment meeting of June 1984).

The major part of the display aircraft is EF954, but includes many parts from Anson AW965 which was later VH-FIA of Flinders Island Airlines. The latter came to the Museum in 1994.





South Australian Aviation Museum

Aircraft Profile

AVRO ANSON in military and civil service

The total number built was 11,020.

The prototype first flew on 7 January 1935 at Woodford, UK.

The Avro Anson owes its origin to a civil need. In May 1933, Imperial Airways of Great Britain approached Avro with an outline of what it wanted for a six-passenger charter aircraft. And so the Avro 652 was designed. The aircraft was fitted with two Armstrong Siddeley Cheetah V engines, giving a cruise speed of 150 mph (240 kph) and a range of 600 miles (960 km). With the increasing threat of a war in Europe, the RAF Coastal Command saw the need for a twin engine aircraft and purchased an initial batch of 174 Ansons. During World War II the Anson served with the Air Forces of the UK, Canada and Australia – training pilots, navigators and wireless operators.

In Australia, the Anson entered RAAF service in November 1936. It was the first aircraft with a retractable undercarriage in our Air Force and our first monoplane bomber. In World War II Ansons gave wonderful service on coastal reconnaissance, anti-submarine duties and aircrew training. Approximately 100 Ansons were used in civil commercial operations in Australia in the post-war years. East West Airlines was formed in Tamworth, NSW, using six ex-military Ansons. Other airlines to use this type of aircraft were Butler Air Transport Pty Ltd (NSW), MacRobertson Miller Airlines, Woods Airways (WA), and Qantas Airways (PNG).

On June 30 1962 the Department of Civil Aviation grounded all but two Avro Ansons in this country due to concerns with the wood and glue construction of the wings. Two Avro Anson Type 19s were fitted with metal wings and continued to fly after 1962, one being deregistered in 1965, the other in 2002 when it was sold in New Zealand.



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Aircraft Profile

Technical Specifications

Engines: 2 x 320 hp Armstrong Siddeley Cheetah IX radial engines

Length: 12.9 m

Maximum take-off weight: 4,720 kg

Wing span: 17.5 m

Height: 4.2 m

Cruising speed: 128 kt (240 kph)

Range: 1,270 km (700 nm)

Crew: 1 pilot and 2 trainees (navigator and wireless operator)