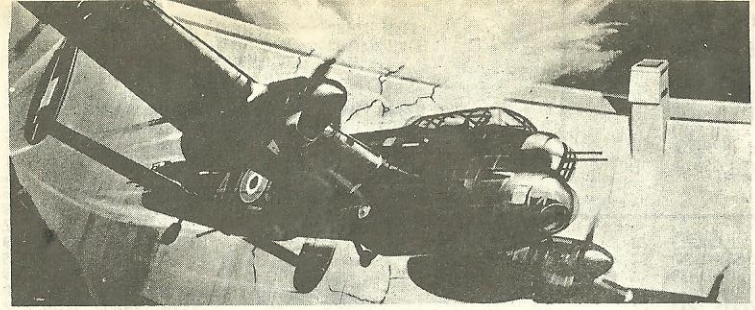


AVRO LANCASTER "DAM BUSTER"

THE SCALE OF THIS MODEL IS 1/72 ACTUAL SIZE OR 1" = 6'

Revell Authentic Kit

H-202

Printed in England for REVELL (Great Britain) Ltd. Cranborne Road, Potters Bar, Hertfordshire England.

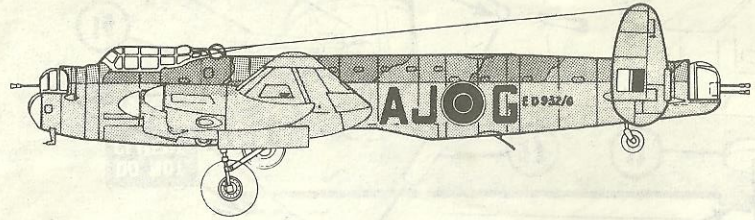
One of the most famous and exciting events of the Second World War was the spectacular attack on Germany's Moehne, Eder and Sorpe dams by the R.A.F. The destruction of these vital power sources, deep in the Ruhr Valley, effectively disrupted German heavy industry for the remainder of the war.

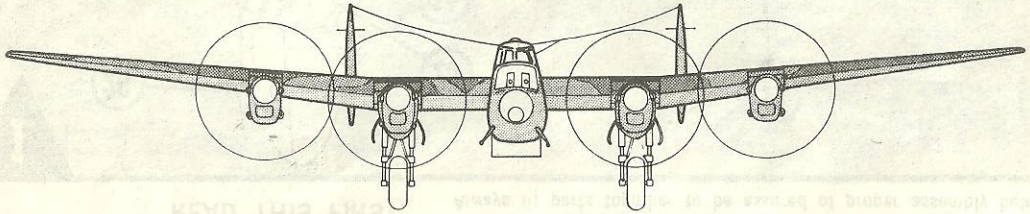
This historic attack was carried out by R.A.F. No. 617 Squadron flying specially modified Avro Lancaster Mk I bombers. Each plane carried a radical new underwater bomb. The crews for this daring raid were trained in great secrecy by Wing Commander Guy Gibson. The pilots learned to fly their Lancasters at night at the very dangerous altitude of 60 feet, swerving to avoid obstacles. The unusual design of the bomb required that it be released at exactly this altitude. To accurately achieve this altitude a unique arrangement of lights was used. Two spotlights were mounted so their beams would converge at exactly 60 feet. When the beams formed a figure 8 on the water's surface the plane was at the proper release altitude. The bomb casing was shaped like a tin can and tracks on the ends would permit it to be rotated at 500 rpm, by a belt drive, just prior to release. This rotation, reverse to flight direction, would cause it to skip across the surface of the lake behind the dam, passing over defensive torpedo nets and roll down the back face of the dam. A pressure activated fuse would detonate the 6,600 lbs. of explosive RDX 30 feet below the water's surface. The shock of the blast, contained by the water, would be directed against the concrete face of the dam. The force would be great enough to crack the dam and thousands of tons of water would do the rest.

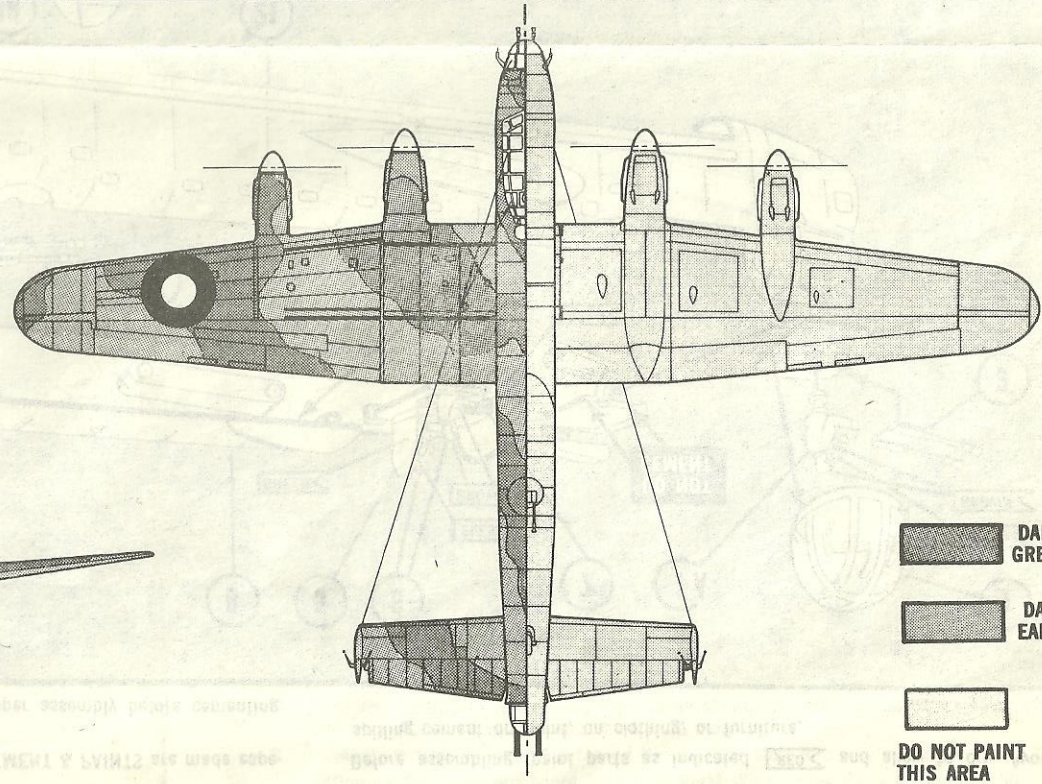
On the night of May 16, 1943, nineteen Lancasters took off on their historic flight. Wing Commander Gibson led his group to the Moehne dam and began his attack. One by one the huge planes dropped down to 60 feet and released the deadly cylinders. When the third bomb hit, the dam collapsed and millions of gallons of water poured through the gap. Similar fate was met by the Eder dam, but only one plane succeeded in reaching the Sorpe and the single bomb was not enough to completely destroy it.

Only twelve airplanes made the return trip, two having turned back before the attacks, but Germany's Ruhr Valley was a shamble. Mines were flooded, electric power disrupted and factories were destroyed and German war effort suffered a major setback.

Revell's model of the Dam Buster is an accurate replica of Guy Gibson's plane "G for George." The Lancaster, considered to be the most outstanding British bomber of the Second World War, had a wingspan of 102 feet, a length of 69 feet 6 inches and stood 20 feet high. It was powered by four 1,640 hp Rolls Royce Merlin engines. Maximum speed was 287 mph. Service ceiling was 24,500 feet. Normal armament consisted of eight 0.303 machine guns located in three turrets: nose, dorsal and tail, although the Dam Busters had their dorsal turrets removed.







DARK GREEN

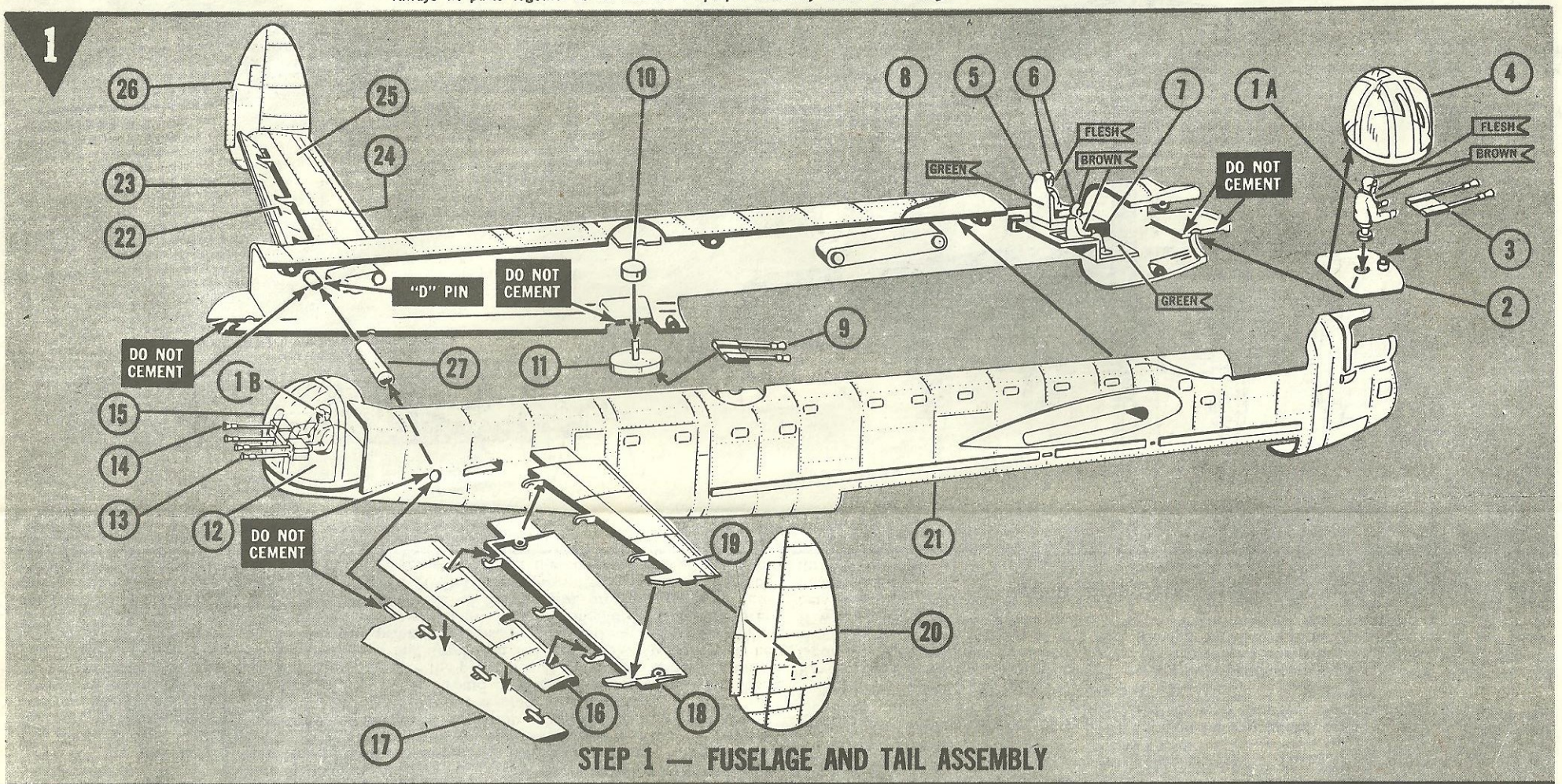
DARK EARTH

DO NOT PAINT THIS AREA

FOR BEST RESULTS, READ THIS FIRST.

This kit is molded of styrene plastic. REVELL CEMENT & PAINTS are made especially for use with this material.
Always fit parts together to be assured of proper assembly before cementing.

Before assembling, paint parts as indicated RED and allow to dry. Avoid spilling cement on paint, on clothing, or furniture.



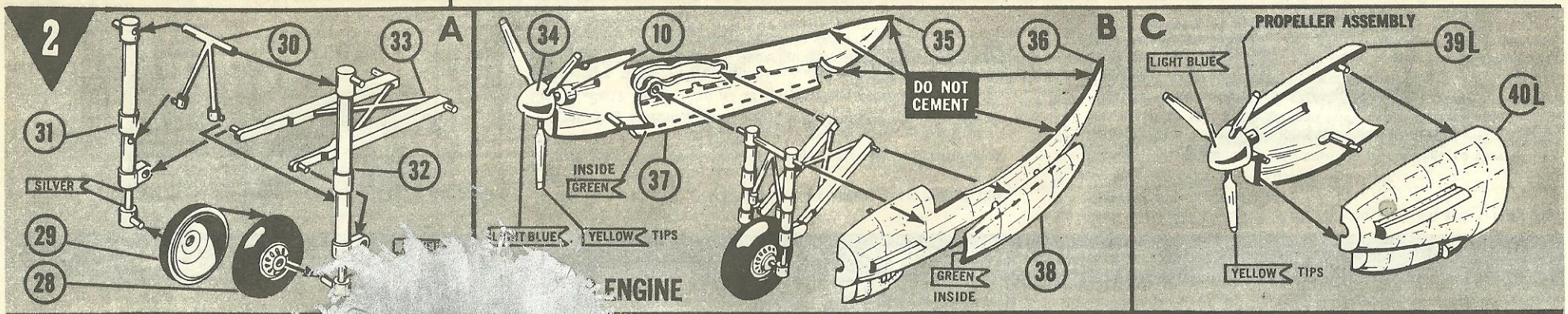
STEP 1 — FUSELAGE AND TAIL ASSEMBLY

PARTS LIST

1A. NOSE GUNNER
1B. TAIL GUNNER
2. NOSE TURRET BASE
3. .303 BROWNING MACHINE GUNS — NOSE
4. NOSE TURRET
5. PILOT'S SEAT
6. PILOT AND CO-PILOT
7. FLIGHT DECK
8. LEFT FUSELAGE HALF
9. .303 BROWNING MACHINE GUNS — LOWER
10. RETAINER
11. LOWER TURRET HATCH
12. TAIL TURRET BASE
13. .303 BROWNING MACHINE GUNS — TAIL, LOWER HALF
14. .303 BROWNING MACHINE GUNS — TAIL, UPPER HALF
15. TAIL TURRET
16. RIGHT ELEVATOR — UPPER HALF
17. RIGHT ELEVATOR — LOWER HALF
18. RIGHT HORIZONTAL STABILIZER — LOWER HALF
19. RIGHT HORIZONTAL STABILIZER — UPPER HALF
20. RIGHT RUDDER
21. RIGHT FUSELAGE HALF
22. LEFT ELEVATOR — UPPER HALF
23. LEFT ELEVATOR — LOWER HALF
24. LEFT HORIZONTAL STABILIZER — LOWER HALF
25. LEFT HORIZONTAL STABILIZER — UPPER HALF
26. LEFT RUDDER
27. ELEVATOR TORQUE TUBE

ASSEMBLY INSTRUCTIONS

1. Press Part 1A into Part 2, then cement Part 3 into place as shown. Cement Part 4 to assembled Turret Base.
2. Cement Part 5 and one Part 6 to Part 7. Cement remaining Part 6 into seat, and then cement assembled Flight Deck to Part 8 as shown.
3. Cement Parts 9, 10 and 11 together as shown.
4. Press Part 1B into Part 12. Cement Parts 13 and 14 together, then cement assembly into place as shown. Cement Part 15 to assembled Turret Base.
5. Cement Parts 16 and 17 together. Cement Parts 18 and 19 together, trapping Elevator Assembly as shown. Elevator must move freely.
6. Cement Part 20 to Right Horizontal Stabilizer assembly. DO NOT CEMENT Stabilizer to Fuselage at this time.
7. Following the procedure for Steps 5 and 6, assemble the Left Stabilizer using Parts 22 thru 26, then cement this assembly into place on Part 8.
8. Snap (DO NOT CEMENT) Part 27 to "D" pin on Left Elevator as shown.
9. Locate (DO NOT CEMENT) Nose and Tail Turrets and Lower Hatch Assembly into position on Part 8 as shown. Carefully cement Parts 8 and 21 together, trapping the Turrets and Hatch in place.
10. Cement Right Stabilizer assembly into place as shown. (DO NOT CEMENT "D" pin on Elevat



PARTS LIST

28. LANDING GEAR WHEEL
29. LANDING GEAR WHEEL
30. OUTBOARD STRUT
31. LA
32. I
33.
34.
35.
36.
37.
38.
39. OUTBOARD
40. OUTBOARD

ASSEMBLY INSTRUCTIONS

ING "A" — LANDING GEAR ASSEMBLY

nt Parts 28 and 29 together. Make two assemblies.

Parts 31 and 32 to Part 30, trapping one Wheel and Tire
as shown.

CEMENT) Part 33 into position as shown. Make two

ARD NACELLE ASSEMBLY

Part 34. Make four assemblies.

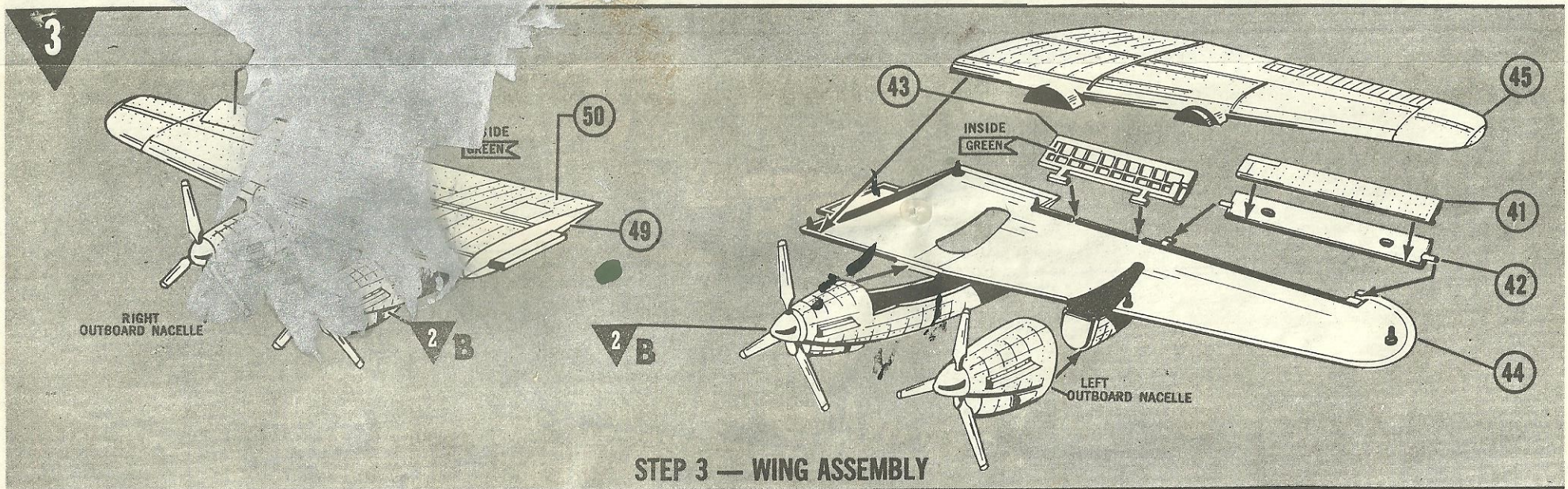
y to front of parts, assemble Parts 35 and 36,
trapping one Propeller Assembly as shown. Propeller must rotate.

6. Locate (DO NOT CEMENT) one Landing Gear Assembly into position as shown, then cement rear portion of Parts 35 and 36 together.
7. Cement Parts 37 and 38 into place as shown. Make two Inboard Nacelle Assemblies.

   NOTE: If you wish to display your Dam Buster in an in-flight configuration, retract the Landing Gear and cement Landing Gear Doors in a closed position as shown in phantom.

SEE DRAWING "C" — OUTBOARD NACELLE ASSEMBLY

8. Cement Parts 39L and 40L together, trapping (1) Propeller Assembly.
9. Assemble Right Outboard Nacelle, using Parts 39 R and 40 R



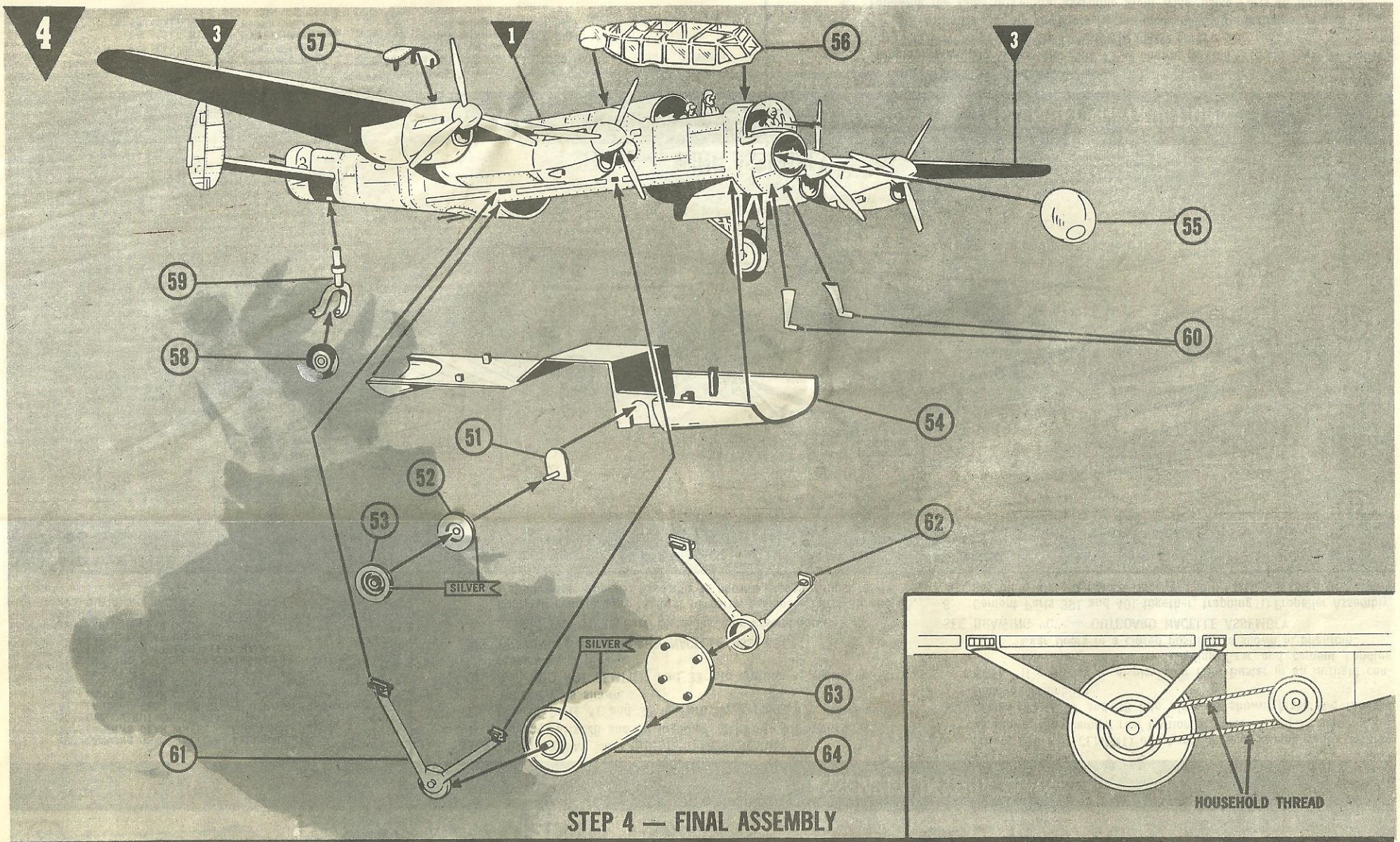
STEP 3 — WING ASSEMBLY

PARTS LIST

41. LEFT AILERON — UPPER LEFT
42. LEFT AILERON — LOWER HALF
43. LEFT LANDING FLAP
44. LEFT WING — LOWER HALF
45. LEFT WING — UPPER HALF
46. RIGHT AILERON — UPPER HALF
47. RIGHT AILERON — LOWER HALF
48. RIGHT LANDING FLAP
49. RIGHT WING — LOWER HALF
50. RIGHT WING — UPPER HALF

ASSEMBLY INSTRUCTIONS

1. Cement Parts 41 and 42 together.
2. Trapping assembled Aileron and Part 43 as shown, carefully cement Parts 44 and 45 together. Ailerons and Flap must be free to move.
3. Cement assembly 2B and Outboard Nacelle Assembly into position as shown.
4. Following the same procedure, assemble Right Wing, using Parts 46 through 50.



STEP 4 — FINAL ASSEMBLY

PARTS LIST

51. DRIVE PULLEY BRACKET
52. DRIVE PULLEY — INNER HALF
53. DRIVE PULLEY — OUTER HALF
54. BOMB BAY
55. BOMBARDIER'S WINDOW
56. CANOPY
57. TOP TURRET HATCH COVER
58. TAIL WHEEL
59. TAIL GEAR
60. AIR SPEED INDICATOR (2)
61. RIGHT BOMB SUPPORT
62. LEFT BOMB SUPPORT
63. BOMB END ENCLOSURE
64. BOMB DRUM

ASSEMBLY INSTRUCTIONS

1. Cement Parts 51, 52, and 53 together as shown, then cement this assembly to Part 54.
2. Cement assembled Bomb Bay into place on Fuselage Assembly as shown.
3. Cement Wing Assemblies into position as shown.
4. Cement Parts 55, 56, and 57 to the Fuselage Assembly as shown.

   NOTE: The upper hatch, Part 57, is an authentic replica of the hatch used when the upper gun turret of the standard Lancaster Bomber was removed to convert the aircraft to the Dam Buster.
5. Snap (DO NOT CEMENT) Part 58 into Part 59 and cement this assembly into place as shown.
6. Cement two Parts 60 to Fuselage Assembly.
7. Cement Parts 61 and 62 into position on Fuselage as shown.
8. Cement Parts 63 and 64 together, then snap (DO NOT CEMENT) this assembly into place between Parts 61 and 62 as shown.
9. Refer to inset drawing: Use black household thread to simulate Pulley Belt between Drive Pulley and Bomb Pulley.
10. Refer to 3-view drawing on front page of instructions: If you wish your Dam Buster to be authentically camouflaged, paint as indicated before applying decals. Otherwise, apply decals as shown.