

MAGNA MODELS

WRO LANCASTRIAN Conversion Kit No 6272 Page 1
(C) 1999 1/72nd Scale Resin & White Metal
Donor kit required Airfix Lancaster B1

BRIEF HISTORY

The Lancastrian was a hastily built demilitarised conversion of the Lancaster for use as a stop gap civil airliner until more suitable types became available. The first aircraft R5727, was converted in Canada by Victory Aircraft and a total of 8 were built for use by Trans Canada Air Lines. 63 conversions were built in the UK, the first, G-AGLF, was delivered the BOAC Development Flight at Hurn on February 7th 1945. In the last few months of WW1 and afterwards Lancastrians were used extensively by BOAC on the Hurn, later, Heathrow services, to Australasia and South America, the Australasia service in conjunction with Quantas. Several other operators used the type up until 1951 although a few lingered on in service with the Argentine Air Force into the 1960's. Although barely remembered now the Lancastrian played an important part in developing long haul air transport during the 1940's and did sterling work as a bulk fuel transport during the Berlin Airlift. 4 marks of Lancaster were converted Lancastrians, Mk's 1-4 and numerous differences in such things as cabin windows, canopies, antennae etc even when in service with the same user are apparent from photographs. For this reason it is essential to check pictures of the particular aircraft you wish to model. The colour scheme side views illustrate these variations and decals for both sizes of window are provided, although these can be cut and "glazed" with Krystal Kleer or similar product should you so wish.

LANCASTRIAN OPERATORS

- XPP CF-CMS - CF-CNA Trans Canada Air Lines
Mk1 G-AGLF - G-AGMN BOAC & Quantas
Mk2 G-AKFI, G-AKFL, G-AKSM, G-AKSO Skyways. G-AKMW, G-AKTB, G-AKTC BSAA
Mk3 G-AGWG, G-AGWL, G-AMCD BSAA. G-AMBT, G-AMBV, G-AMBW Silver City. G-AMBU, G-AMBZ, G-AMCA, G-AMCC Skyways. G-AMBX, G-AMBY, G-AMCB, G-AMCC BEAC.
Mk4 G-AKFF, G-AKFG, G-AKJO, G-AKLE Skyways.

Secondhand aircraft operated by Aeronautical Research Corp. Alitalia, FAMA, Flight Refuelling

REFERENCES

Aeroplane Monthly, Oct 1975, Apr & May 1981, Jun 1992. British Civil Aircraft 1919-72, AJ Jackson, Putnam. Scale Aircraft Modelling Vol 20/6. In Cobham's Company, Cruddas, Cobham PLC. Airfix Magazine Vol . Aviation News plans.

TECHNICAL DATA

Span 102' Length 76'10" Height 19'6" Weight empty 30,426 lbs Loaded 65,000 lbs Ceiling 25,500' Range 4,150 miles Max Speed 315 mph Powerplants 4 Rolls Royce Merlin T24/4 or 500 V12 piston engines of 1,635 hp. Manufacturer UK A V Roe, Canada Victory Aircraft.

ADHESIVE NOTES

For polystyrene Airfix kit parts use Polystyrene adhesive. For fitting resin parts use super glue. Use car cellulose stopper/putty to fill joints, it is quick drying, adheres well to both polystyrene and resin and, being soft to rub down, will minimise damage to surrounding areas. Use PVA (White) glue to fix transparencies, super glue will cloud clear parts.

ASSEMBLY NOTES

Refer to drawings on page 2 and modify Airfix parts as illustrated and assemble props using the template provided. Assemble model as per Airfix instructions remembering to fit the upper fuselage plug before joining the fuselage halves and also to fit the exhaust stubs from inside the engine nacelle halves before joining the same. Cut out canopy from backing sheet approx 2-3mm outside of guide lines using a small, sharp pair of scissors and then carefully cut along the lines. It will be found much easier to cut out the canopy as described than attempting to cut it out in one go. 3 canopy options can be built, plain, astrodome at rear, astrodome on top. Note that no Lancastrians had the bulged side screens as supplied in the Airfix kit. To remove carrier from extended fins (if required) score along leading edge on both sides with a sharp knife then snap off and clean up edge by sanding. Always wet sand resin to avoid airborne dust which can be harmful. Some scraping of the locating flanges of the fuselage resin replacement parts may be needed to obtain a good fit. Sand the rear face of the resin spinners so that any flash just disappears and drill holes for prop blades as shown on page 2.

PAINTING NOTES

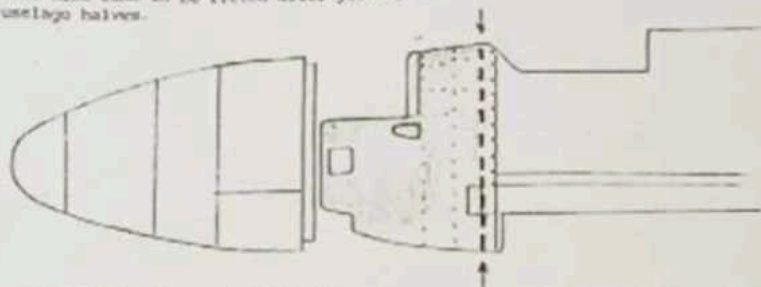
Prime model with Halfords Light Grey or White car primer which will high light any areas which require attention. Halfords primer will sand down to a feather edge should remedial work be needed and will accept most types of top coat paint without adverse reaction.

DECAL NOTES

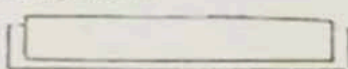
We cannot guarantee the successful use of decal fixing or softening solvents and the use of these is at the modellers own risk. For successful application of decals a gloss paint finish is essential. Finish can be toned down with a coat of satin or matt varnish after decals have dried.

SCALE DRAWINGS OF MODIFICATIONS REQUIRED TO AIRFIX KIT PARTS

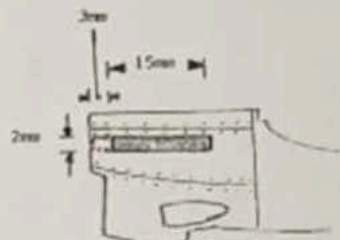
NOSE CONE Cut off Airfix kit nose as illustrated. Resin nose cone to be fitted after joining the fuselage halves.



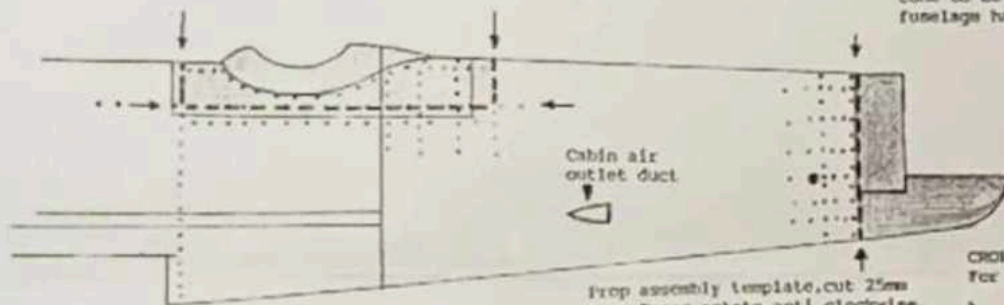
UPPER TURRET BLANKING PLUG Cut out upper fuselage as shown, along kit rivet lines. Resin plug must be fitted from inside before joining fuselage halves.



Astrodome blank, for aircraft without rear canopy astrodome. fit to starboard fuselage half before joining fuselage halves.



EXHAUST MODIFICATION Chain drill and file out slots as shown. Front 3mm of kit exhaust to be sanded flush with nacelle. Fit resin exhausts from inside before joining the nacelle halves.



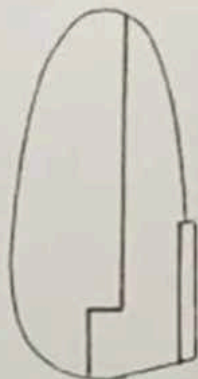
TAIL CONE Cut off as illustrated. Resin cone to be fitted after joining the fuselage halves.

CROPPED TAIL CONE Modify as shown. For Canadian built aircraft only.

PILOTS SEAT SUPPORT Cut off 4mm from front edge to give clearance for the resin nose cone.



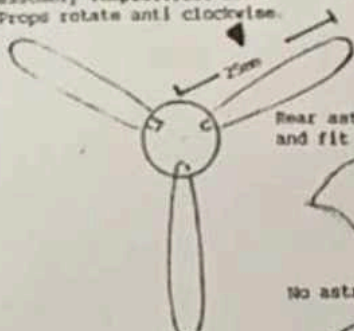
EXTENDED RUDDER FITTED TO LATER AIRCRAFT. Direct replacement for the Airfix part, check pictures of the particular aircraft you wish to model to see if these parts are appropriate.



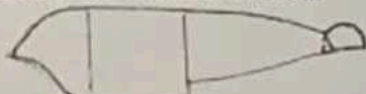
Rear astrodome. Airfix can be used with flat side windows cut from scribed sheet.



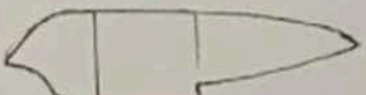
Canopy Options - Note that British built aircraft did not have bulged side canopy windows although these were retained on Canadian built ones.



Rear astrodome, modify conversion canopy and fit small astrodome as shown.



No astrodome, fit conversion canopy.

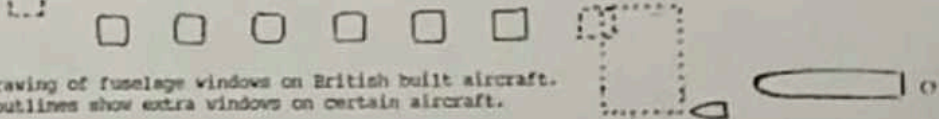


Centre astrodome, modify conversion canopy as shown and fit large dome.



Dotted outline shows position of cabin door which is marked on the Airfix kit. There was no window in the door. Door on starboard side only.

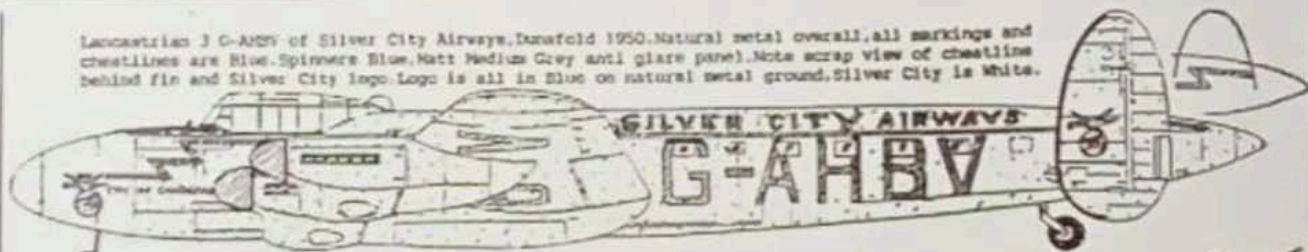
Scale drawing of fuselage windows on British built aircraft. Dotted outlines show extra windows on certain aircraft.



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©1999 1/72nd Scale Resin and White Metal

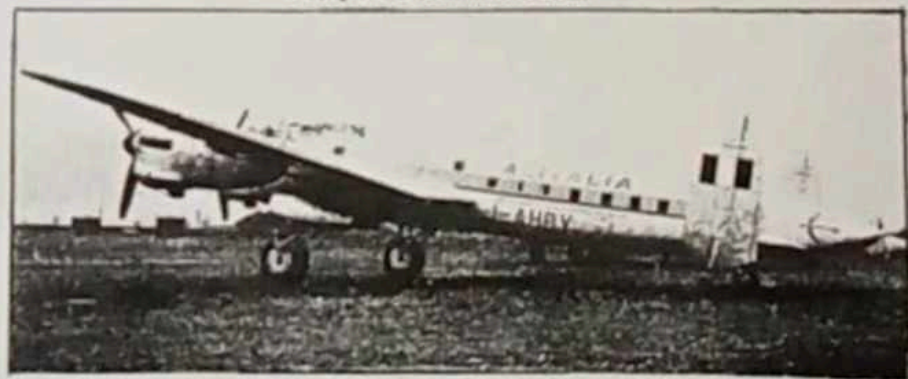
Lancastrian 3 G-AHBY of Silver City Airways, Daneford 1950. Natural metal overall, all markings and chestlines are Blue. Spinners Blue. Matt Medium Grey anti glare panel. Note scrap view of chestline behind fin and Silver City Logo. Logo is all in Blue on natural metal ground. Silver City is White.



Special notes:- Flight Refuelling Lancastrians Decals are supplied for G-AJTF on which the fuselage titles slope forward it would be possible to model G-AJTF by applying these decals on the opposite side of the fuselage so they slope backwards. Also the tanker number would need changing to 12 and large registrations obtained.
Silver City Lancastrians, besides G-AHBY Silver City also operated G-AJSM "City of London" and G-AJST "City of New York" which were both similarly marked. Strangely, as they were Mk3's, from the few poor quality pictures available it seems they were fitted with the earlier small rudders.



Lancastrian 4 G-AKEF of Flight Refuelling
during the Berlin Airlift 1949



Lancastrian 3 I-AJDT of Alitalia during 1948



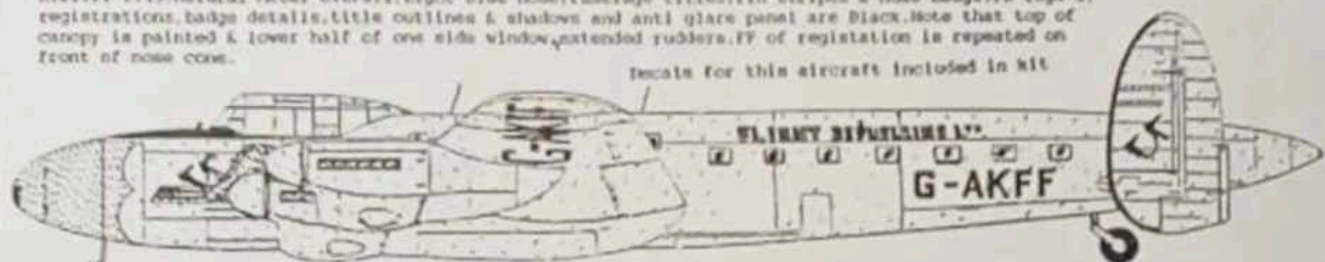
Lancastrian 1 G-AGMG of BOAC at Haru 1947



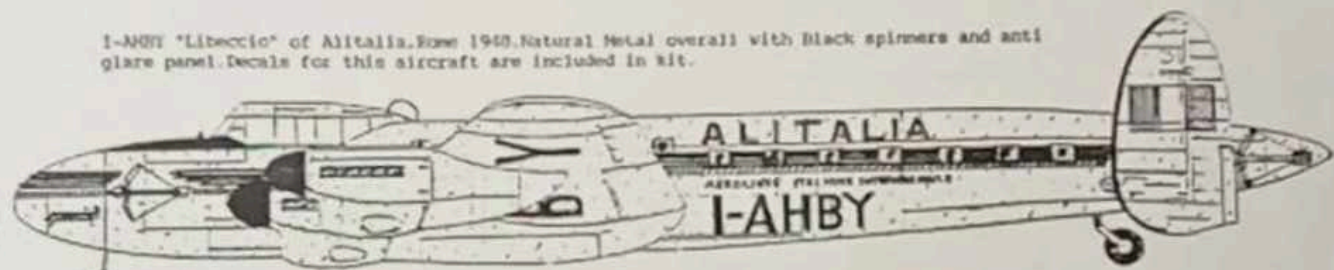
Scrap view of nose badge on G-AJTF

Lancastrian 4 G-AKFF De Weyers, DGAA of Flight Refuelling Ltd, Tarrant Fuston, An operated on the Berlin Airlift 1949. Natural Metal overall, Light Blue nose, fuselage titles, fin stripes & nose badge, FF logo's, registrations, badge details, title outlines & shadows and anti glare panel are Black. Note that top of canopy is painted & lower half of one side window, extended rubbers, FF of registration is repeated on front of nose cone.

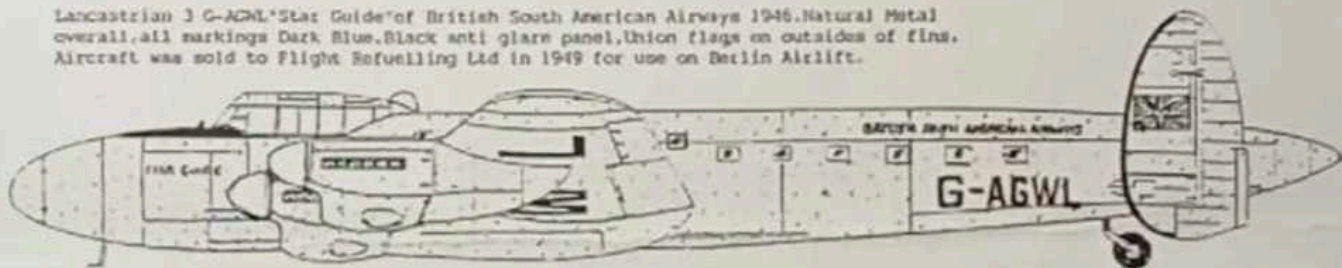
Decals for this aircraft included in kit



1-400Y "Libeccio" of Alitalia, Rome 1948. Natural Metal overall with Black spinners and anti glare panel. Decals for this aircraft are included in kit.

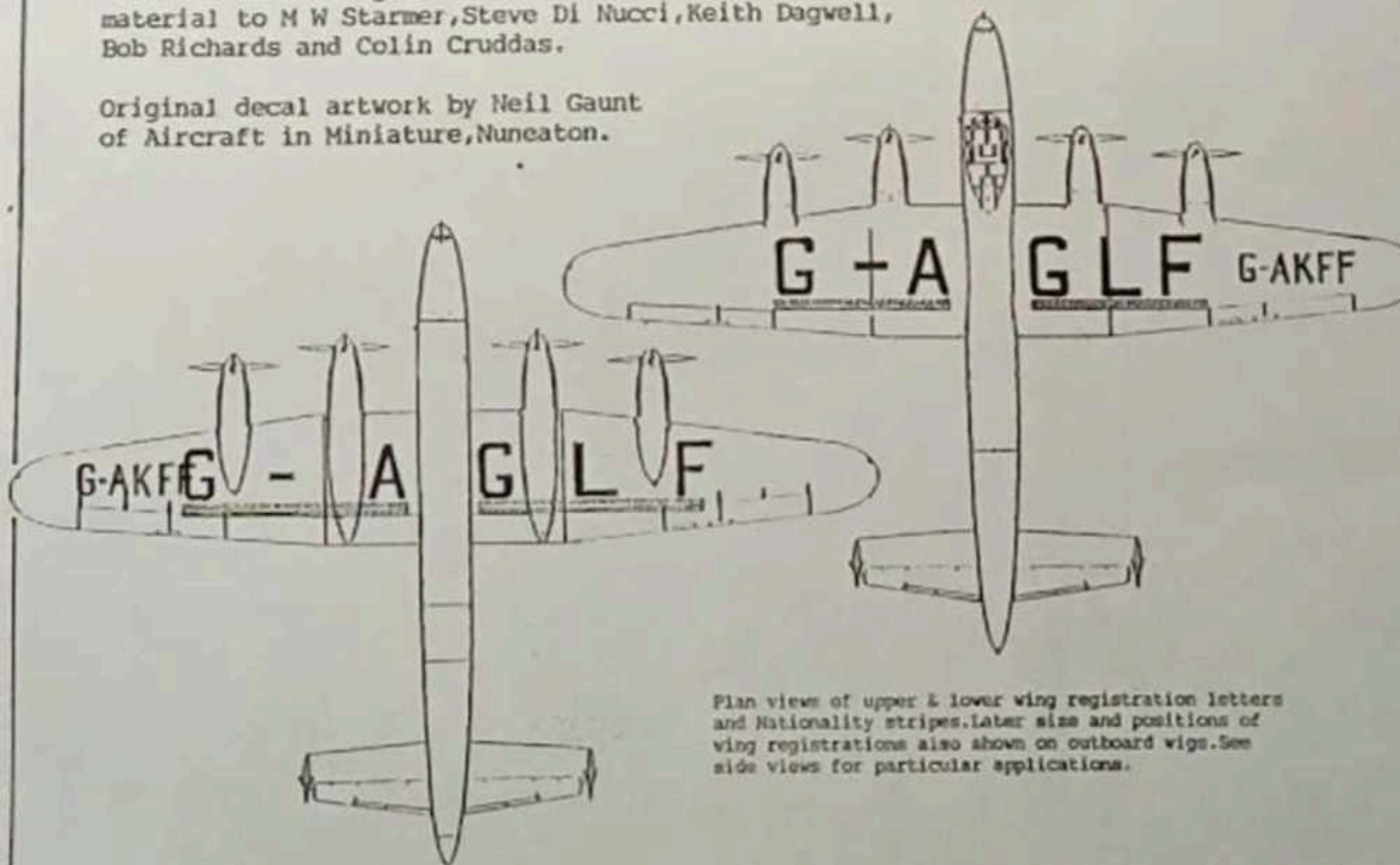


Lancastrian 3 G-AGWL "Star Guide" of British South American Airways 1946. Natural Metal overall, all markings Dark Blue. Black anti glare panel, Union flags on outsides of fins. Aircraft was sold to Flight Refuelling Ltd in 1949 for use on Berlin Airlift.



Grateful acknowledgements for assistance in reference material to M W Starmer, Steve Di Nucci, Keith Dagwell, Bob Richards and Colin Cruddas.

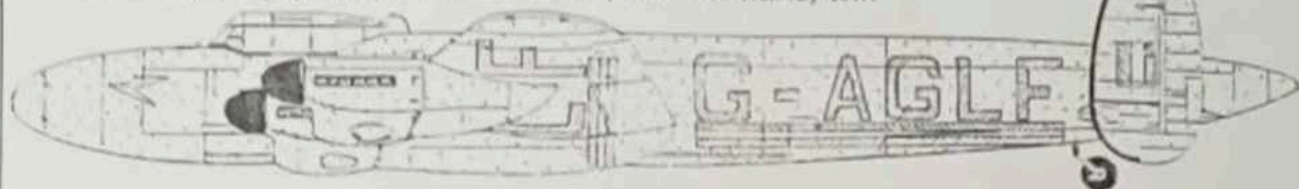
Original decal artwork by Neil Gaunt of Aircraft in Miniature, Nuneaton.



Plan views of upper & lower wing registration letters and Nationality stripes. Later size and positions of wing registrations also shown on outboard wings. See side views for particular applications.

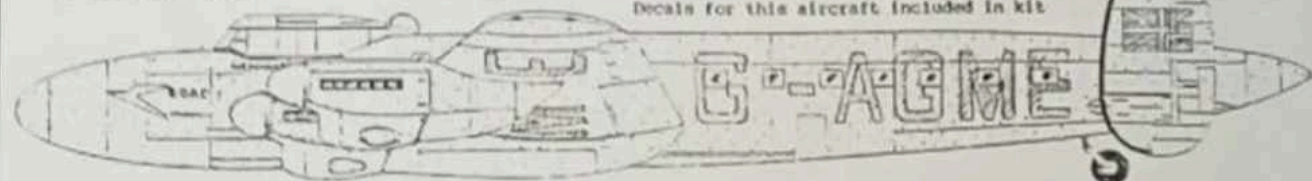
COLORS: LIGHT BLUE [] RED [] BLUE [] WHITE [] BLACK [] HEAT STAINED STEEL [] GREEN []
 LIGHT BLUE [] NATURAL ALLOY []

Lancastrian 1 G-NLF of BOAC Development Flight at Burn, February 1945 Nat Met overall, registrations and Speedbird Blue, Red, White and Blue nationality stripes above and below wings and lower fuselage sides. D type RAF fin flashes on inside and outside of fins. Note no cabin windows at this time. Aircraft sold to Skyways in May 1946 and crashed in Syrian Desert 11th May 1947.

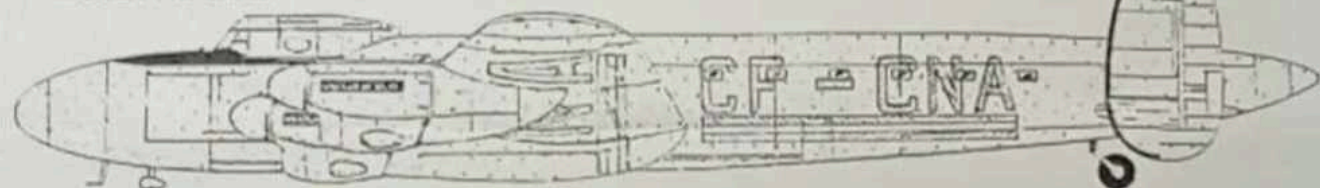


Lancastrian 1 G-ACME "Newhaven" of KQNC based at Horn 1946-1947. All markings are Blue, airframe Nat Met overall. KQNC Speedbird logo on nose, Newhaven below canopy. Union flag on fins. No nationality stripes on post war aircraft.

Decals for this aircraft included in kit

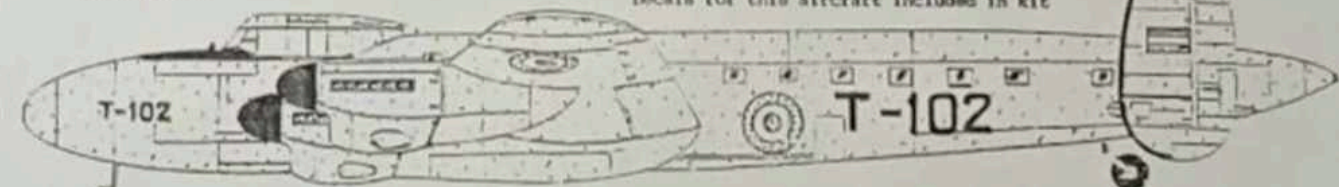


Lancastrian XFF CF-CNA of Trans Canada Air Lines 1945 Nat Met overall including top and rear of canopy. Red registrations, Red, White and Blue nationality stripes above and below wings and on fuselage sides. Matt Black anti glare panel. Not shallow windows and cropped tail cone. This aircraft was sold to Flight Refuelling at Tarrant Rushton in 1947, registered G-AJDS and took part in the Berlin Airlift as a bulk fuel tanker.

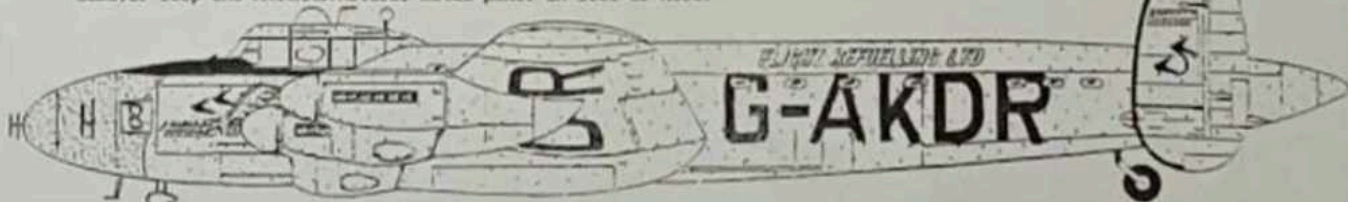


Lancastrian 4 T-102 of the Argentine Air Force 1960 Nat Met overall including top and rear of canopy. Serials, spinners and anti glare panel Black. Blue and White roudels in 6 positions. Blue and White fin flashes.

Decals for this aircraft included in kit



Lancastrian XFF G-AKDR (ex CF-CNE of Trans Canada Air Lines) of Flight Refuelling Ltd, Tarrant Rushton. As used on the Berlin Airlift, Nat Met overall including top and rear of canopy. Light Blue nose, back-ground on nose emblem, fuselage titles and fin stripes. Registrations, FR logo's, anti glare panel are Black as is fuselage title outlining and shadows. Note cropped tail cone, shallow windows, large astro dome, DF loop and Antenna. Natural metal panel on side of nose.



Scrap view of nose logo on G-AKDR. Black details on a Light Blue background.



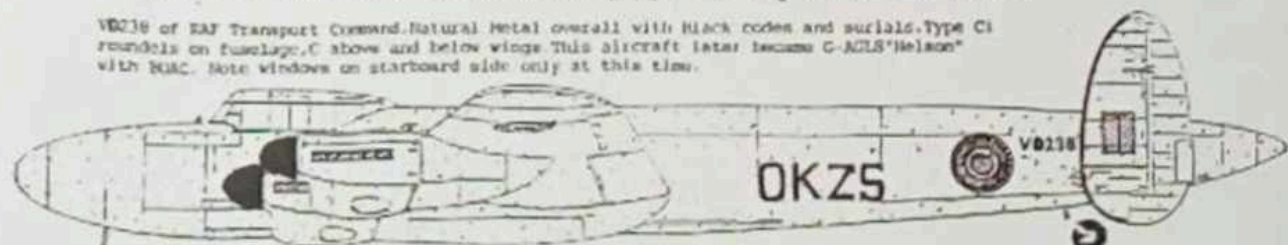
Scrap view of nose badge on G-AJFF

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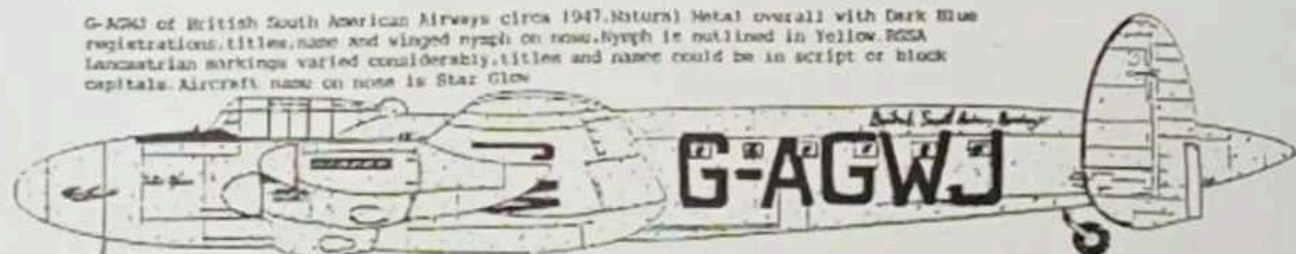
- Resin Nose, Tail cone, Turret blank, Astro dome blank,
- Air vent, Spinners x 4, Exhausts x 8, Fins x 2
- Metal, Prop blades x 12
- Clear, Canopy x 2, Large astro dome x 2, Small astro-
- dome x 2, Flat side windows x 4.
- Decal sheet, Instructions.

Additional References:-Aeroplane Monthly April & May 1981, June 1992..

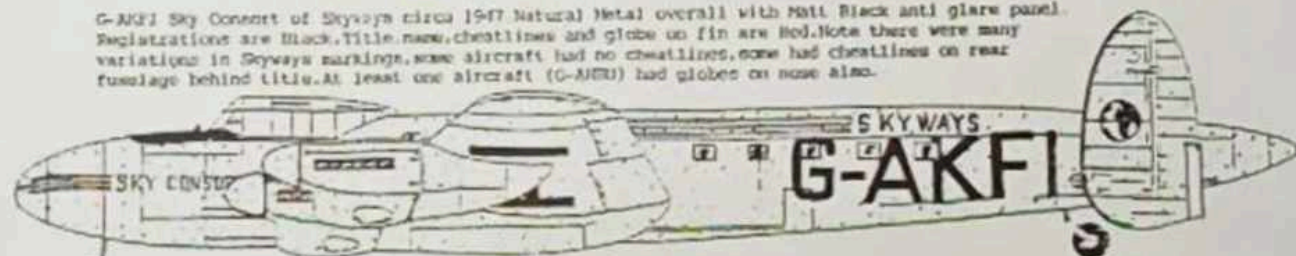
V0218 of RAF Transport Command. Natural Metal overall with Black codes and serials. Type C1 roundels on fuselage, C above and below wings. This aircraft later became G-AGLS "Helson" with BOAC. Note windows on starboard side only at this time.



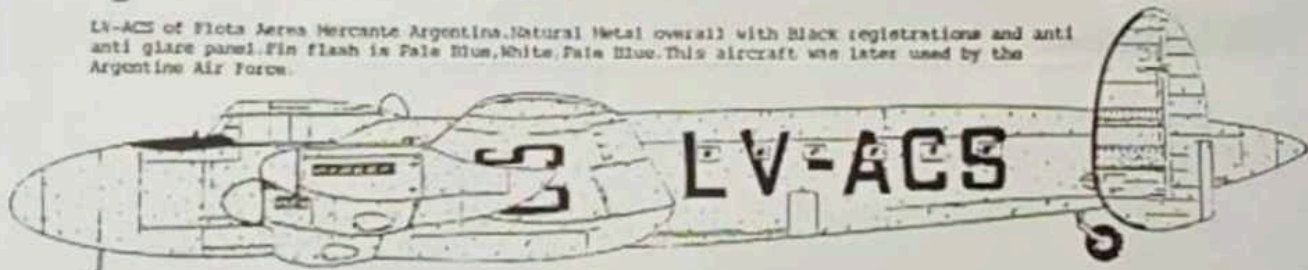
G-AGWJ of British South American Airways circa 1947. Natural Metal overall with Dark Blue registrations, titles, name and winged nymph on nose. Nymph is outlined in Yellow. BOAC Lancastrian markings varied considerably, titles and names could be in script or block capitals. Aircraft name on nose is Star Glow.



G-AKFI Sky Consort of Skyways circa 1947. Natural Metal overall with Matt Black anti glare panel. Registrations are Black. Title, name, chestlines and globe on fin are Red. Note there were many variations in Skyways markings, some aircraft had no chestlines, some had chestlines on rear fuselage behind title. At least one aircraft (G-AHBU) had globes on nose also.



LV-ACS of Flota Aerea Mercante Argentina. Natural Metal overall with Black registrations and anti glare panel. Fin flash in Pale Blue, White, Pale Blue. This aircraft was later used by the Argentine Air Force.



Skyways's Lancastrian Mk2 G-AKFI "Sky Consort" circa 1947. This aircraft was later re-registered as G-AJFP.

Silver City Lancastrians G-NBN "City of Canberra" and G-NBM "City of London" at Dunsfold Airfield which was the company base, during 1946.

