

The Avro Lancaster was a four-engined heavy bomber of the Royal Air Force. In 1936, the RAF was authorized to develop two new types of bomber, with one to be a four-engined heavy bomber, and the other, a twin-engined medium bomber. The project for the four-engined type (Project B.12/36) was awarded to the Short company, and the resulting aircraft was the Stirling. Project P.13/36, for the twin-engined type, was given to the Avro and Handley-Page companies. The Avro prototype, known as Type 679, was powered by newly-designed Rolls-Royce Vulture 24-cylinder X-type engines. Known as the Manchester in its production configuration, the type was issued to line squadrons beginning in 1940. The Manchester was used for only about a year and a half of disappointing line service, during which it was plagued with engine and propeller problems. But Avro engineers made one more to save the design by upgrading the engine configuration to four of the more powerful Rolls-Royce Merlin X-type powerplants. At first known as the Manchester III, the type later was to go on to aviation glory as the Lancaster. The prototype made its maiden flight in 1941 to instant acclaim. The second prototype made its maiden flight on May 13, 1941, with results good enough to convince the RAF to go with the Lancaster configuration as the mass production model. The first production Lancaster I aircraft were powered by Merlin XX-type engines, but these were upgraded to Merlin 22, then Merlin 24 in subsequent production runs. Foreseeing holdups in available Merlin engines in

upcoming production runs, Avro-designers developed a Lancaster II model powered by Bristol Hercules 18-cylinder radial engines. However, America's entry into the war meant a huge new source of Merlins through licensed production by the Packard company, so the Lancaster II design was shelved, with total production of the type reaching only 300 aircraft. Aircraft powered by the Packard Merlins were given the designation Lancaster III. Originally fitted with both ventral and dorsal defensive gun turrets, the ventral turret was dropped from later Lancasters to reduce weight and wind resistance. The final defensive armament layout was three Fraser-Nash hydraulically powered turrets armed with 7.7mm (.303 cal) Browning machine guns, with one turret each in the nose, upper mid fuselage and tail. The Lancaster featured an enormous 10.05m long bomb bay, making the aircraft capable of carrying what was at the time the world's largest bomb, the 22,000lb (10t) "Grand Slam".

(Data)[Mk.I]

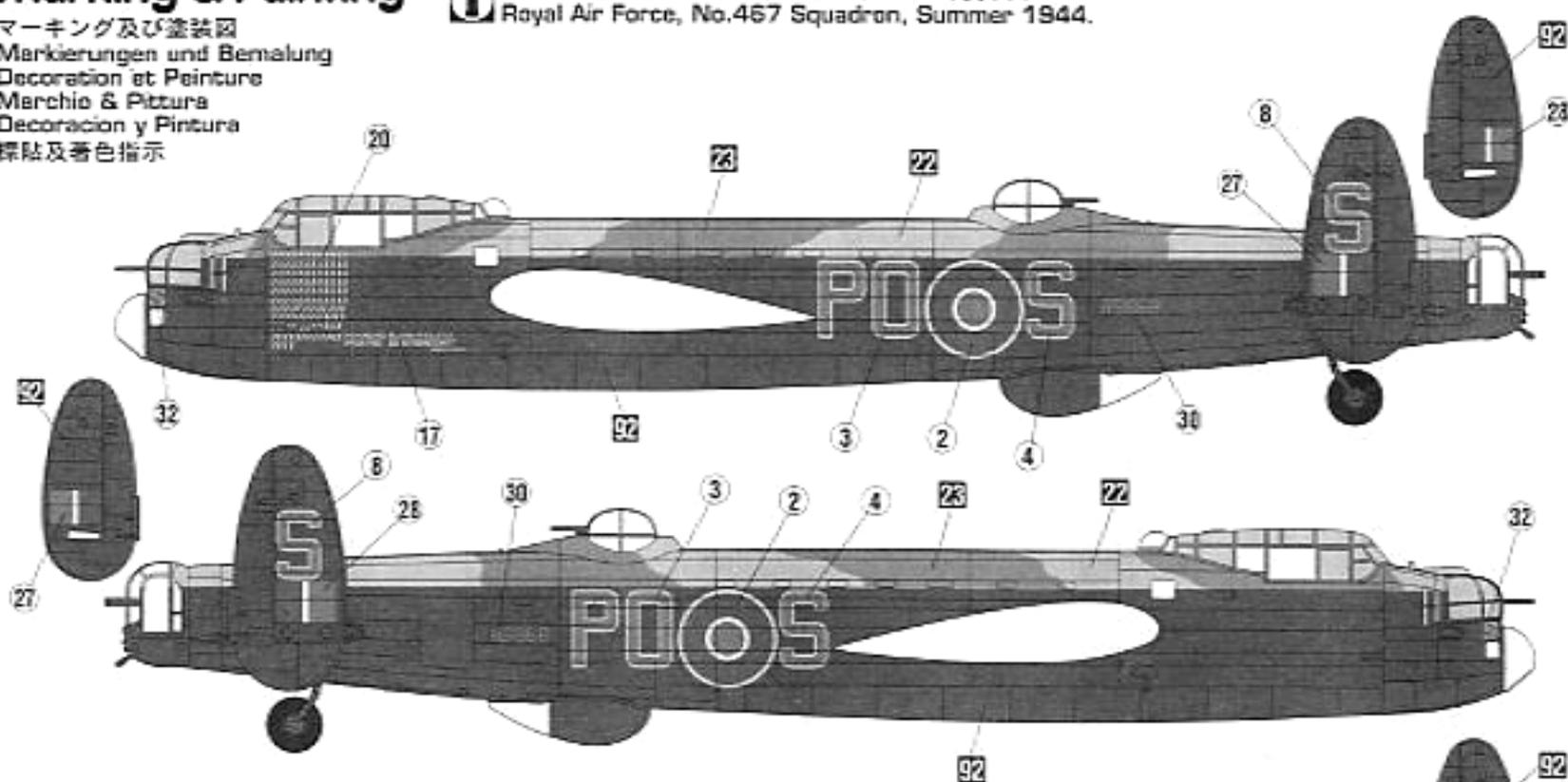
Crew: seven; wingspan: 31.09m; length: 21.18m; height: 6.25m; powerplant: Rolls-Royce Merlin XX/22/24 x 4 (rated at 1640HP each); max speed: 443km/h @ 15,000ft; operational range (with 7,000lb bombload): 4,071km; main armament: 7.7mm (.303cal) Browning machine guns x 8; maiden flight (Mk.I production prototype): May 13, 1941.

4	H 4	イエロー(黄)	YELLOW
8	H 8	シルバー(銀)	SILVER
12	H 52	オリーブドラブ(1)	OLIVE DRAB (1)
22	H 72	ダークアース	DARK EARTH
23	H 73	ダークグリーン(2)	DARK GREEN (2)
28	H 18	黒鉄色	STEEL
33	H 12	つや消しブラック	FLAT BLACK
61	H 76	焼鉄色	BURNT IRON
92		セミグロスブラック	SEMI GROSS BLACK
137	H 77	タイヤブラック	TIRE BLACK
364		BS283エアクラフトグレーグリーン	BS283 AIRCRAFT GRAY GREEN

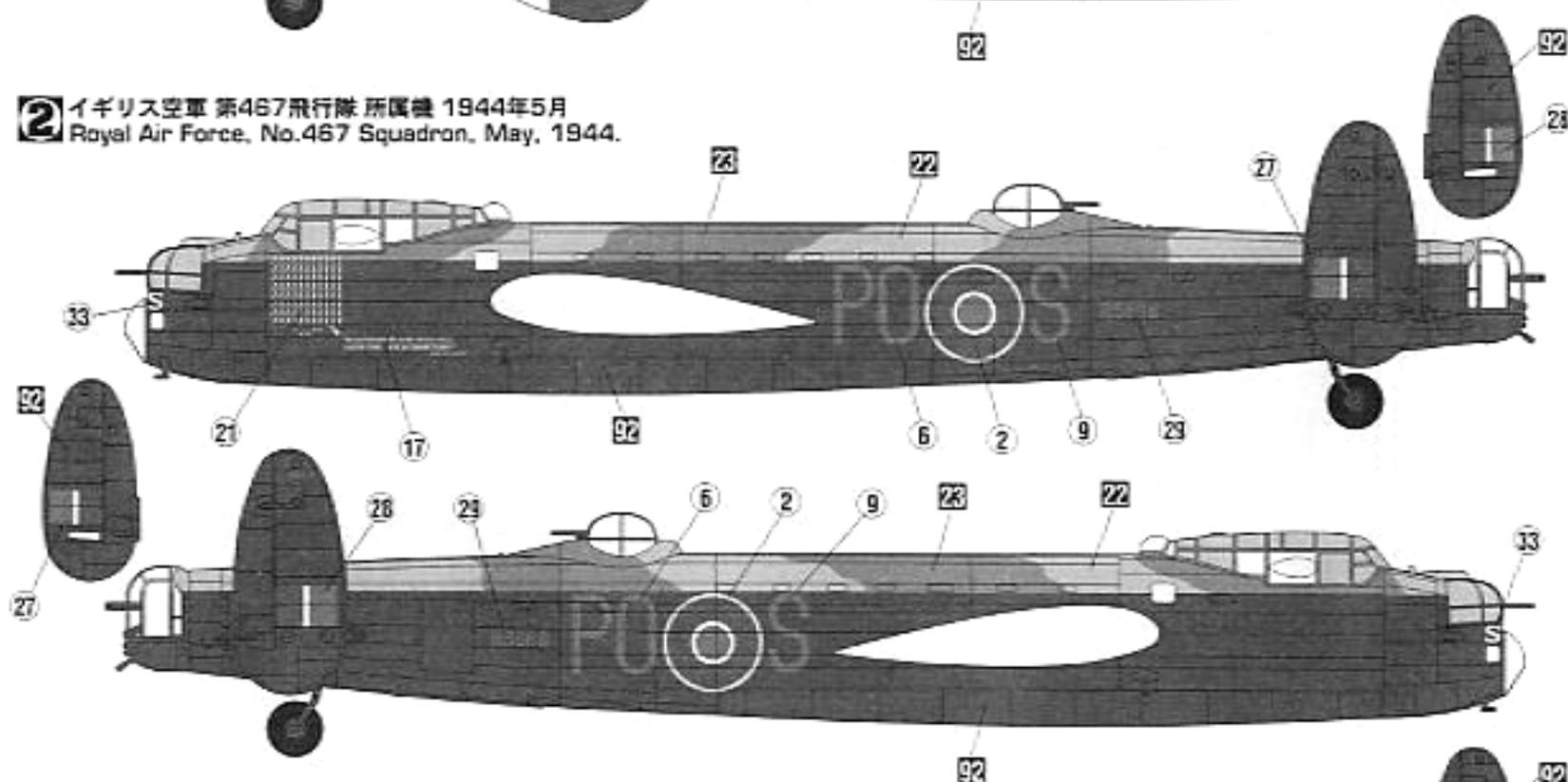
Marking & Painting

1 イギリス空軍 第467飛行隊 所属機 1944年夏以降
 Royal Air Force, No.467 Squadron, Summer 1944.

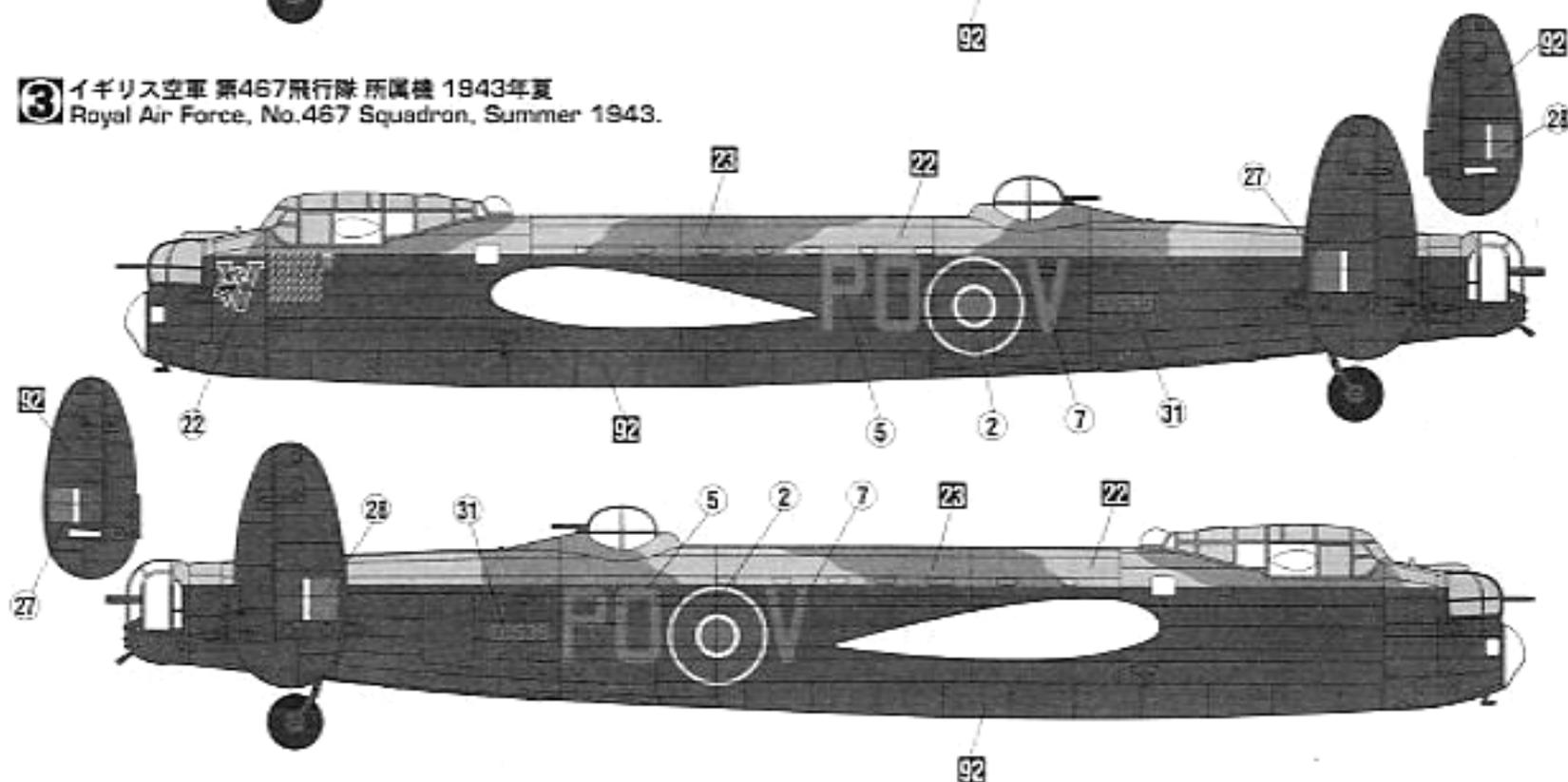
マーキング及び塗装図
 Markierungen und Bemalung
 Decoration et Peinture
 Merchie & Pittura
 Decoracion y Pintura
 標貼及着色指示



2 イギリス空軍 第467飛行隊 所属機 1944年5月
 Royal Air Force, No.467 Squadron, May, 1944.



3 イギリス空軍 第467飛行隊 所属機 1943年夏
 Royal Air Force, No.467 Squadron, Summer 1943.



x2 2組つくってください。
2 SETS NEEDED
WIRD DOPPELT BENÖTIGT
DEUX SETS NECESSAIRES
NECESSARIE 2 SERIE
SE NECESITAN DOS PIEZAS
同様の製作二組

どちらかを選んでください。
OPTIONAL
NACH BELIEBEN
FACULTATIV
FACOLTATIVO
OPCIONAL
OPCIONAL
可以選擇使用

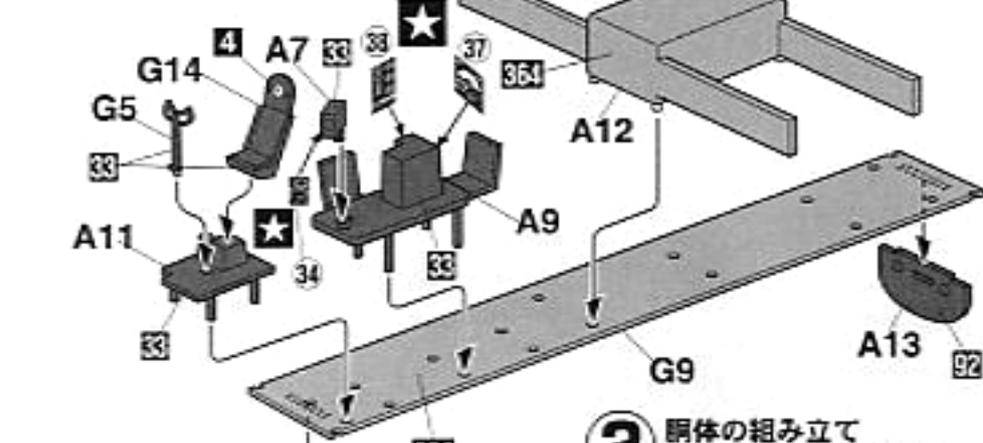
取り取ってください。
REMOVE
ENTFERNEN
RETIRER
SEPARARE
CORTAR
切去

1 塗装図の番号です。
PAINTING SCHEME NUMBER
LACKERSCHEMANUMMER
NUMÉROS DE LA LISTE DE PEINTURES
NUMERO DELLO SCHEMA DI VERNICIATURA
PINTAR ESQUEMA NUMERO
遠征塗装図の號碼

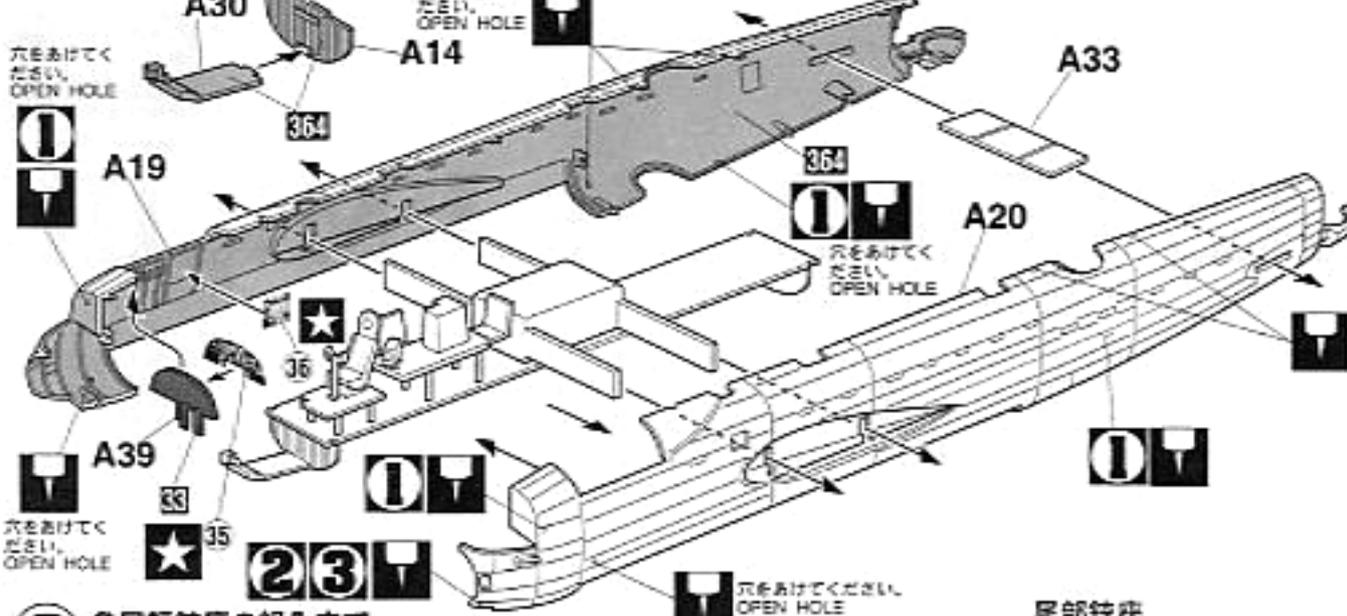
プカールを貼ってください。
APPLY DECAL
HEAR ANZEIGEN
APPLIQUER DECALCOMANIE
APPLICARE DECALCOMANIE
PONER CALCOMANIA
貼上水貼紙

穴をあけてください。
OPEN HOLE
ÖFFNEN
FAIRE UN TROU
PORO APERTO
HACER AQUEIRO
穿孔

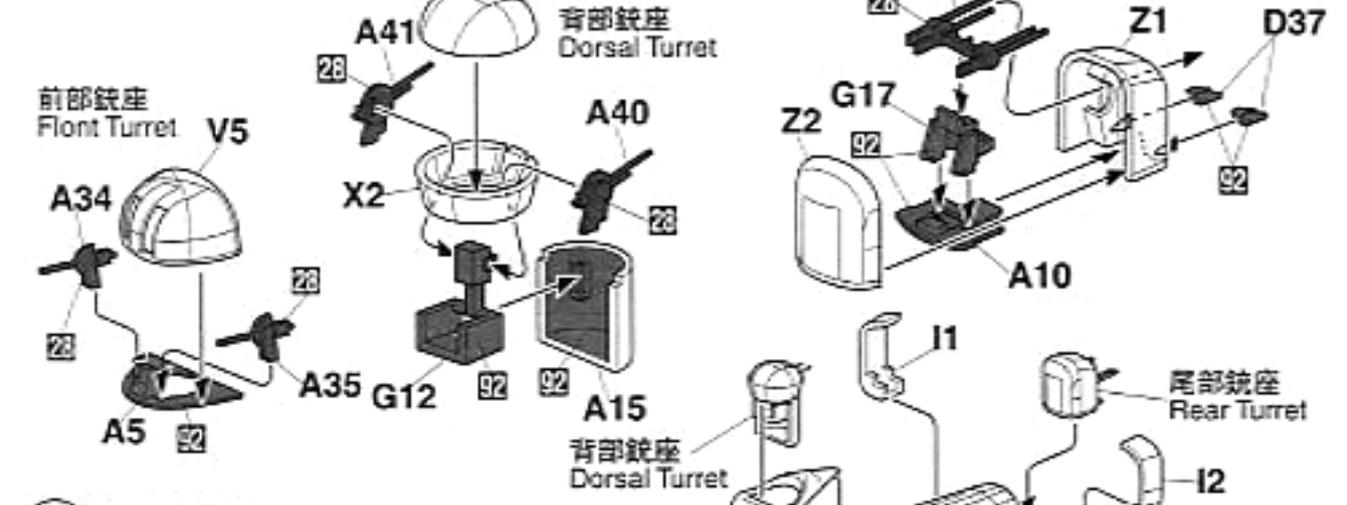
1 コックピットフロアの組み立て
Cockpit Floor Assembly



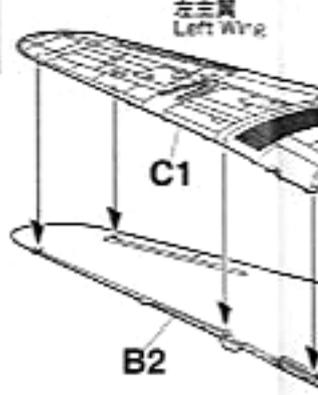
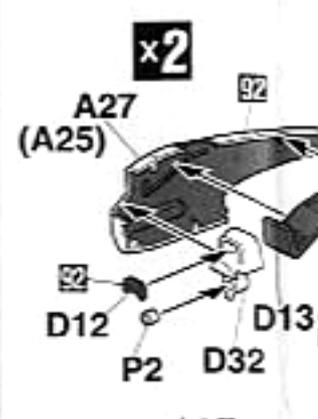
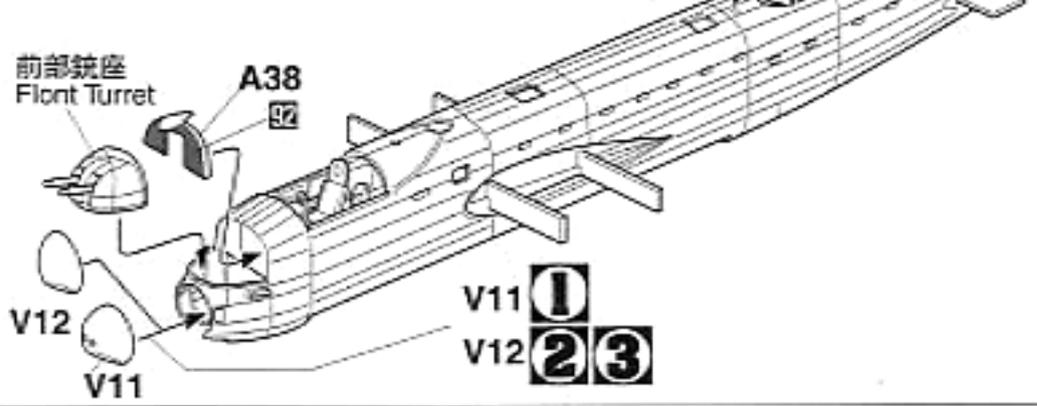
2 胴体の組み立て
Fuselage Assembly



3 各回転銃座の組み立て
Turrets Assembly



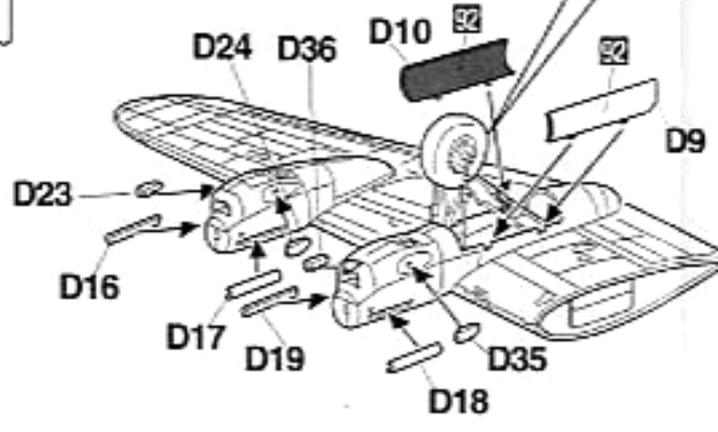
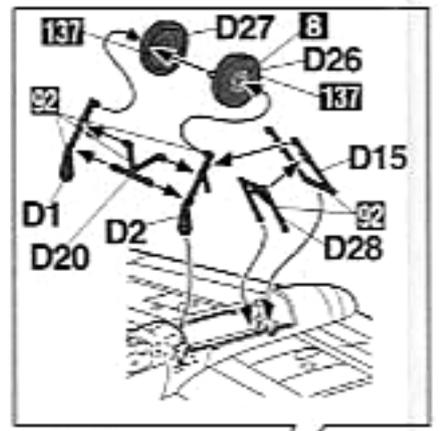
4 各回転銃座の取り付け
Turrets Installation



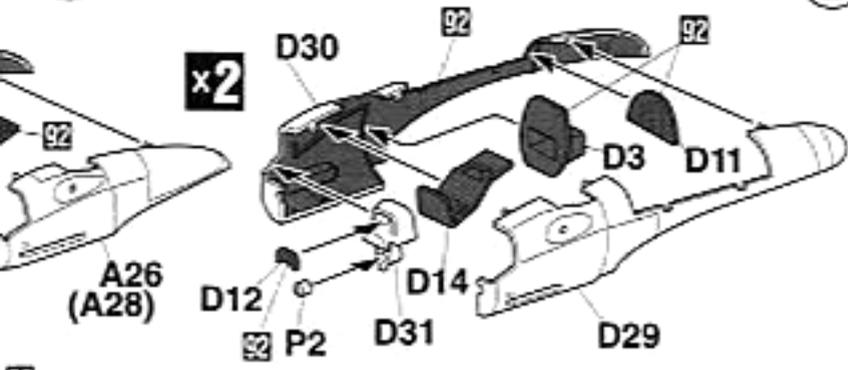
7 エンジンナセルの取り付け
Engine Nacelle Installation



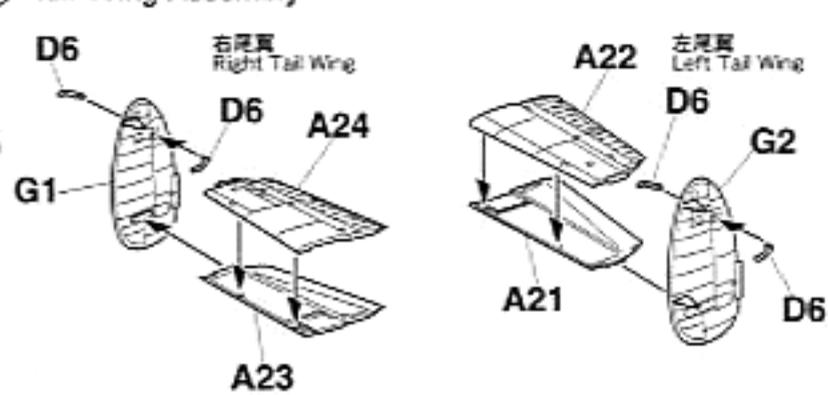
8 主脚の組み立て
Main Gear Assembly



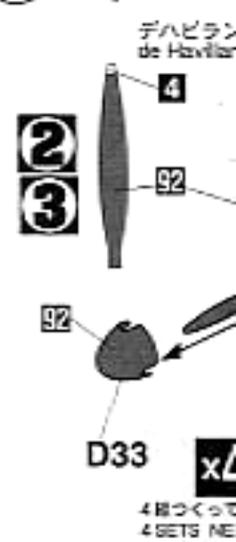
5 エンジンナセルの組み立て
Engine Nacelle Assembly



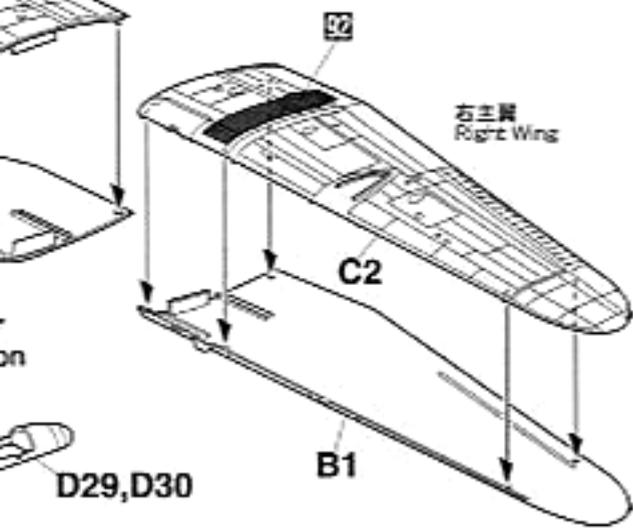
9 尾翼の組み立て
Tail Wing Assembly



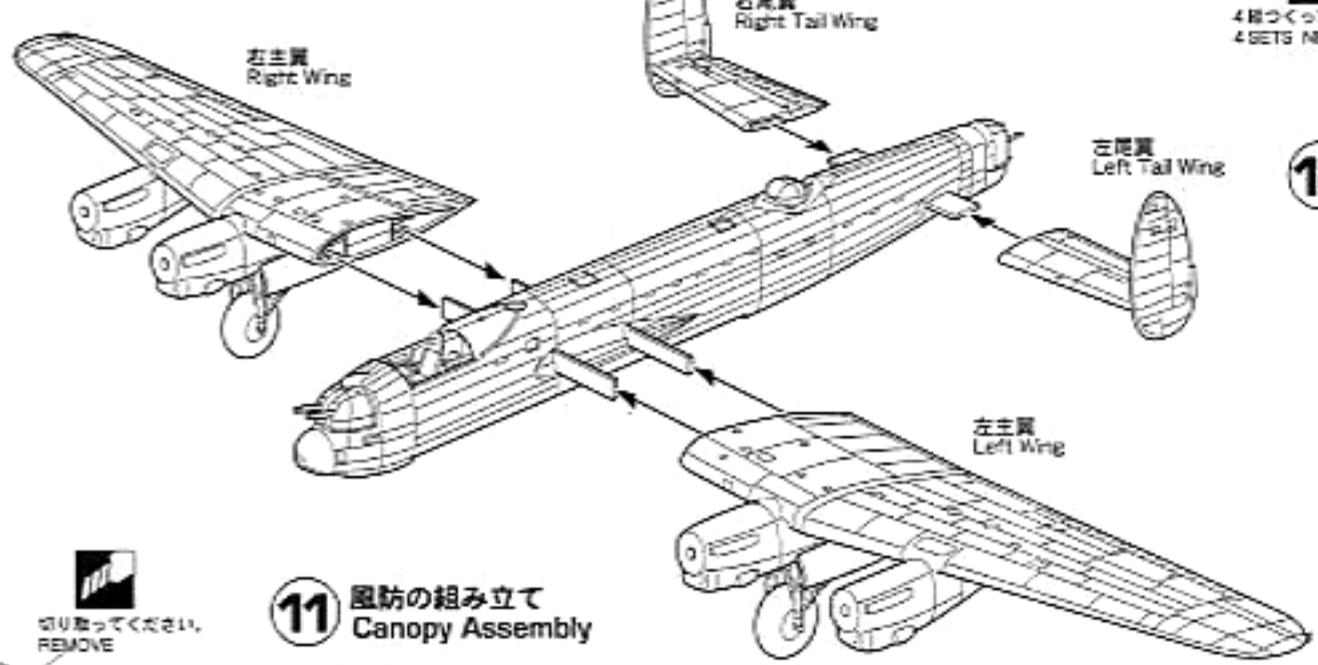
12 プロペラの組み立て
Propeller Assembly



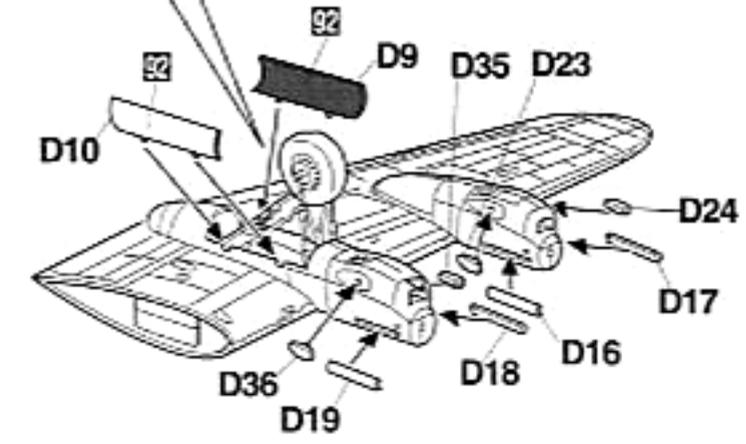
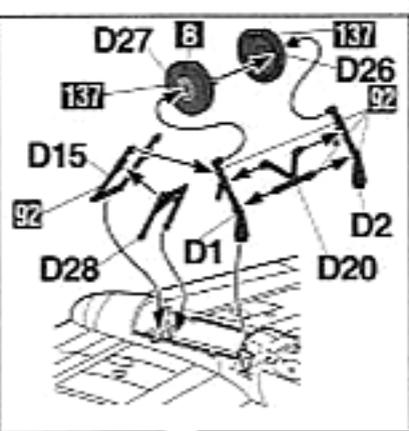
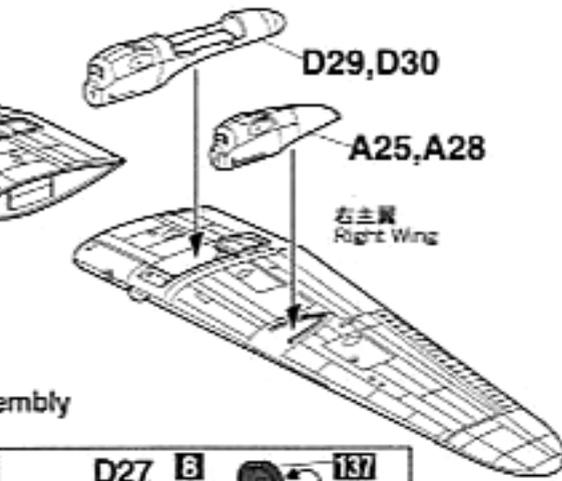
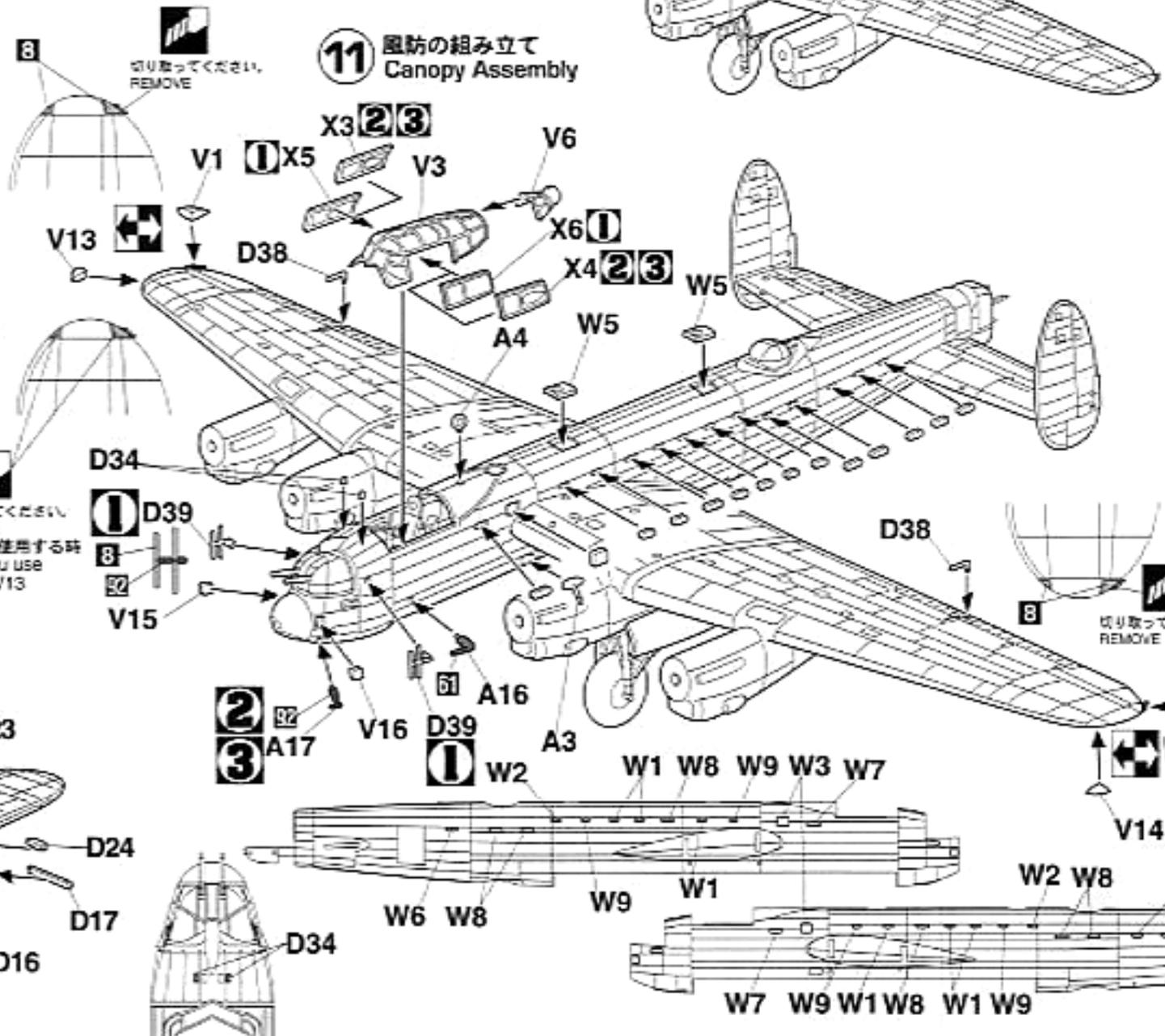
6 主翼の組み立て
Main Wing Assembly

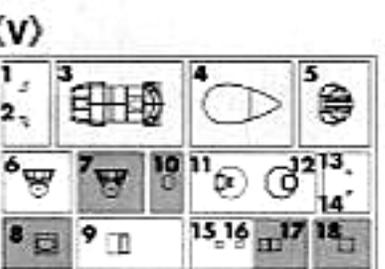
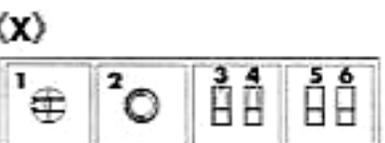
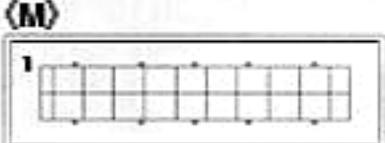
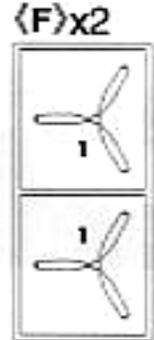
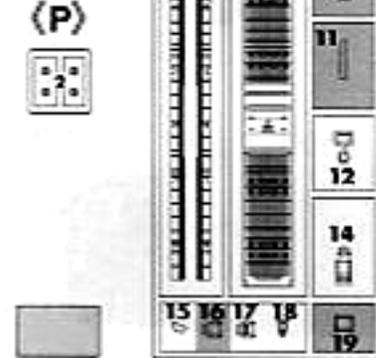
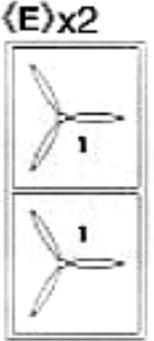
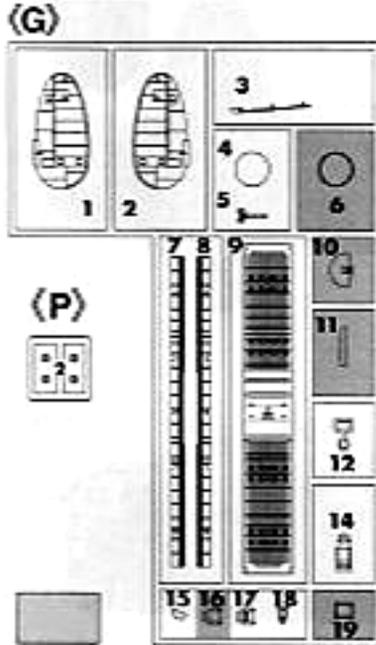
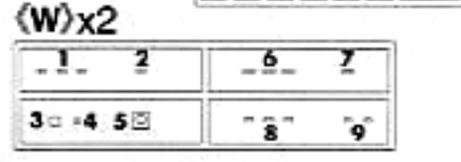
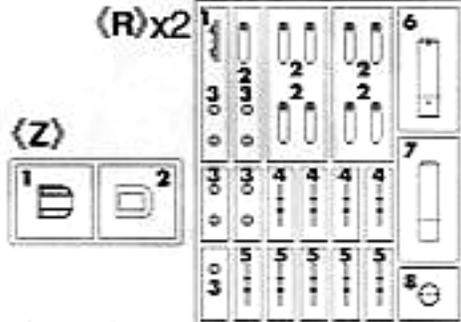
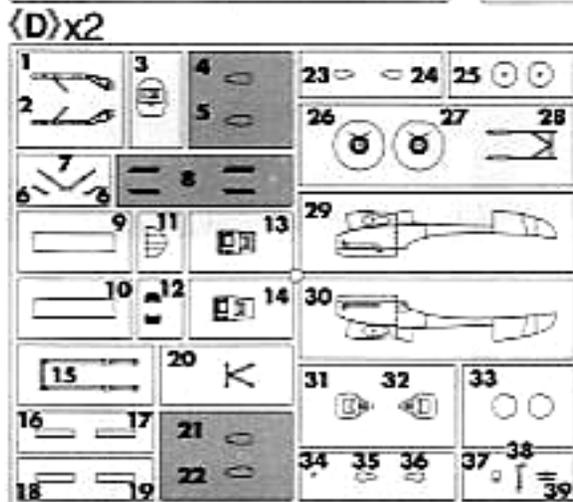
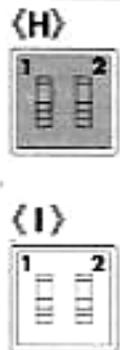
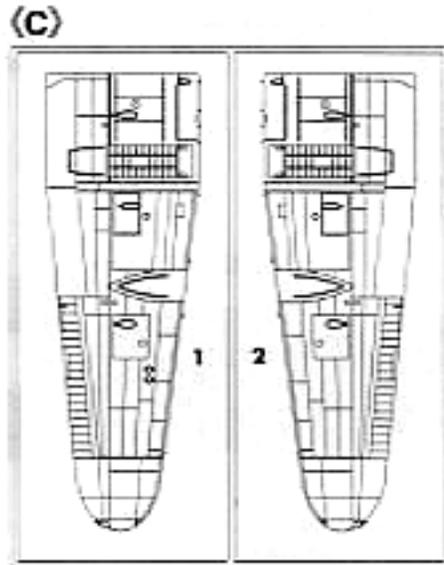
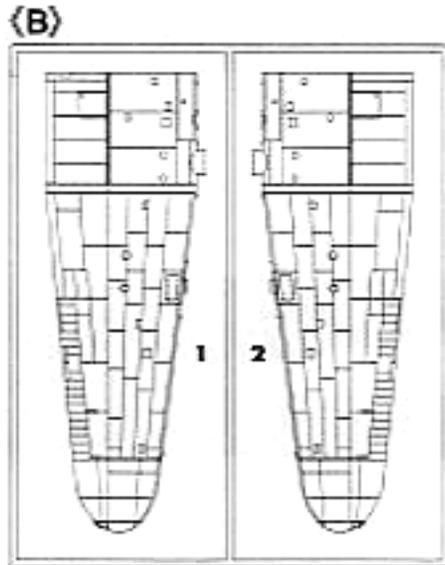
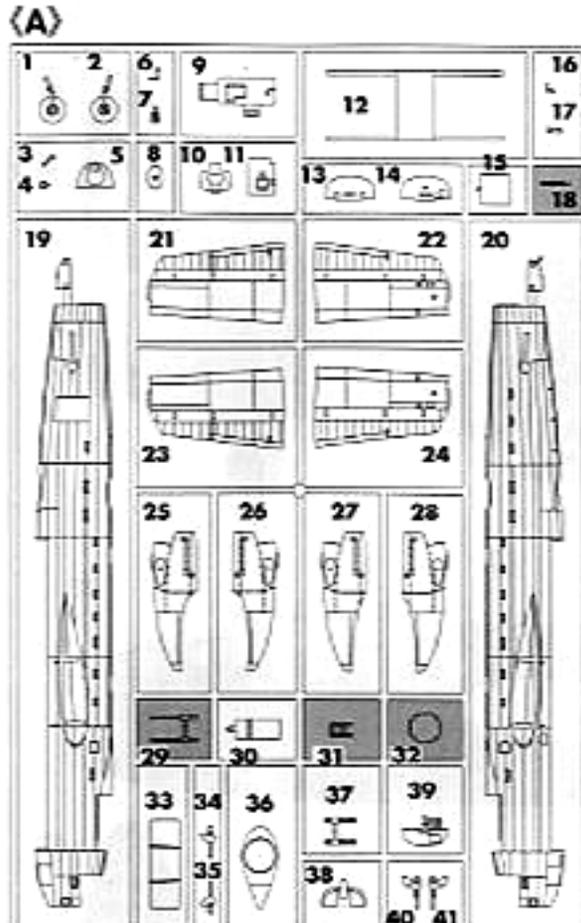


10 主、尾翼の組み立て
Main Wing & Tail Wing Assembly



11 風防の組み立て
Canopy Assembly





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