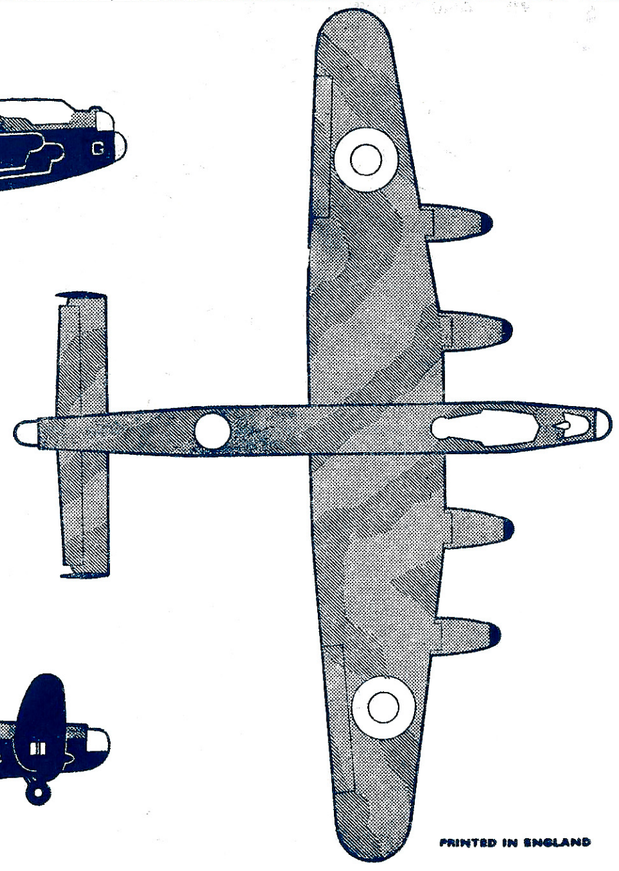
4 **SUGGESTED COLOUR SCHEME**

39. Apply transfers, first cut the sheet into fourteen separate subjects. Then dip each in warm water for a few minutes, slide transfer off backing into position as shown on illustration. The large roundels are applied above the wings, the smaller roundels together with the squadron markings are applied to the fuselage sides. The fin flashes are applied to both sides of either fin and the serial numbers to the rear fuselage sides, just forward of the tail. The small letters "G" are applied to either side of the nose, and the panel of bombs denoting each mission to the port side beneath the cockpit. The aircraft name is applied to the transparent base.
40. Cement together both parts of stand.
41. Cement arm of stand into slot provided in fuselage.

DARK EARTH | DARK GREEN | MATT BLACK



PRINTED IN ENGLAND

AIRFIX CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

AVRO LANCASTER B.I

The Avro Lancaster is without doubt the most famous of all bombers to have served in the Royal Air Force. The first Lancaster was a development of an earlier Avro bomber, the Manchester, which had only two engines and a smaller wing span. After initial trials had proved successful the Lancaster was put into full scale production, and went into operation in March, 1942.

Bomber Command Lancasters took part in many famous missions, including night raids on German industrial towns throughout the Reich, the sinking of the Tirpitz, and the memorable "Dam-Busters" raid, carried out by specially modified Lancaster I's, carrying a mine, details of which are still secret. Although official policy in the later stages of the war was to use the Lancaster and other R.A.F. heavy bombers by night, and the American bombers by day, the Lancaster was used for daylight bombing of the German armies in the field shortly before the end of the war in Europe.

One of the main features of the Lancaster was its huge bomb bay, 33 feet long, which carried bombs of ever-increasing size, from the early 4,000 lb. bomb up to the later 22,000 lb. "blockbuster"; a greater load than that carried by any other bomber.

This particular aircraft, "G for George," was flown by 460 Squadron, Royal Australian Air Force. It survived the war after ninety operations and is now preserved in the Australia War Museum. The Lancaster B.I was still in service at the end of the war, together with later Lancaster variants, a total of some 7,000 being built. After the war some Lancasters were modified and used by B.O.A.C. until more suitable civilian aircraft were available. These aircraft were known as "The Lancastrian."

The Lancaster B.I was powered by four Merlin XX engines, each of 1,435 h.p. giving a maximum speed of 287 m.p.h. and a range of 3,000 miles. The bomb load was normally 15,800 lb., although a single 22,000 lb. bomb could be carried. Defensive armament consisted of eight Browning .303 in. machine guns in three turrets.

Wing span was 102 ft. and length 69 ft. 6 in.

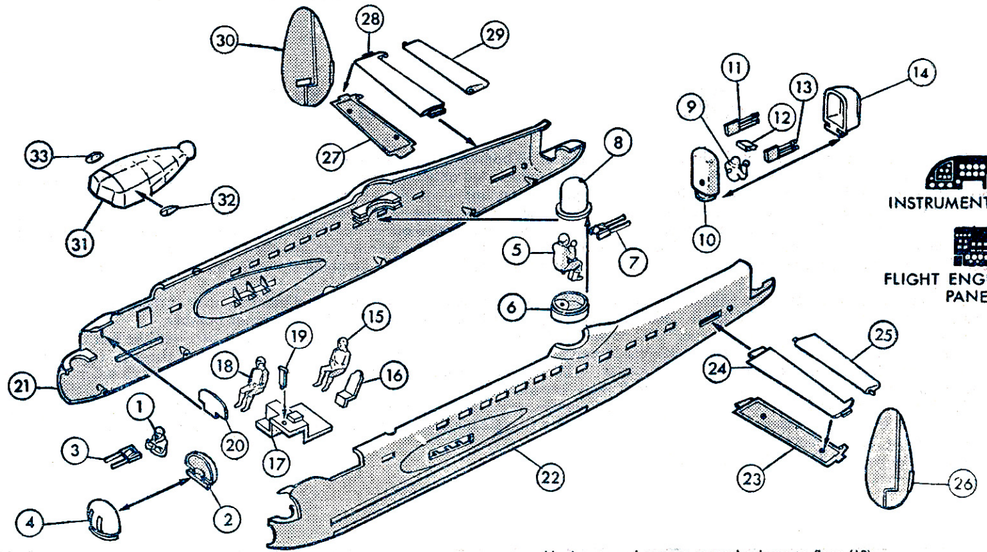
All Airfix Aircraft Construction Kits in series (1, 2, 3, 4 & 5) are made to a constant 1/72 scale. All models are designed with the same skill and attention to details so that a large and varied collection can be built up. Each model is true to scale and realistic in relationship to all other models. Other fine Airfix Construction Kits are available in various series such as Historical Ships, 00 Trackside Houses and Accessories, 1/32 Vintage Cars and 1/12 Model Figures. A list of the many other Airfix models which you can make will be found on a slip in this package.

INSTRUCTIONS

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4).

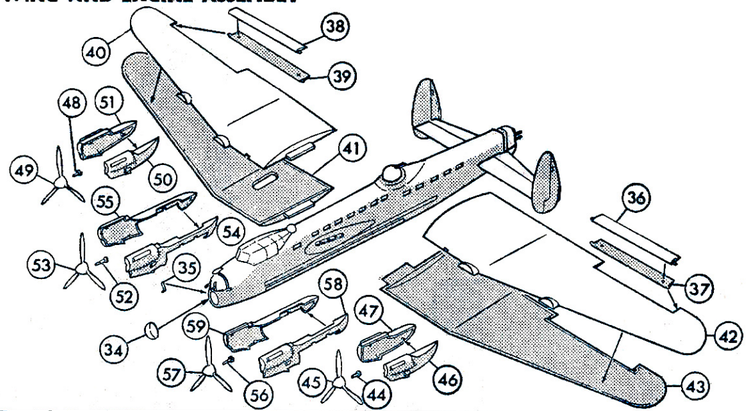
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1 FUSELAGE, INTERIOR and TAIL ASSEMBLY



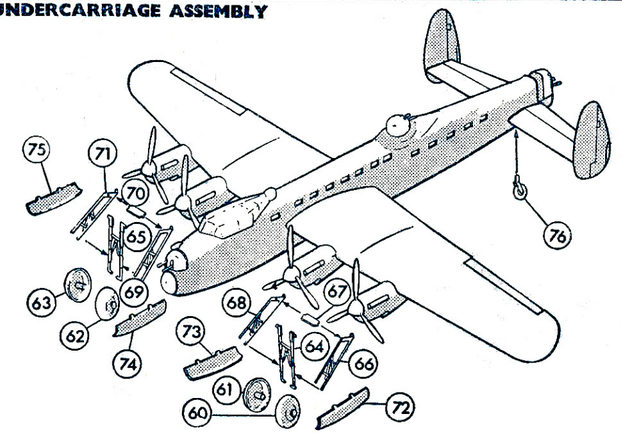
1. Cement front gunner into turret rear (1 and 2).
2. Locate guns on gunner's hands, but do not cement (3).
3. Insert guns through rear of turret transparency, then cement transparency to turret rear (4).
4. Cement second gunner into mid upper turret base (5 and 6).
5. Position guns on gunner's hands, pass guns through transparency, and cement transparency to base (7 and 8).
6. Cement rear gunner into turret back (9 and 10).
7. Locate and cement centre piece between port and starboard pairs of guns and allow to dry (11, 12 and 13).
8. When dry locate guns on gunner, pass through transparency, and cement transparency to turret rear (14).
9. Cement pilot to seat, then cement seat on to location on cockpit floor (15, 16 and 17).
10. Cement second crew member to floor beside pilot (18).
11. Locate and cement control column to floor (19).
12. Cut out and cement printed instrument detail to instrument panel, and cement panel into starboard fuselage half, in front of cockpit (20 and 21).
13. Cut out and cement printed detail for flight engineer's instruments to raised panel in starboard half of cockpit.
14. Locate and cement floor in port half of fuselage (22).
15. Place the three turrets into the locating rings in the port fuselage half, then cement together the two halves of the fuselage, ENSURING NO CEMENT COMES INTO CONTACT WITH THE TURRETS.
16. Cement together upper and lower halves of port tailplane (23 and 24).
17. Cement tailplane to fuselage, at the same time locating the moving elevator in the holes in tailplane and fuselage (25).
18. Locate and cement port fin to tab on end of tailplane (26).
19. Repeat this assembly for starboard tail (27-30)
20. Cement observation blisters to sides of cockpit canopy, and carefully cement canopy in place (31, 32 and 33).

2 WING AND ENGINE ASSEMBLY



21. Cement on transparent nose, and locate and cement in pitot (34 and 35).
22. Cement together upper and lower halves of port and starboard ailerons (36 and 37, 38 and 39).
23. Lay starboard aileron in lower half of wing, and cement on upper half, ENSURING NO CEMENT COMES INTO CONTACT WITH MOVING AILERON, locate and cement wing into fuselage (40 and 41).
24. Repeat the above procedure for port wing (42 and 43).
25. Cement plain propeller pin into rear of propeller (44 and 45).
26. Lay propeller pin in one half of port outer engine nacelle (P) and cement on other half, ENSURING NO CEMENT COMES INTO CONTACT WITH THE PIN. Cement completed assembly to wing (46 and 47).
27. Similarly assemble and cement in position starboard outer engine (S) (48-51).
28. Cement shouldered propeller pin into rear of propeller (52 and 53).
29. Lay pin in one half of starboard inner engine nacelle (S) and cement on other half (54 and 55).
30. Repeat as above for port inner engine (P) (56-59).
31. Cement in place both inboard engines.

3 UNDERCARRIAGE ASSEMBLY



32. Cement together wheel halves (60 and 61, 62 and 63).
33. Press wheels into bearings on undercarriage legs (64 and 65).
    The desired undercarriage position must now be selected.
34. For a model with completely retracted wheels the undercarriage is omitted and the wheel doors fixed in the close position.
35. For an intermediate position the top of the undercarriage legs are pressed together and pushed into the nacelle to locate in the holes provided. The undercarriage is then free to pivot.
36. To fix in the down position the undercarriage braces are cemented between the legs and the locations in the nacelle rear, after first joining by means of the spreader bars (66, 67 and 68, 69, 70 and 71).
37. Locate and cement in position the wheel doors (72-75).
38. Cement tailwheel into location hole beneath the rear fuselage (76).
    NOTE:—If it is wished to paint the model it should be done at this stage, using camouflage scheme included.