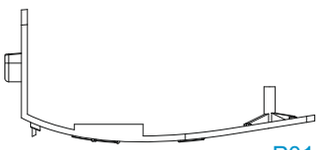
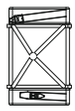
PLT 291
1:72

Anatra DS Anasal

(Czechoslovakia, 1920s)

3D-Printed Parts (P)

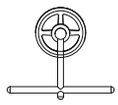

P01

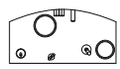

P02


P03

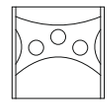
P04

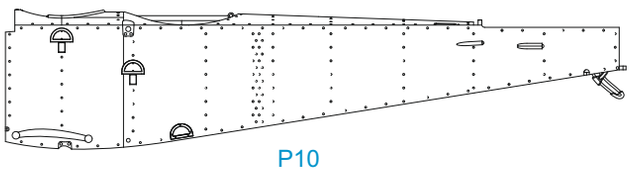

P05

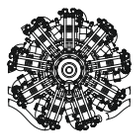

P06

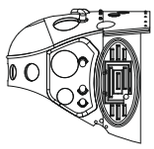

P07

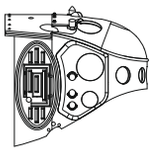

P08

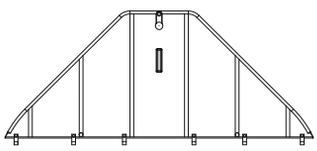

P09

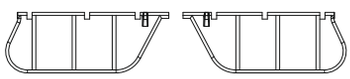

P10

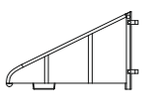

P11

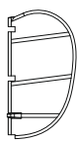

P12

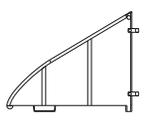

P13

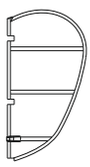

P14

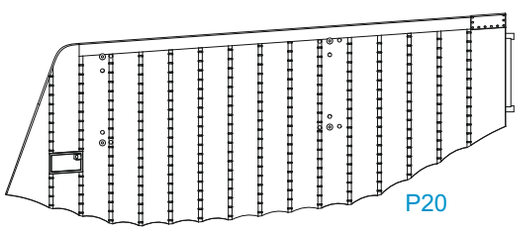

P15 (2x)

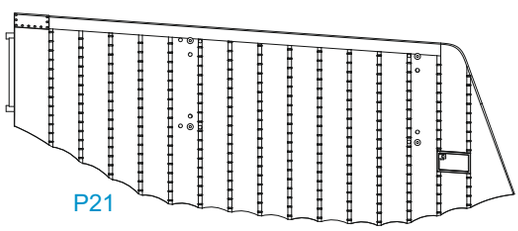

P16


P17


P18


P19


P20

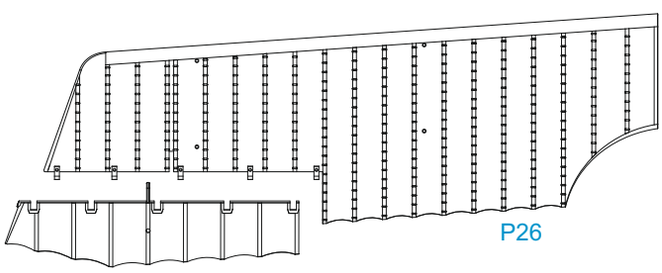

P21

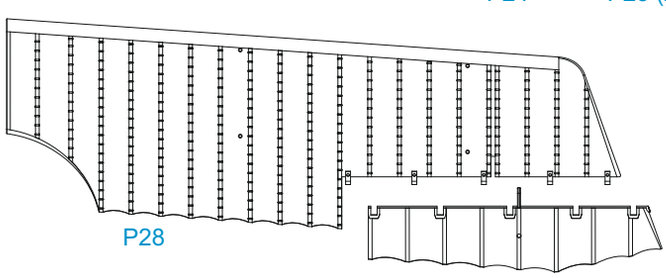

P22


P23


P24

P25 (2x)

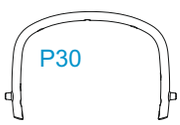

P26


P28

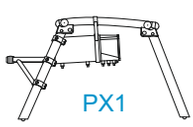
P27

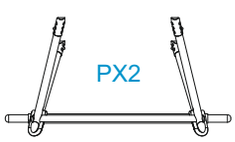
P29

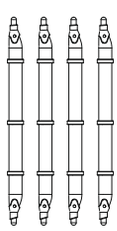
Special 3D-Printed Parts (PX)

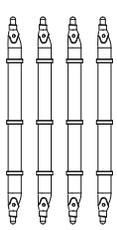

P30


P31


PX1


PX2


PX3 (4x)


PX4 (4x)

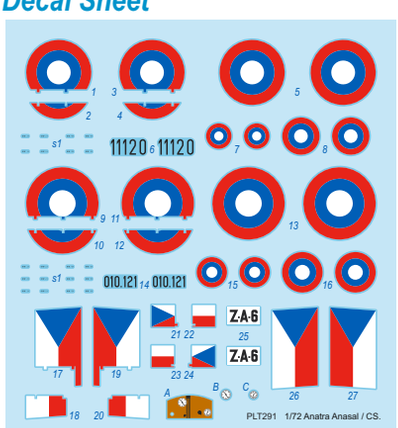

PX5 (2x)


PX6 (2x)

Clear Parts (CP)


CP1

Decal Sheet

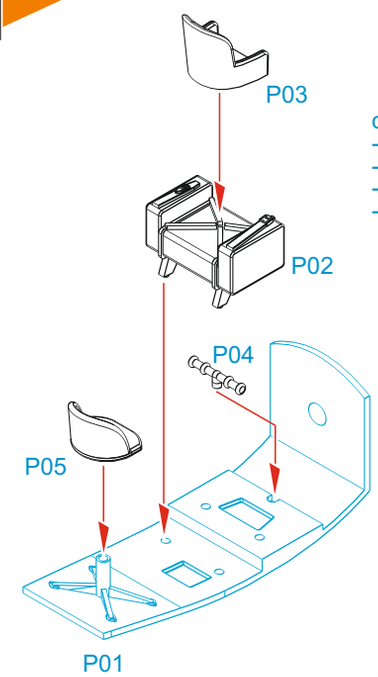


K lepení použijte kyanoakrylátové lepidlo! Díly ohnuté, popř. pokroucené vlivem teplotních změn a stárnutí materiálu mohou být narovnány do požadovaného tvaru pomocí proudu teplé vody nebo vzduchu (fén na vlasy).Kontaktní plochy doporučujeme před lepením odmastit.

For best glueing results use cyanoacrylate glue! Parts slightly distorted and bended owing to temperature changes or due to material ageing can be straightened to requested shapeby hot water or hot air jet. This process can be repeated till result is entirely satisfactory. Before glueing degreasing is recommended.

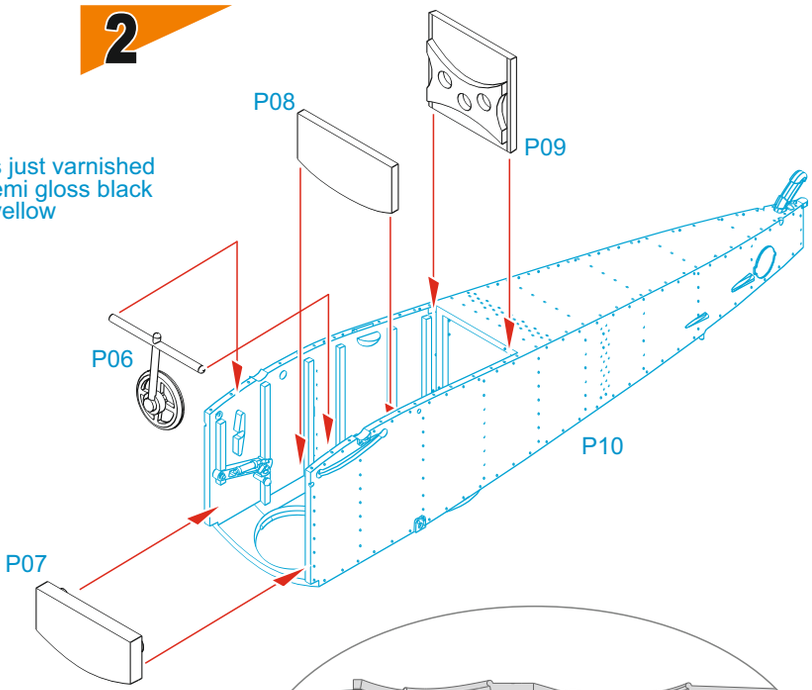
MOŽNOST VOLBY OPTIONAL NACH BELIEBEN OPTION	OHNOUT BEND BIEGEN COURBER	ZHOTOVIT NOVĚ SCRATCH BUILD FERTIGSTELLEN ACHEVER	ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER

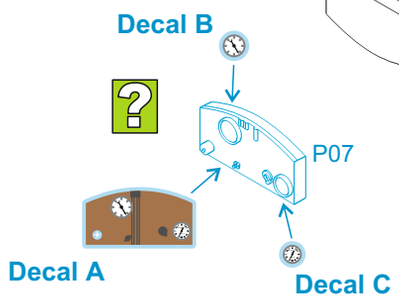
1

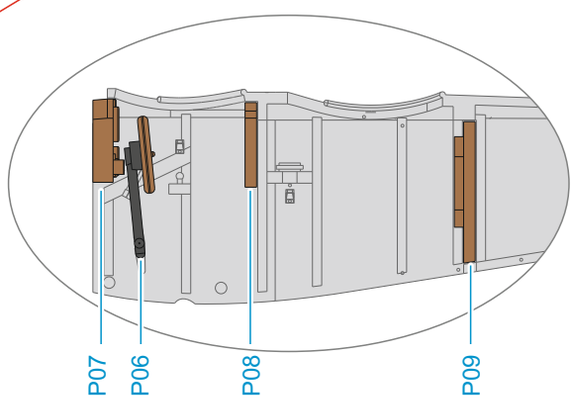


cockpit colours:
- all wooden parts just varnished
- metal parts in semi gloss black
- fuel tank (P02) yellow
- seat belts in tan

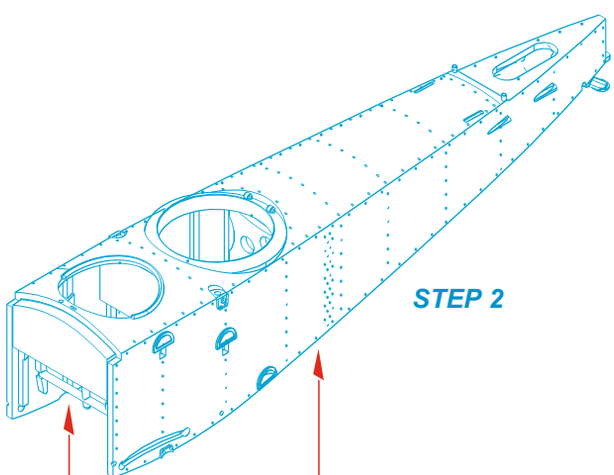
2

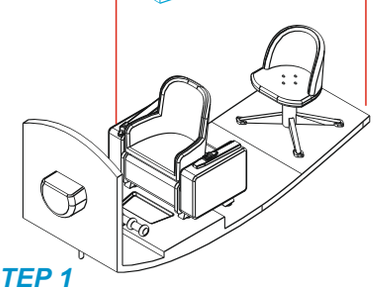




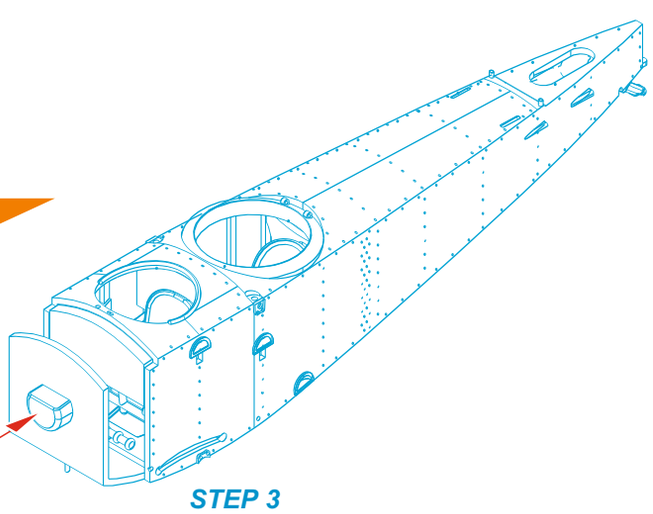


3

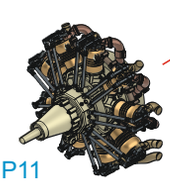




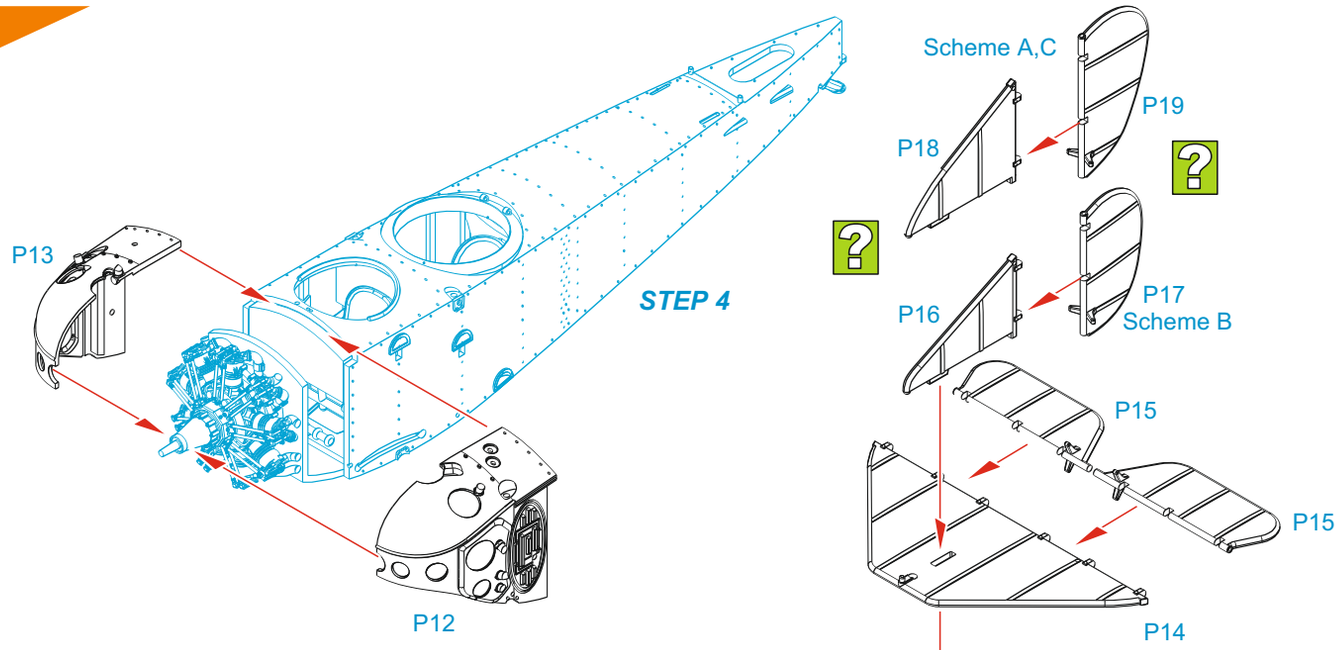
4



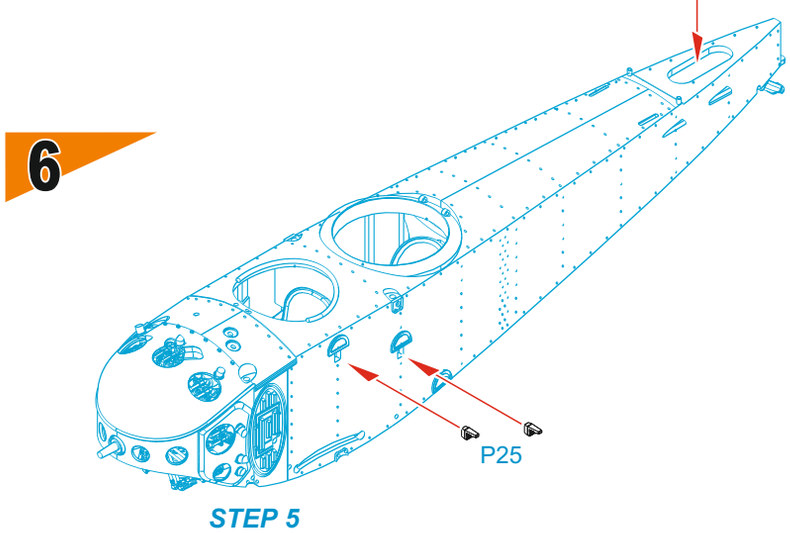
engine colours:
- crankcase - aluminium
- cylinders - brass
- rods, piping - glossy black



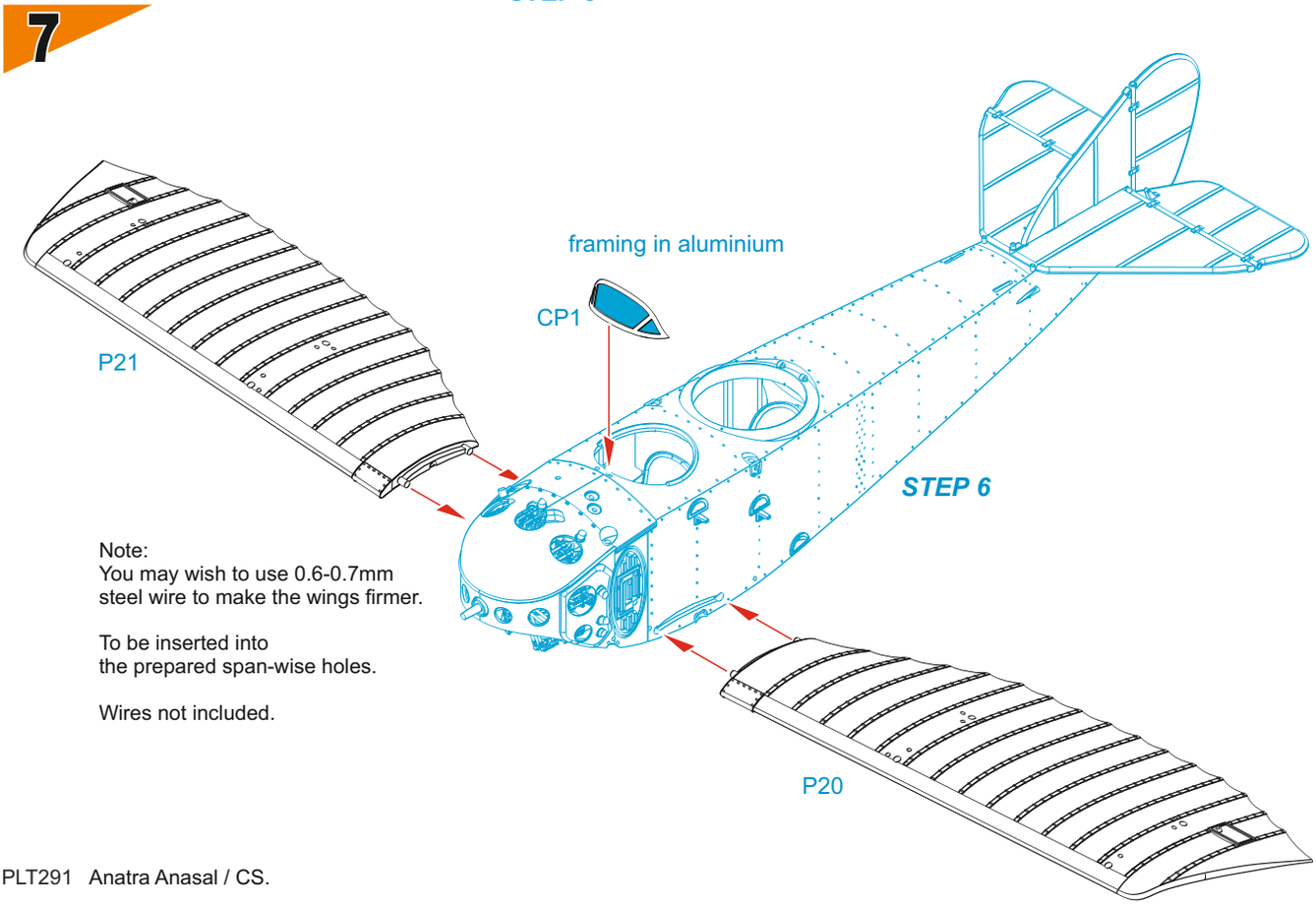
5



6



7

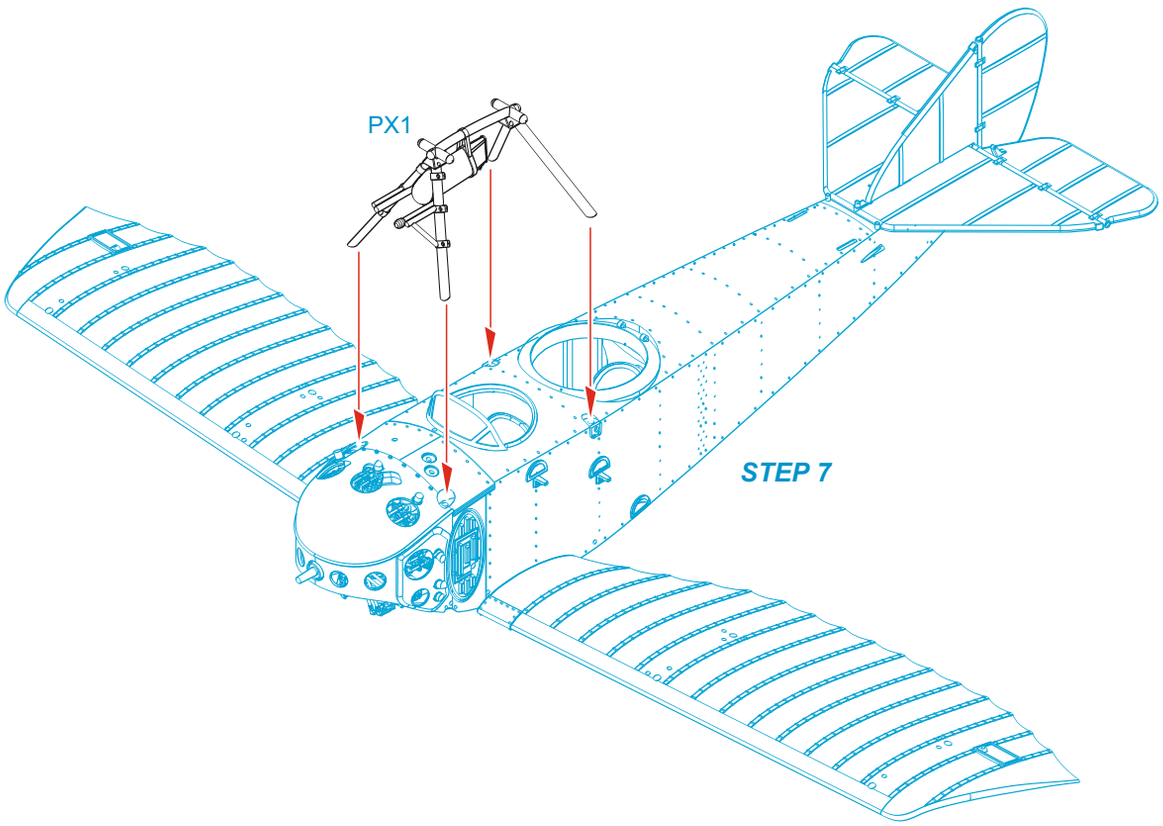


Note:
You may wish to use 0.6-0.7mm
steel wire to make the wings firmer.

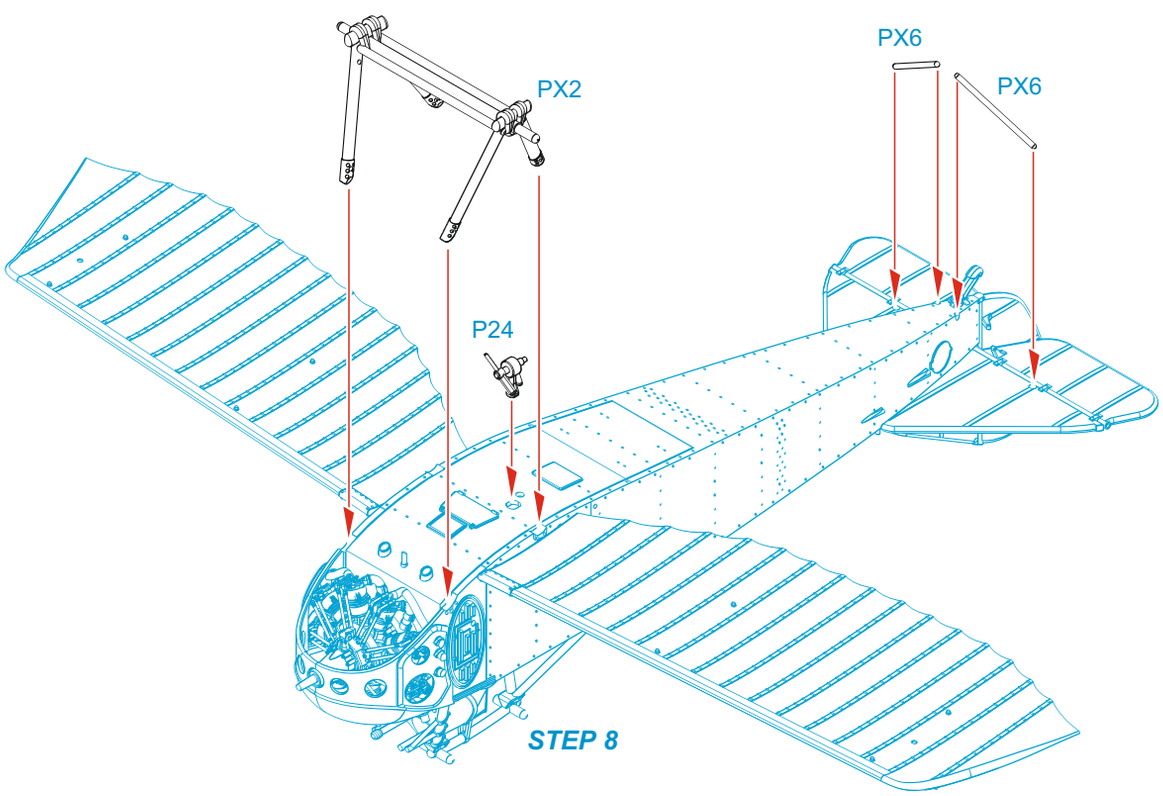
To be inserted into
the prepared span-wise holes.

Wires not included.

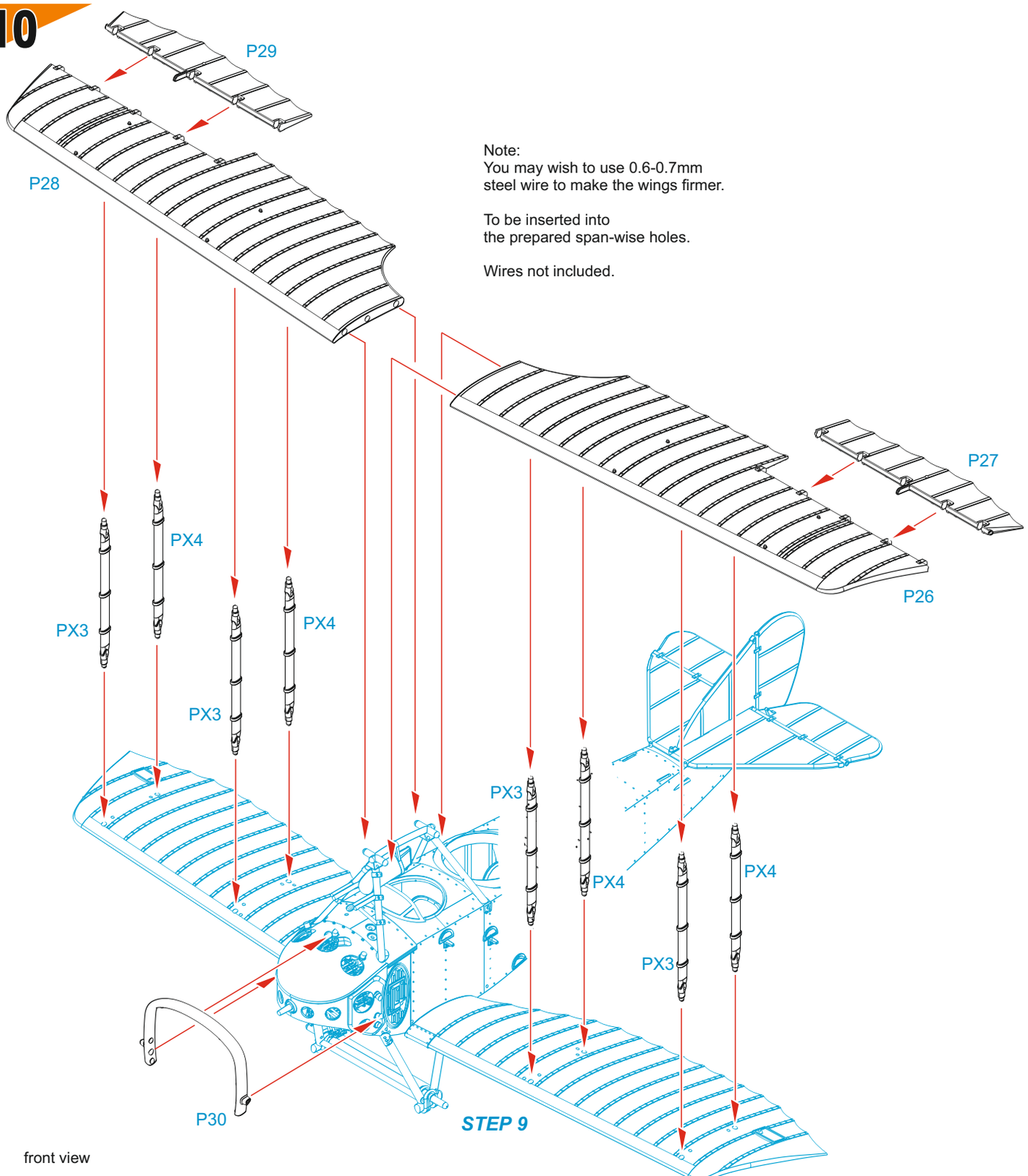
8



9



10



Note:
You may wish to use 0.6-0.7mm
steel wire to make the wings firmer.

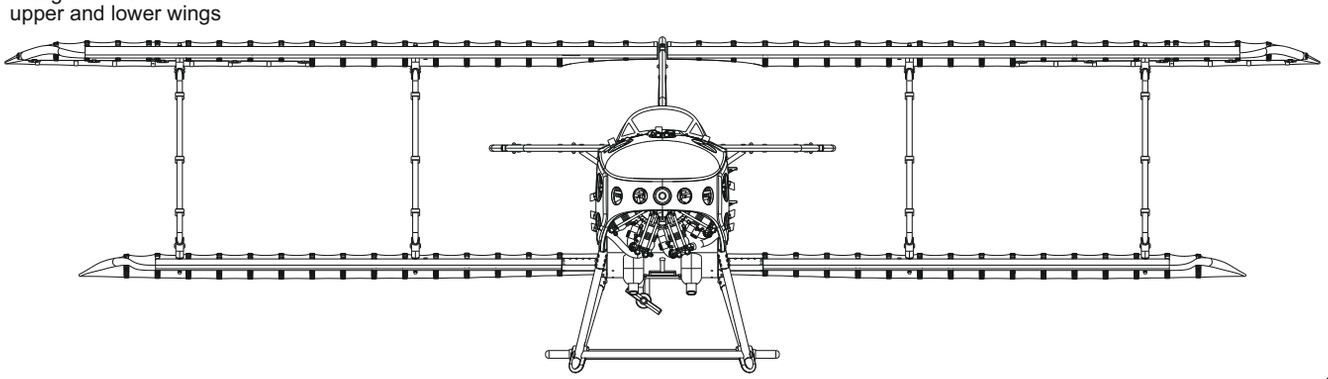
To be inserted into
the prepared span-wise holes.

Wires not included.

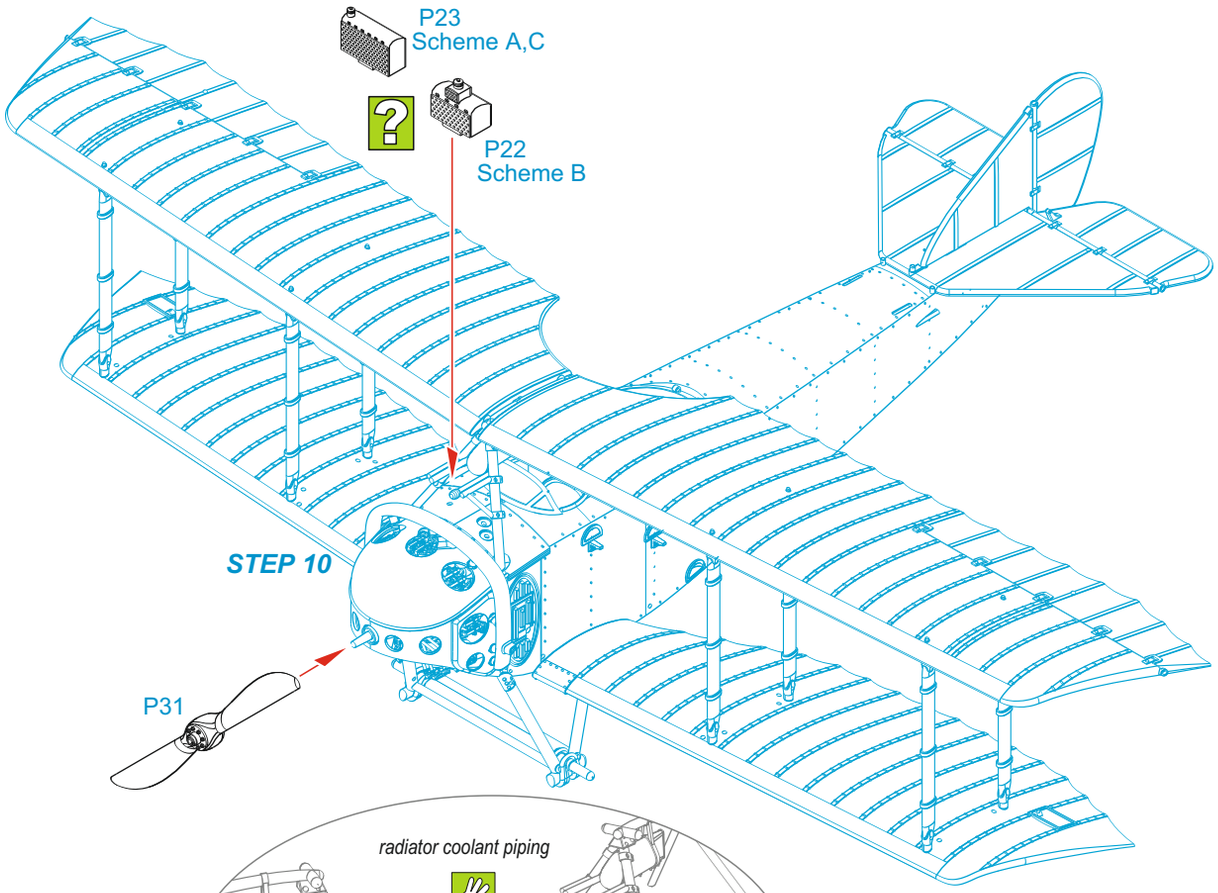
STEP 9

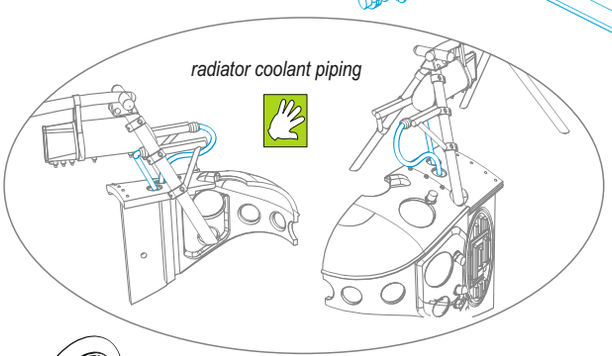
front view

Note:
0 deg dihedral on both
upper and lower wings

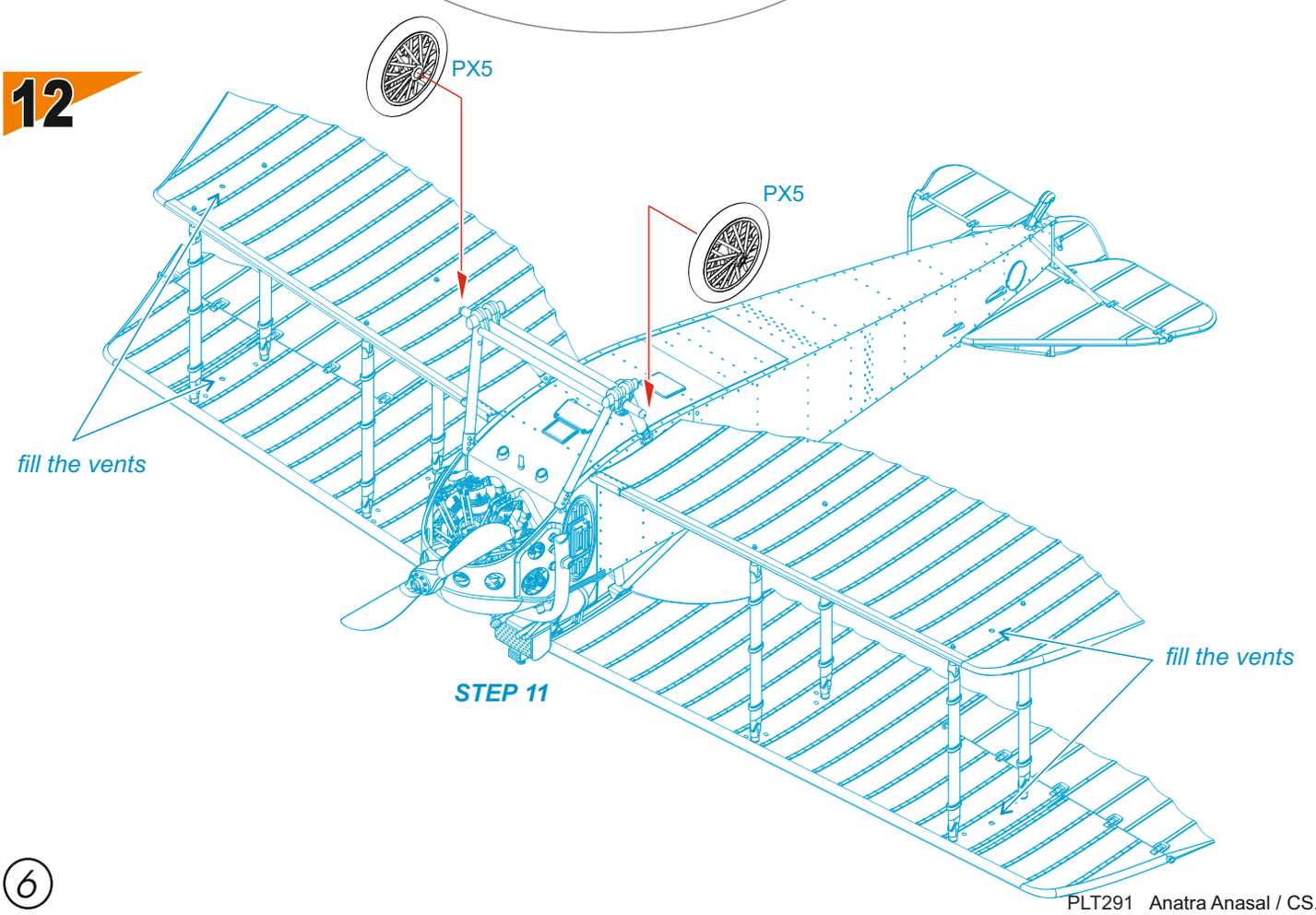


11

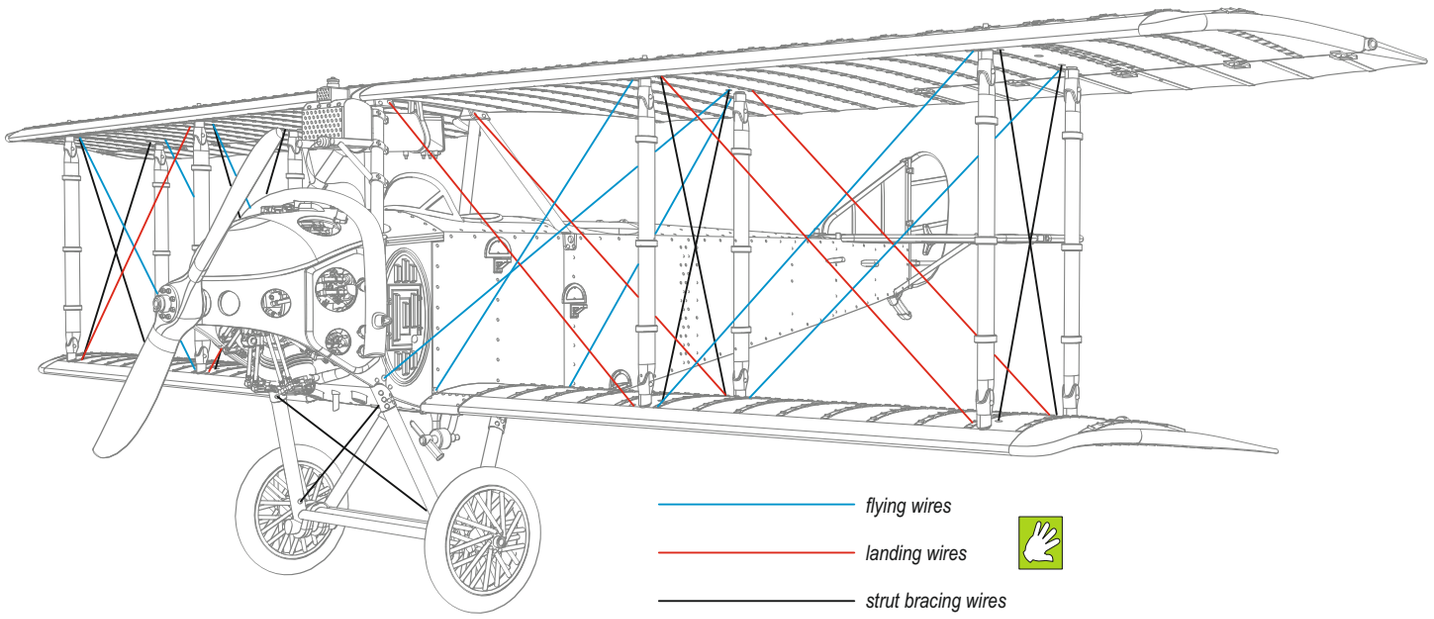

P23
Scheme A,C
P22
Scheme B
STEP 10
P31

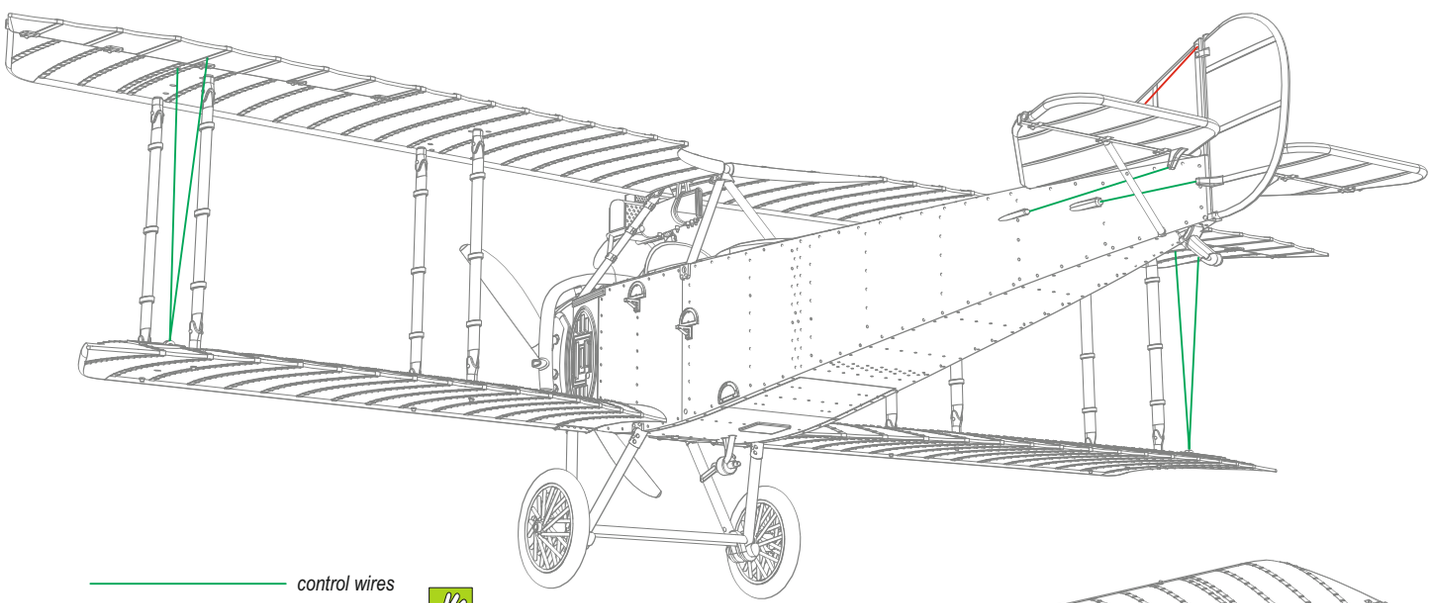

radiator coolant piping

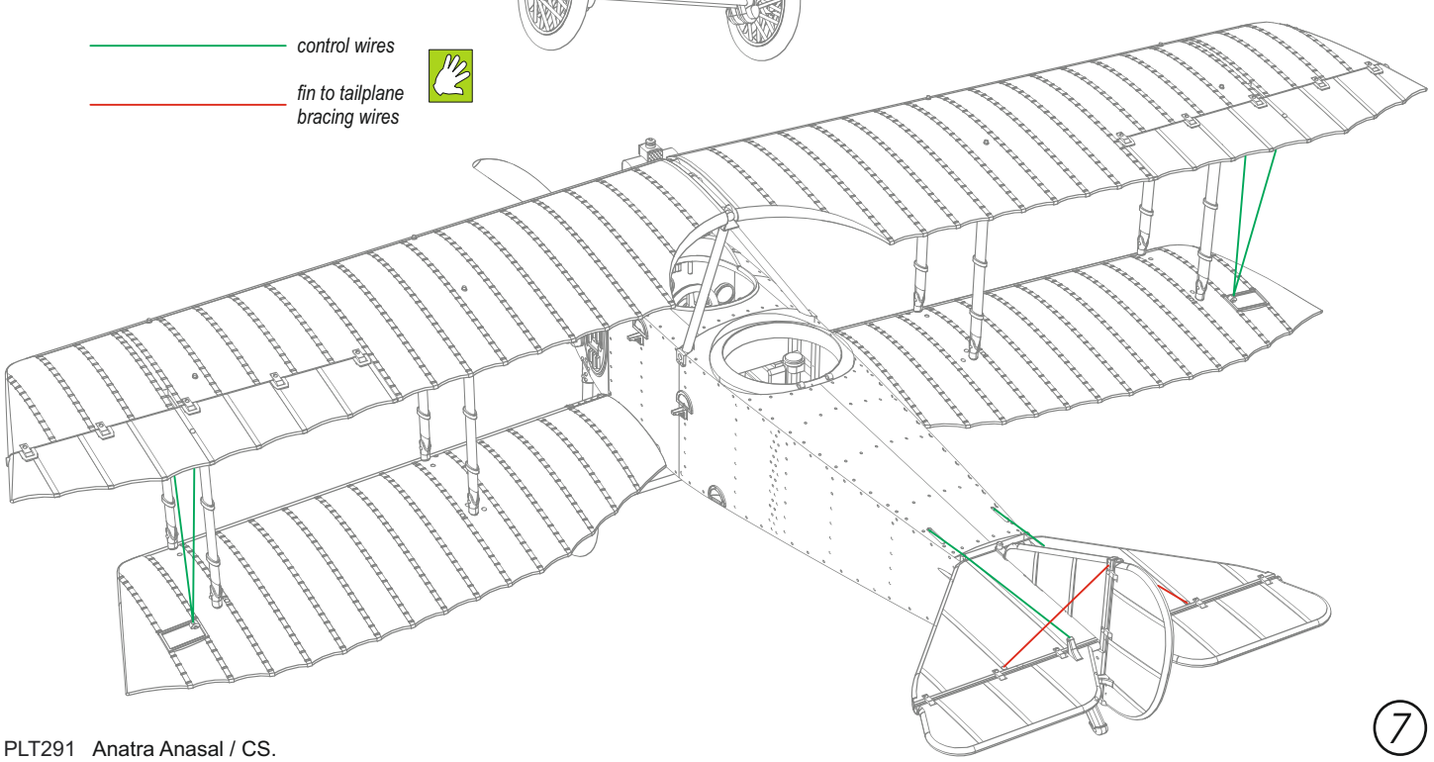
12


PX5
PX5
fill the vents
fill the vents
STEP 11

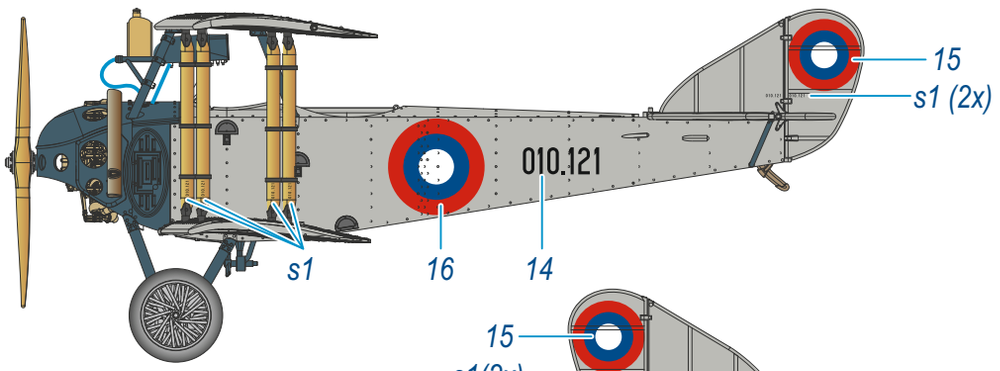
Rigging Scheme

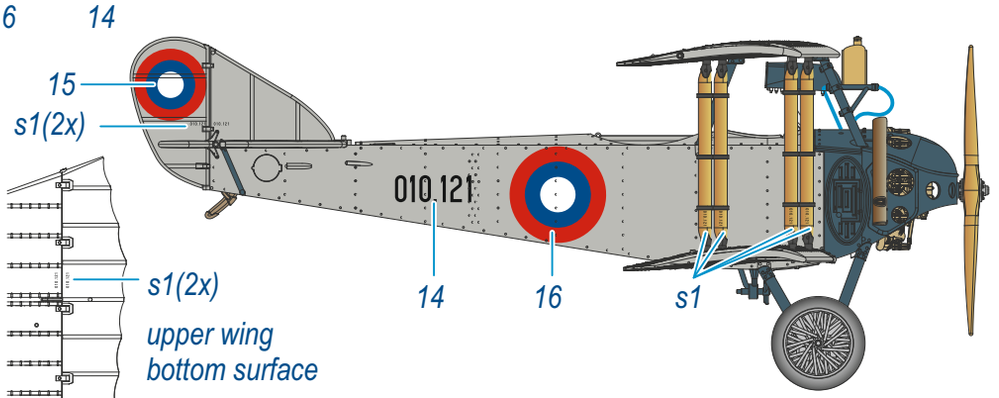






Anatra DS Anasal, Air Corps of the Czechoslovak Army, 1920-1924. Ex Austro-Hungary K.u.K. Luftfahrtruppen aeroplane of the same s/n. Crash-landed at Cheb airfield on 7 April 1922, repaired and eventually written off on 13 March 1924.

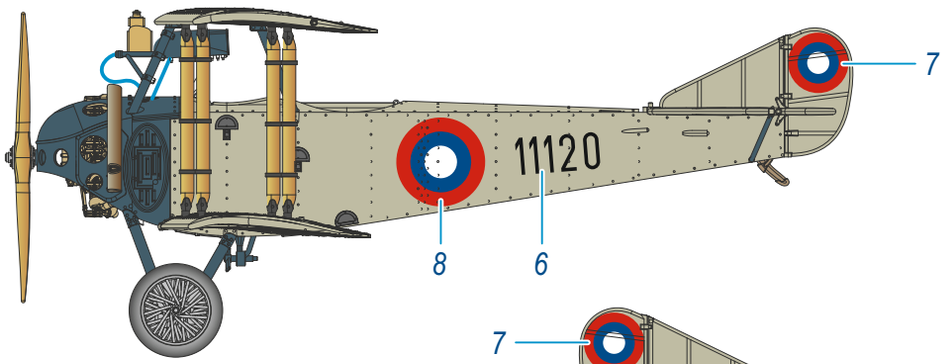


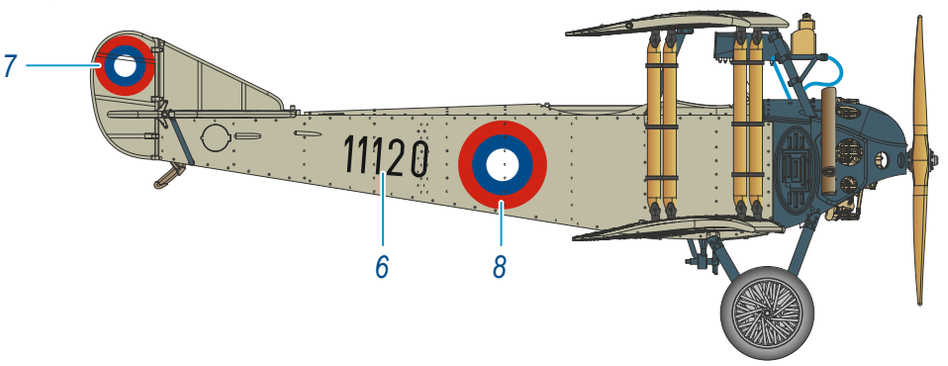


Scheme A

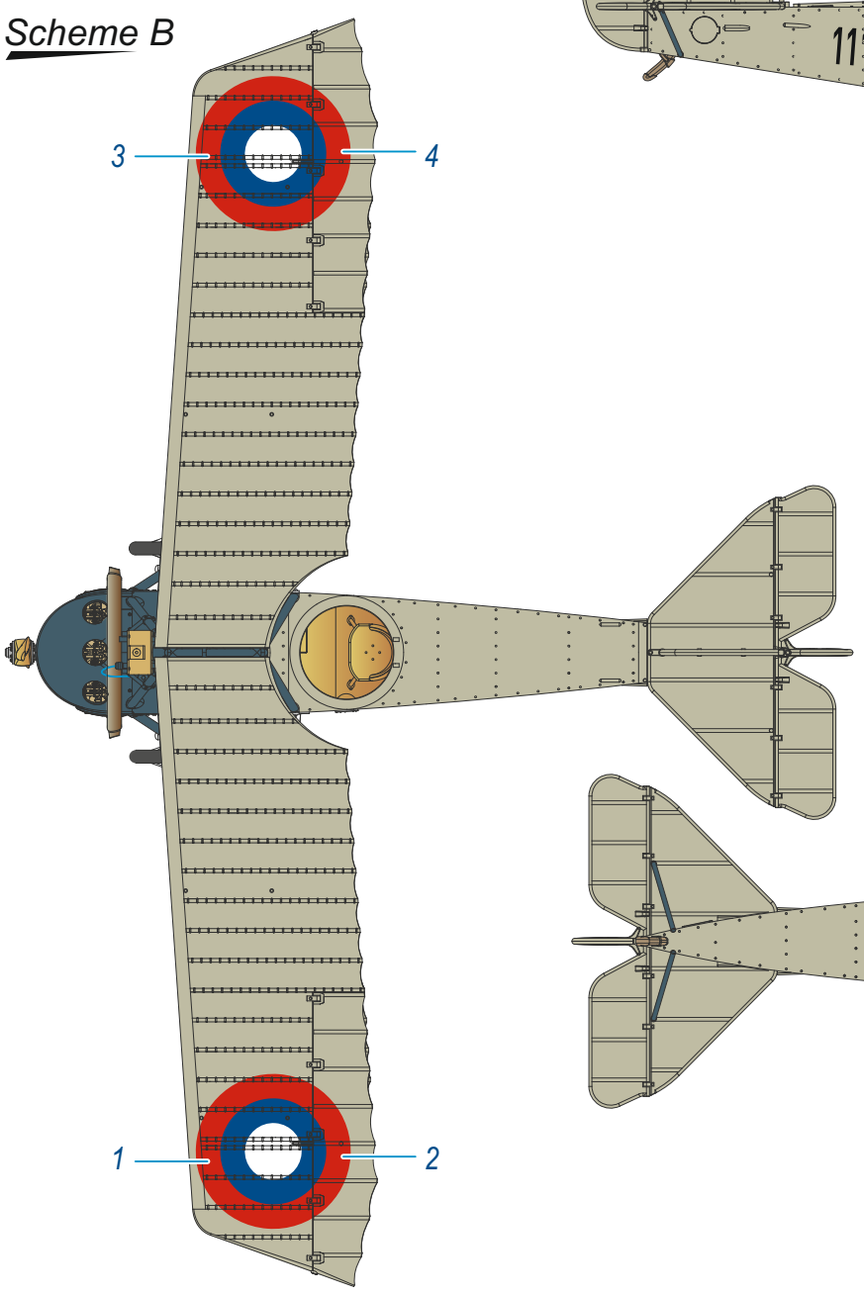
Semi Gloss Black | Pale Grey | Varnished Wood | Burnt Metal | Tyre Black | Brass

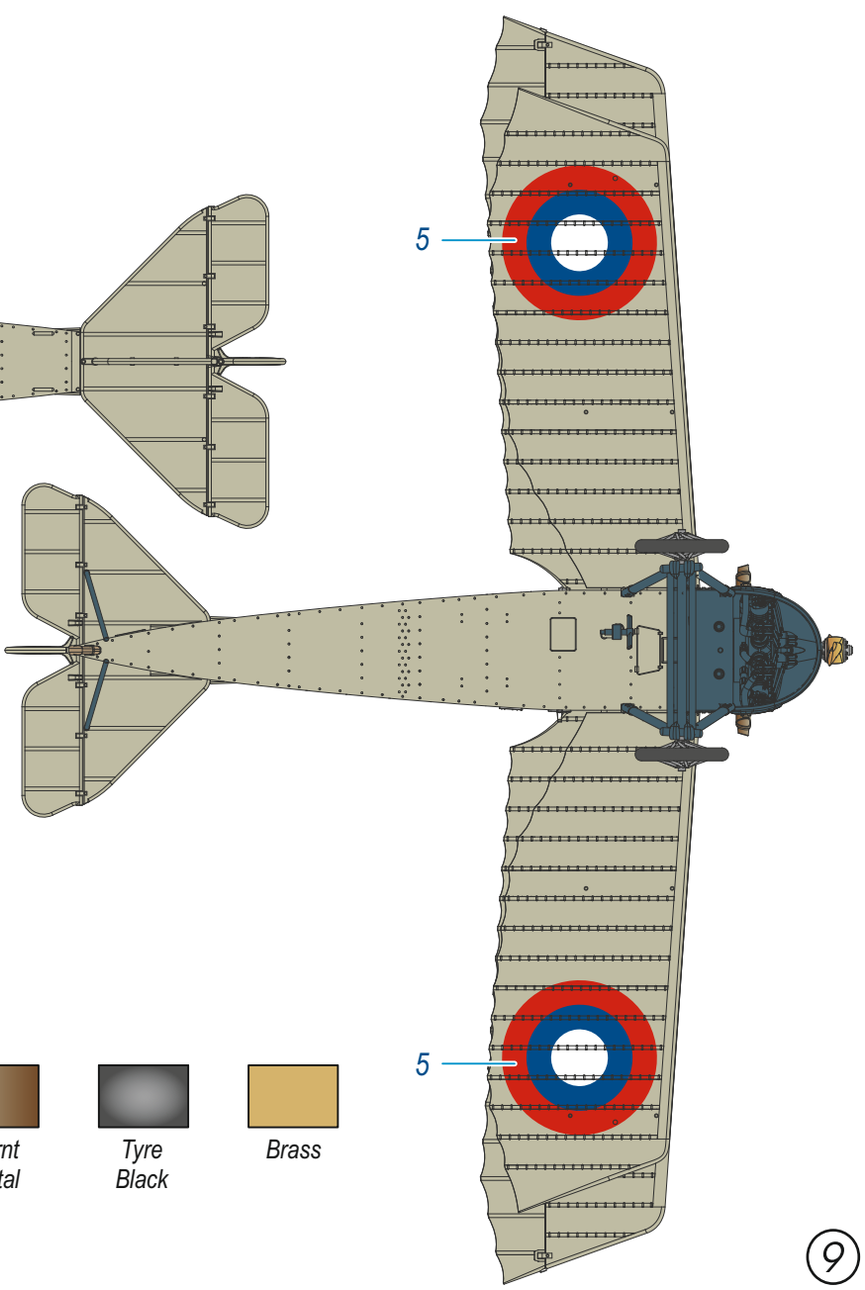
Anatra DS Anasal, National Technical Museum (NTM) in Prague, 1949 until present days.
Fuselage registration number fictious only for public display purposes.





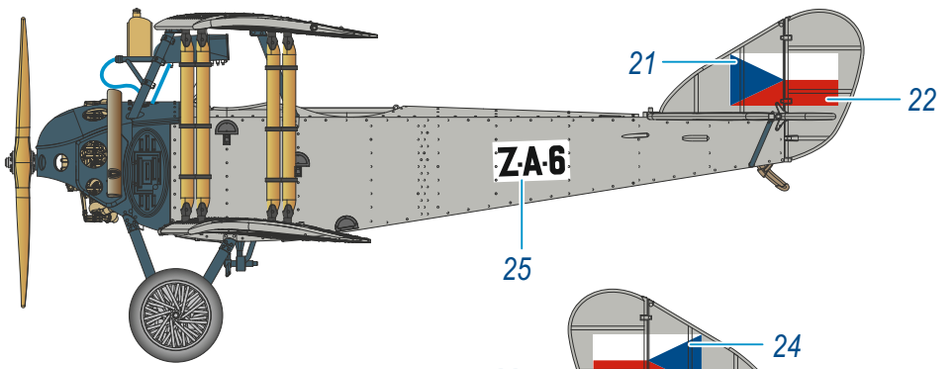
Scheme B

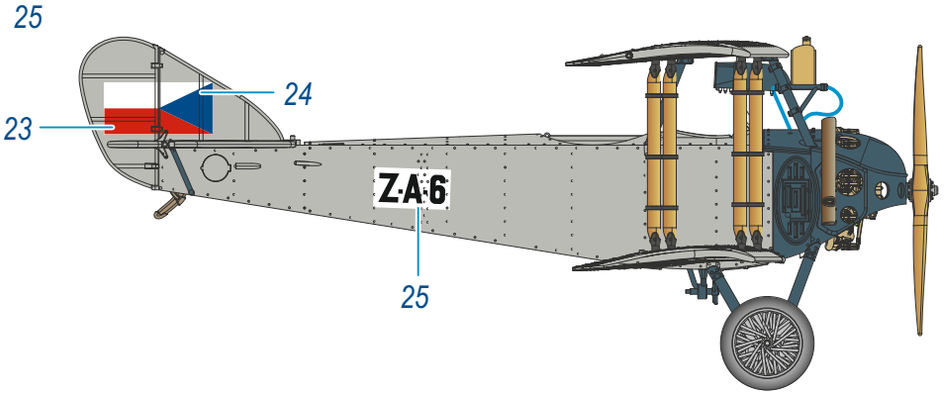




Semi Gloss Black	*Pale Grey w/ slightly yellowish tint*	*Varnished Wood*	*Burnt Metal*	*Tyre Black*	*Brass*

Anatra DS Anasal, unknown s/n, bought by West Bohemia Aeroclub Pilsen in 1922, in late 1929 handed over to the Liberation Memorial in Prague and in 1935 to the Technical Museum of the Republic of Czechoslovakia , the predecessor to the NTM - i.e. the same machine as in Scheme B.





Scheme C

PLT291 Anatra Anasal / CS.