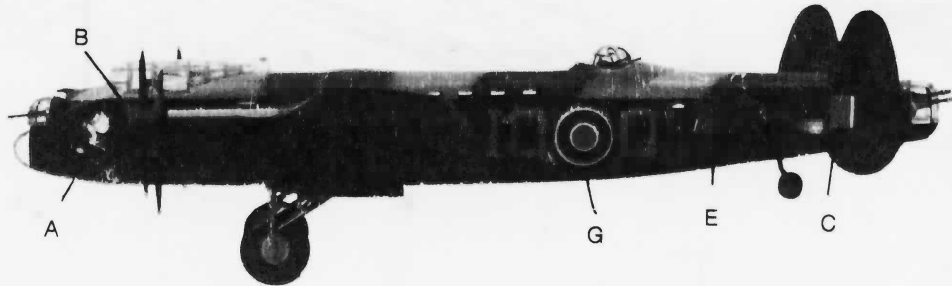


Details can be painted to match photo on box.

To apply transfers, separate into required subjects and dip in warm water for a few minutes. Slide off backing into position shown in illustration



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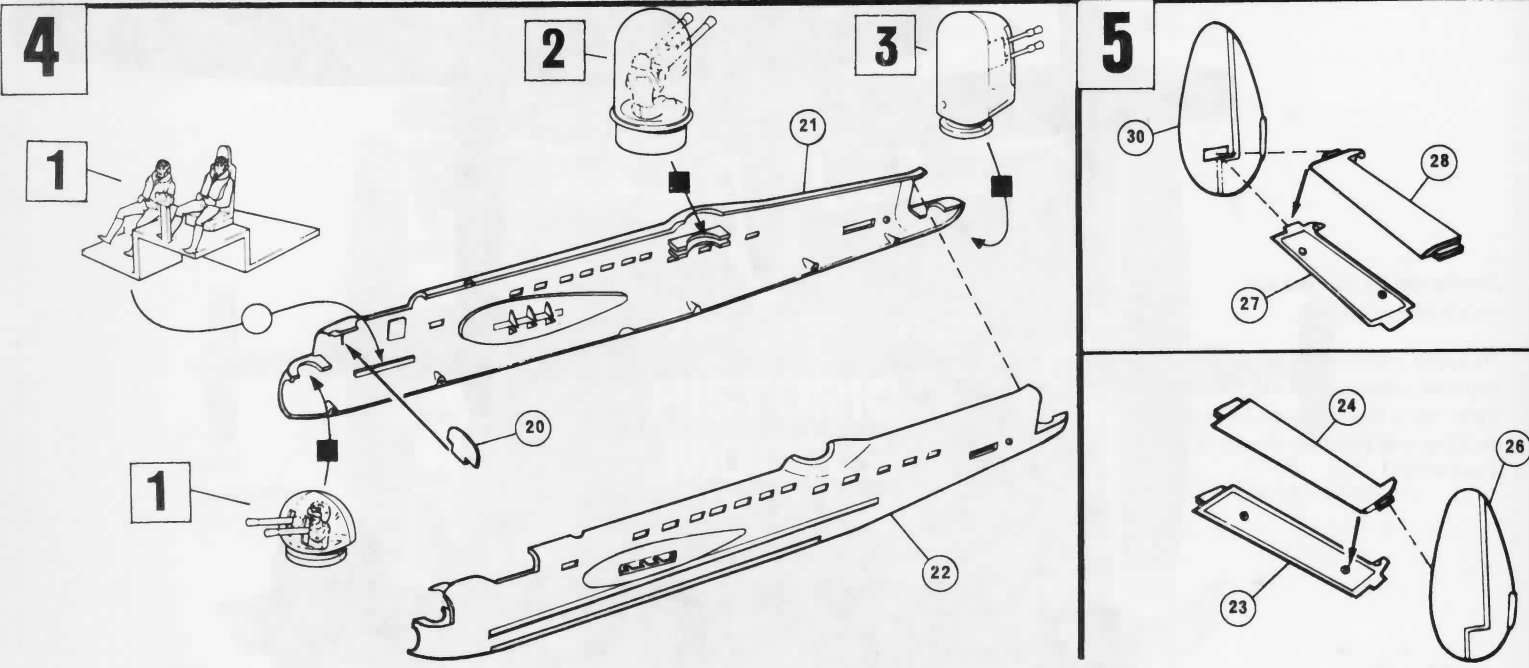
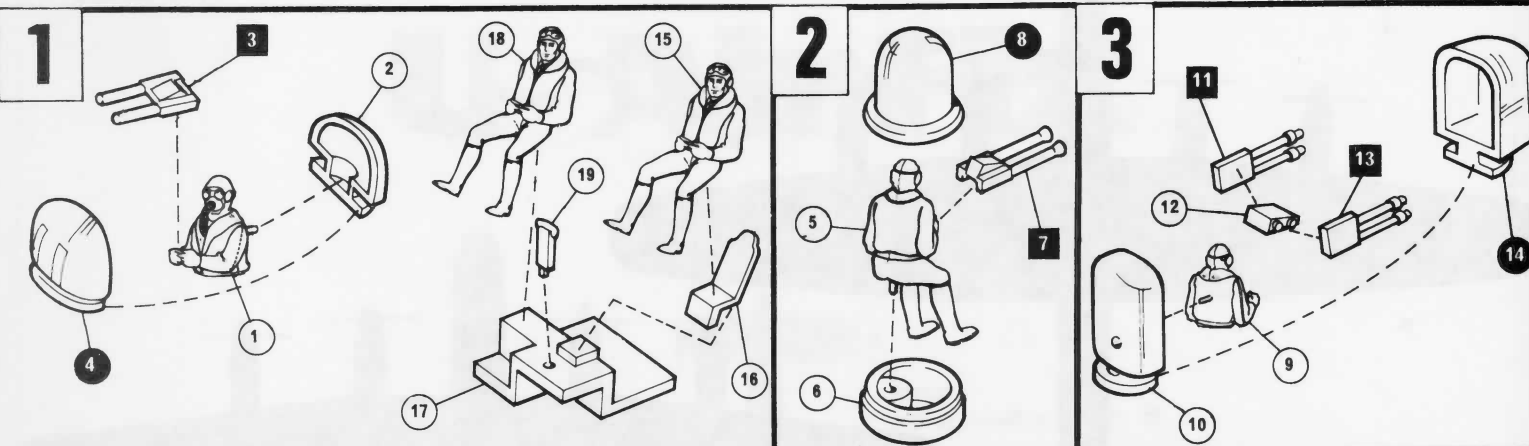
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○ CEMENT

● TRANSPARENCY

■ DO NOT CEMENT

□ ALTERNATIVE PARTS

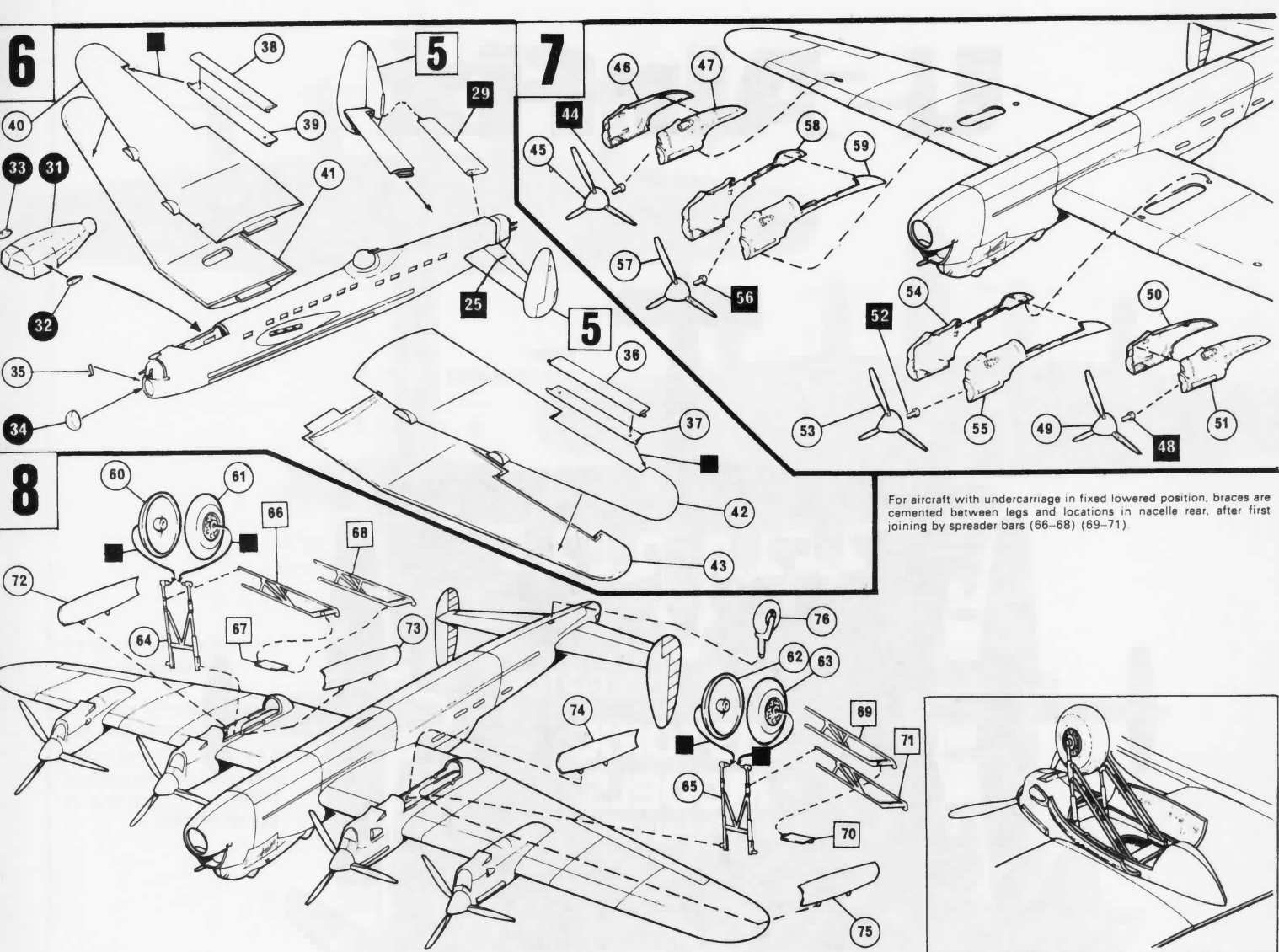


AVRO LANCASTER B1

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 two engines and a smaller wing span. After initial trials had proved successful the Lancaster was put into full scale production and entered service 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 1's. 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"

The Lancaster B-1 was still in service at the end of the war, together with later Lancaster variants, a total of some 7,000 in all being built. The Lancaster B-1 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 102ft and length 69 ft 6 in.



For aircraft with undercarriage in fixed lowered position, braces are cemented between legs and locations in nacelle rear, after first joining by spreader bars (66-68) (69-71).

GENERAL INSTRUCTIONS

It is recommended that exploded views are studied and assembly practiced before cementing together. It is advisable for such items as figures, interior details and all small parts to be painted before assembly. Parts should be as drawn and any molded tabs adhering to parts removed before assembly. All parts are numbered.

SPECIAL INSTRUCTIONS

For aircraft with undercarriage in fixed lowered position, braces are cemented between legs and locations in nacelle rear, after first joining by spreader bars (66-68) (69-71).

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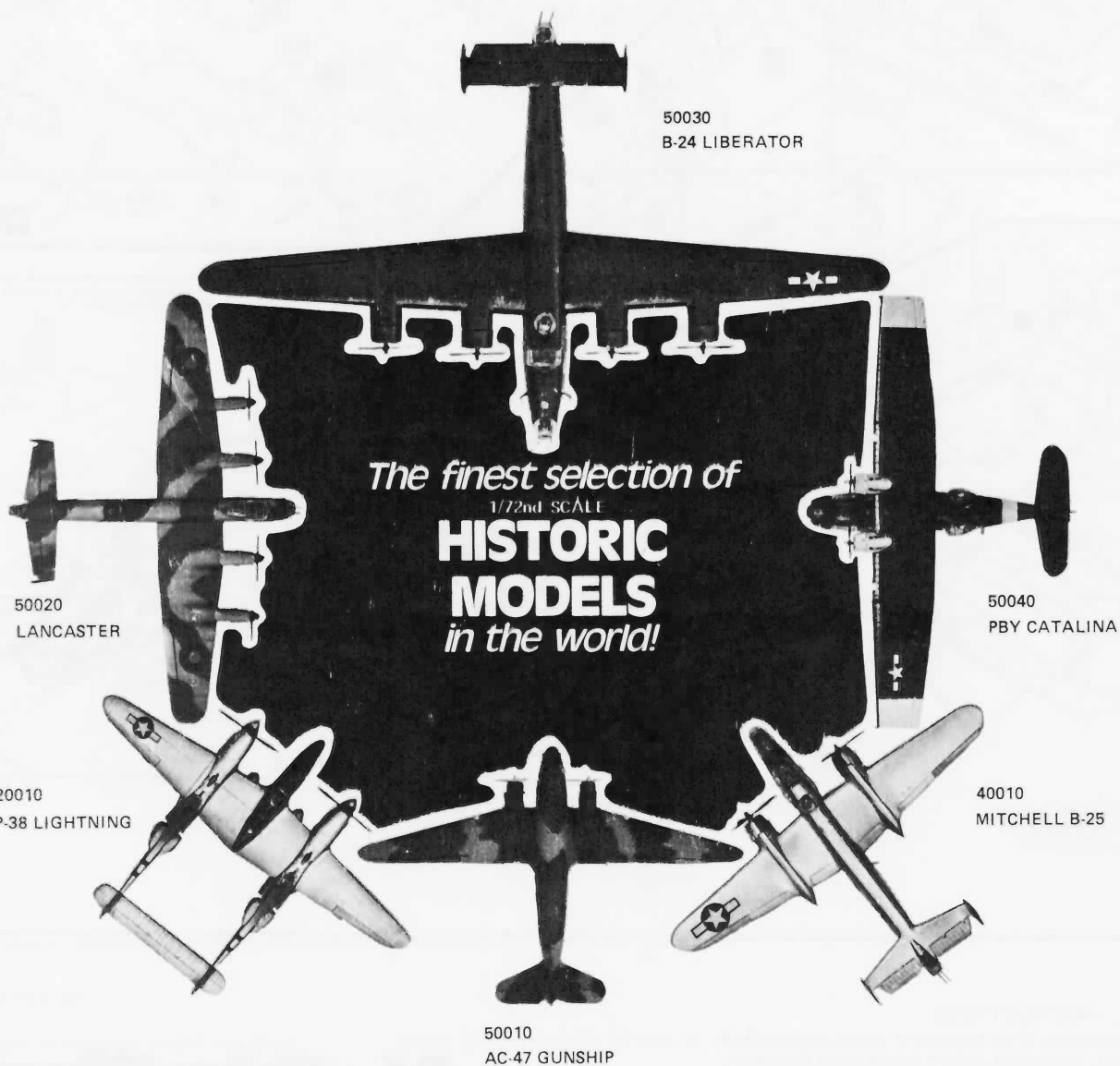
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