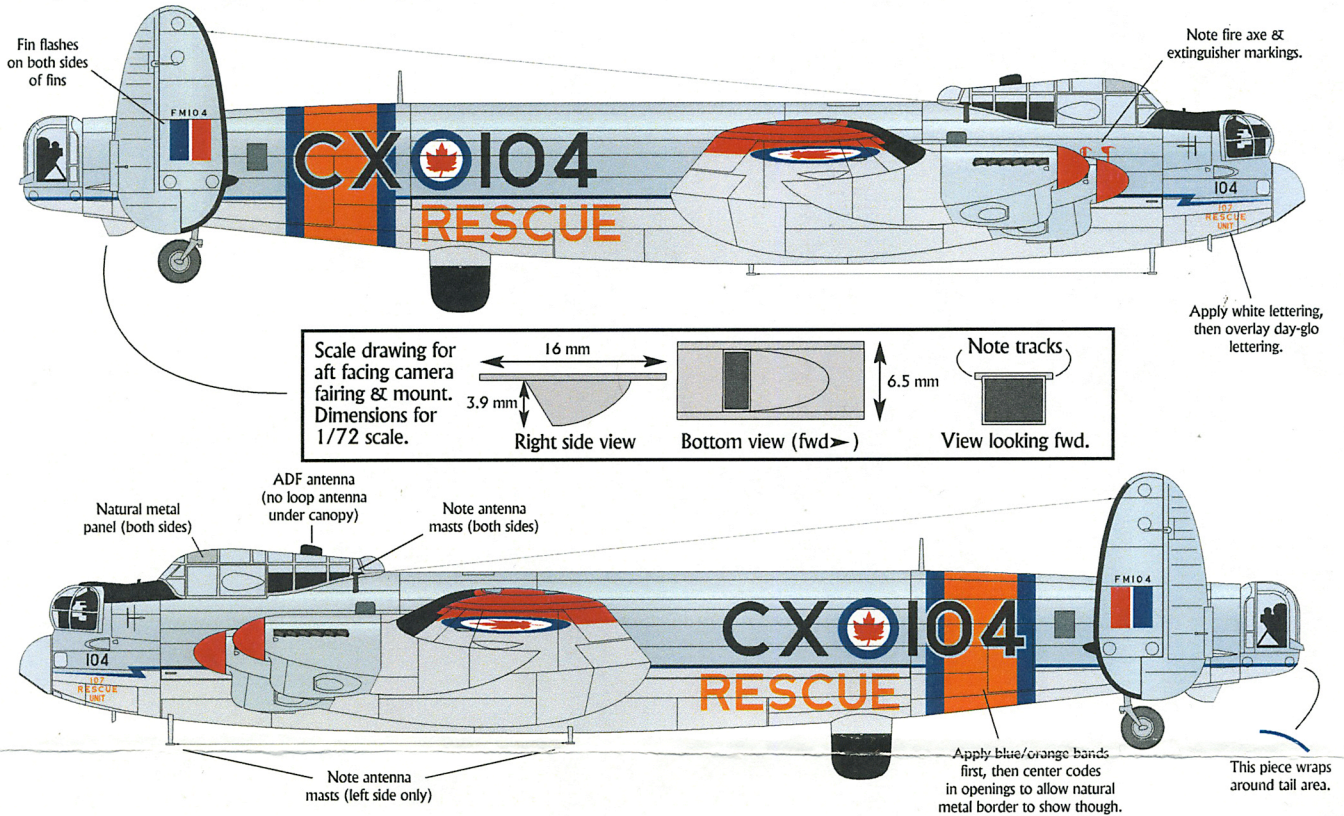
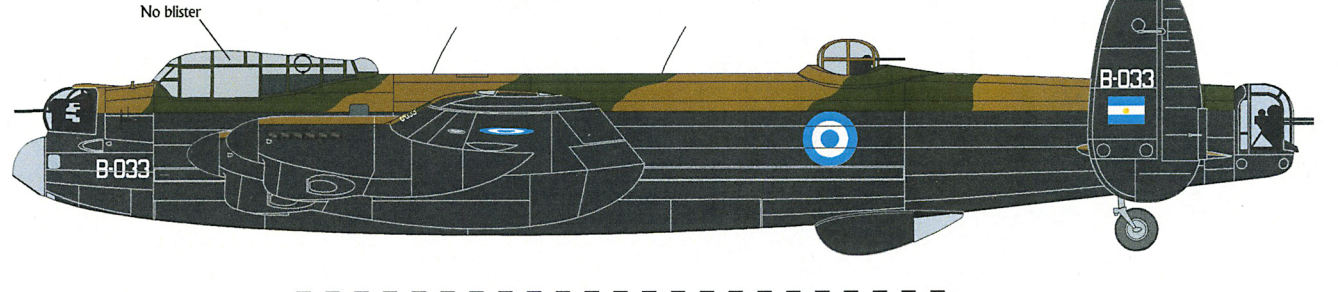


Produced by: Hannants, Harbour Road, Oulton Broad, Lowestoft, Suffolk, NR32 3LZ, England.  
Tel: 01502 517444. Fax: 01502 500521. <http://www.hannants.co.uk>

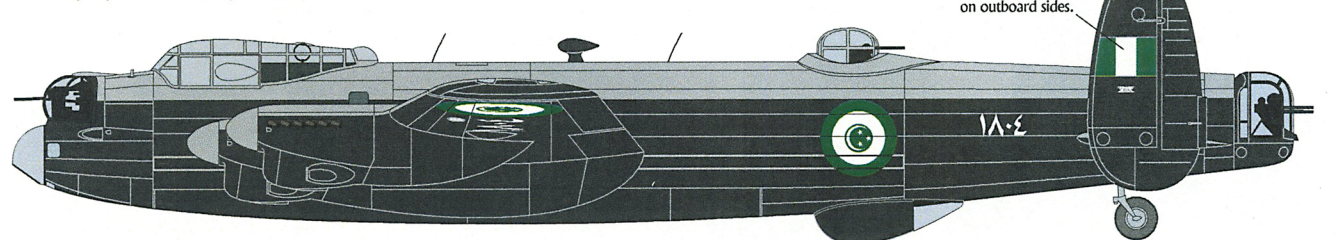
**Scheme 1:** Lancaster 10MP, FM104, CX-104, RCAF No. 107 Rescue Unit,  
Ref: 1, 2 Torbay, Newfoundland, 1958.



**Scheme 2:** Lancaster B.I, B-033 (ex-PA377), II Grupo Bombardero, III Brigada Aérea,  
Ref: 1, 2 Fuerza Aérea Argentina, Reconquista, 1954.



**Scheme 3:** Lancaster B.I, REAF 1804 (ex-TW894), Royal Egyptian Air Force,  
Ref: 1, 2, 3 Almaza, Egypt, 1955.



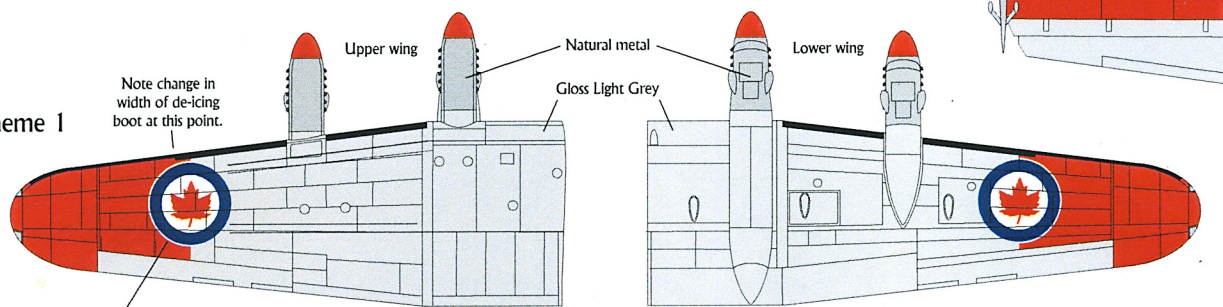
**Paints:**

The colours used on these aircraft can be found in Xtracolor (prefix number with X) and Xtracrylix (prefix number with XA1).  
001 Dark Green                      003 Medium Sea Grey  
002 Dark Earth                      031 Post Office Red  
012 Night Black

**References:**

1. Scale Aircraft Modelling, Vol. 6, No. 2, November, 1983.
2. Arco-Aircam Aviation Series No. 12, Avro Lancaster in Unit Service.
3. International Airpower Review, Vol. 12.

## Scheme 1

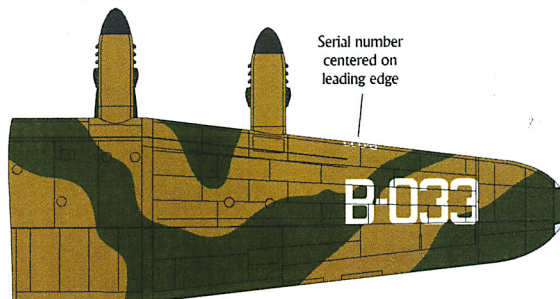
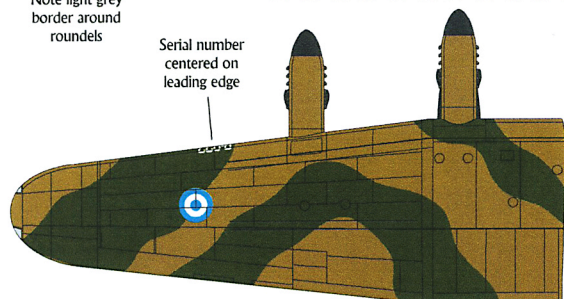


Note change in width of de-icing boot at this point.

Note light grey border around roundels

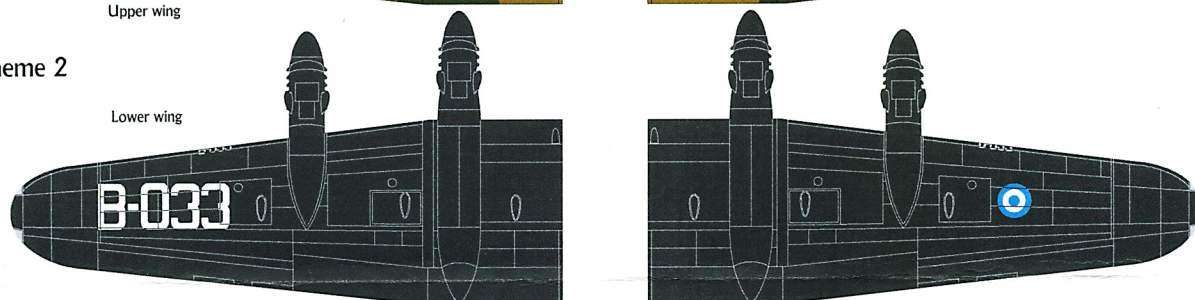
Serial number centered on leading edge

Serial number centered on leading edge



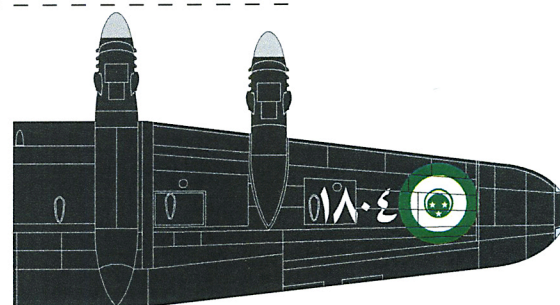
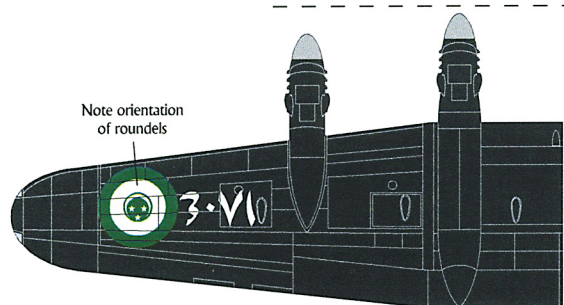
Upper wing

## Scheme 2



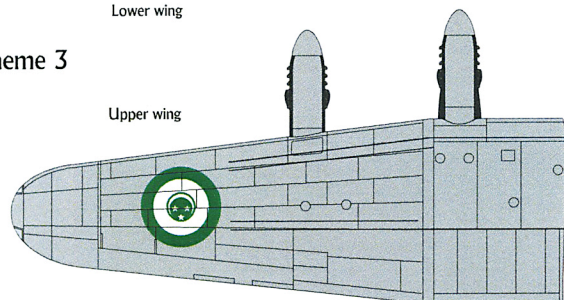
Lower wing

Note orientation of roundels



Lower wing

## Scheme 3



Upper wing

## The Avro Lancaster in post-war foreign service

Avro's magnificent Lancaster made itself famous with its success as the RAF's main heavy bomber during WWII. After the war's end, the adaptability and ruggedness of the aircraft allowed it to soldier on for many more years in a wide variety of roles.

These decals have been designed specifically to fit the Hasegawa 1/72 Lancaster B.I/B.III kit, but can be used on other kits without difficulty. All aircraft have the wide chord propeller blades. None of them is fitted with exhaust flame dampers.

**Scheme 1** is a colourful Canadian Mk.10MP search & rescue aircraft. The upper fuselage, forward engine nacelles, and vertical fins (both sides) were a dull natural metal finish. The rest of the aircraft was gloss light grey. The exact colour of light grey is open to speculation, but lacking any official documentation, it was likely somewhere in the vicinity of FS 16515.

This colour is available from Xtracolor as X150 Canadian Voodoo Grey (also from Testors as FS 16515, Canadian Voodoo Grey). Spinners, wingtips (upper and lower) and the fixed portion of the horizontal stabilizers (upper and lower) were red (probably Post Office Red as used in the roundels). Elevators and ailerons were light grey. Note that the wing roundels have a light grey border around them where they cross the red wingtip. Mask and paint this. Diameter of the mask should be 31.4 mm to provide a scale 2" border.

Airframe items to note are the turrets without guns fitted, dustbin type radome, antenna masts on the bomb bay doors (left side only), antenna masts on the upper fuselage (both sides) with aerials leading to the fin leading edges, and two small windows in the aft fuselage area. Also note the black de-icing boots fitted to the leading edges of all flying surfaces. Wing de-icing boots have a step in their width midway out the span of the outer wing panels. The canopy panels directly above the pilot's station (on both sides) were either plated over with metal or overpainted with light grey (not clear from photos).

**Scheme 2** depicts one of the 15 Lancasters that flew with the Argentine Air Force from 1948 through 1966. Colour scheme is the standard RAF night bomber camouflage of Dark Green, Dark Earth, and Night. The airframes were generally similar to the wartime configuration of Bomber Command's aircraft. Note that the serials and roundels appear on the top and bottom of the same wing, not reversed as one might expect. Also note the serial numbers applied to the leading edges of the wings outboard of the outer engines.

**Scheme 3** is one of the nine B.Is supplied to the Royal Egyptian Air Force beginning in 1950. Reportedly based at Almaza, they were probably not used much due to a lack of spares support, and were replaced from the mid-1950s by Soviet Il-28 Beagle bombers.

The colour scheme is Medium Sea Grey on the upper surfaces and spinners, with the rest of the airframe in Night. Note the addition of an ADF football on the upper fuselage spine. Thanks to Jim Bates for his kind assistance on this decal.