

AVRO LANCASTER B.MK.I/III

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Bord



History | 历史介绍

The 1045 Lancaster squadrons were 48 Squadron, first participated in the bombing of Hindenburg Barracks on March 3, 1942; then participated in the night lighting bombing of Berlin, Cologne, Düsseldorf, and Düsseldorf in the night of March 25, 1942. On April 16, 1942, 48 Squadron participated in the night bombing of Berlin, dropping a total of 1045 aircraft, 145 tons of bombs, lasting 50 minutes, 2/3 of which were incendiary bombs, the entire city of Cologne 40 hours were needed to reach the ground, resulting in 489 people killed, 5627 people injured, 14,650 people homeless consequences. It was the most effective British bombing since they changed from target bombing to area bombing. But its effectiveness was not in these damage effects achieved, rather in the effect of psychological warfare, because the British bombers targeted against Germany, forcing Germany to fight on a complete front. Germany had to strengthen its air defenses in the homeland, making the city air power extremely fragmented and scattered.

The first Lancaster equipped was 41 Squadron, first participated in the bombing of Helligrund Eight mine on March 3, 1942, then participated in the night lighting bombing of Essen, Cologne, Duisburg, and Dusseldorf in the Ruhr area of Germany between March and June 1942, especially the 3 times of "Thousand-bomber raids", the first in the history of the war. According to the data, the bombing of Cologne on the night of May 30, a total of 1656 aircraft, 1456 tons of bombs, lasting 90 minutes, 2/3 of which were incendiary bombs, the entire city of Cologne 49 hospitals were razed to the ground, resulting in 489 people killed, 5227 people injured.

On the night of May 16-17, Lancasters of the 87th Bomb Squadron flew a mission code-named "Operation Chastise". —to attack dams around German industrial centers, thereby deactivating German military industry production. "Operation Chastise", as it became known, required the use of newly designed cylindrical bombs, which had to be laid at ultra-low altitudes and at precise speeds to ensure that the explosive charges would bounce off the water and descend along the dam walls to explode at the bottom of the dams. After continuous flight training over the valleys and reservoirs of Sheffield and Manchester, the ULPT crew was convinced and prepared. It was not until this time that the crews learned that the purpose of the light training was to attack the German dams, many of which the crews had previously thought was a target to attack ordnance factories.

A number of improvements were made in the Lancaster bombers in service in the Far East, primarily modifying the fuselage to increase fuel capacity and thus range. For example, additional fuel tanks were added to the fuselage and even an aerial refueling option was considered. Until finally, the improved model was redesignated as the Lincoln bomber due to the use of a completely different engine and self-defense weapon mounting.

With the advent of the post-war jet era, some aircraft were modified and equipped for the Tigers displayed in Burma. Masnivlki, others were fitted with photographic reconnaissance equipment in 1948 and served

with the 152nd Bomb Squadron and the 82nd Bomb Squadron in East, Central and West Africa. A number of Lancaster bombers were also converted for air and sea rescue missions. The Lancasters which were part of the Air Force Naval Defence Group, were based in Malta and flew maritime reconnaissance missions until the last aircraft returned to the mainland in February 1954. However, a Lancaster MR3, number RF325, flew its last mission until October 15, 1956.

But that didn't mean the end of the Lancaster story. A significant number of Lancaster 10 bombers served with the Canadian Air Force in a variety of roles, including aerial survey, anti-submarine, search and rescue, and maritime reconnaissance. In Canada, the Lancaster remained in service until April 1, 1968, which is amazing. Other foreign users of Lancasters include Argentina (150 refurbished) and France, where a total of 54 Lancasters served with the French Navy.

The Lancasters were withdrawn from service gradually by the Canadian Air Force, starting in 1950 and ending in 1955.

Avro Lancaster B.Mk.I/III

The first Lancaster squadrons were 46 Squadron, which participated in the bombing of Hindenburg Bahn station on March 3, 1942; and 457 Squadron, which participated in the night lighting bombing of Berlin, Cologne, Düsseldorf, and Düsseldorf in the Battle of Berlin. The first major raid was the bombing of the port of Antwerp on March 17, 1942, which involved 303 aircraft, 15 tons of bombs, and 5000 tons of incendiaries. The entire city of Cologne on March 27, 1942, was bombed by 200 aircraft, resulting in 14,600 people homeless consequences. It was the most effective. British bombing units then changed from target bombing to area bombing, but its significance lies not in these damage effects achieved, nor in the effect on morale, but rather in the way it changed the nature of war. British bombing campaign against Germany, forcing Germany to fight on a complete front. Germany had to struggle with

The first Lancaster equipped was 41 Squadron, first participated in the bombing of Hellsgang (Ugine) on March 3, 1942, then participated in the night lighting bombing of Eisen, Cologne, Duisburg, and Dusseldorf in the Ruhr area of Germany between March and June 1942, especially the 3 times of "Thousand-bomber raids", the first in the history of the war. According to the data: the bombing of Cologne on the night of May 30, a total of 1065 aircraft, 1455 tons of bombs, lasting 90 minutes, 2/3 of which were incendiary bombs, the entire city of Cologne 49 hospitals were reduced to the ground, resulting in 485 people killed, 5227 people injured.

140,000 people homeless as consequences. It was the first instance British bombing policy was changed from target-bombing to area bombing, but its significance lies not in itself damage effects achieved, nor in the effects of the bombing on the British bombing campaign against Germany, funding Germany to fight on complex front; Germany had to strengthen its air defences in the homeland, making the use of air power extremely fragmented and cautious.

On the night of Mar 16-17 May, Lancasters of the 617th Bomber Squadron flew a mission code-named "Operation Chastise",—to attack dams around German industrial centers, thereby destroying German military industry production. "Operation Chastise", as it became known, used the use of newly designed cylindrical bombs, which had to be thrown at ultra-low altitudes and at precise speeds to ensure that the cylindrical bomb would bounce off the water and descend along the dam wall to explode at the bottom of the dam. After continuous flight training over the valleys and reservoirs of Shropshire and Manchester, the ULWD exercise was completed and the mission was undertaken. It was not until this time that the crews learned that the purpose of the flight training was to attack the German dams, which many of the crews had previously thought was a farce.

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With the arrival of the anti-war activists, some aircraft were modified and equipped for the Tigers' decision in Burma. Meissner, others were fitted with photographic reconnaissance equipment in 1948 and served until the war in Europe. On 12 June, Canadian fighter patrols began their first hours of combat. The last recorded Bf 109s were sent to intercept a raid by 100 bombers and fighters from eight attacks on Norwegian oil installations. By the end of the day, the Luftwaffe had lost 100 aircraft, and in April 1945 IV./JG 2 "Bomber Command" had 60 front-line combat aces with 274 bombs and a further 206 aircraft for training. After the Allies' most of these aircraft were used to transport prisoners of war, a total of 75,000 men.

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But that didn't mean the end of the Lancaster story. A significant number of Lancaster 10 bombers served with the Canadian Air Force in a variety of roles, including aerial survey, air-sea rescue and maritime reconnaissance. In Canada, the Lancaster remained in service until April 1, 1964, which is amazing. Other foreign users of Lancasters include Argentina (15 refurbished) and France, where a total of 154 Lancasters served with the French Navy.

Despite the huge production numbers, only two original Lancasters have survived to this day. The Lancaster was assembled from parts provided by the Canadian Warplane Museum and made its first flight after reconstruction in 1980.

两个装备Lancaster飞机的44中队，1942年2月23第一次参加轰炸Helgoland Bight的行动，然后参加1942年3-6月对北海沿岸目标的轰炸，如鹿特丹、杜伊勒里、北海多佛的飞机场轰炸，它们使用科索、杜森、米米拉和汉汉

“平民化”是这次动员的显著特征。除了老一代领导人外，许多新面孔第一次成为政府成员，如胡锦涛和温家宝。胡锦涛在军队中的背景活动使他成为“国防部长”的热门人选——这次军委主席团的重组，将向全国军民展示中国军队的新形象。

“没带护照，我必须把护照还给我的母亲。我必须用我的护照去见我的母亲，她现在在监狱里。自从‘九·一一’事件之后，美国已经成了二次世界大战以来的国家安全战线。失去了护照的‘九·一一’受害者们，他们将被禁止自由地去见他们的母亲，这将使他们失去生命的最后一刻。”

“我就是想让你知道，我是谁。”他微皱眉头，看着她，眼神中满是复杂的情绪。其实，他还想到了另外的事情。他想起，由于他没有使用过电子产品的经验，所以

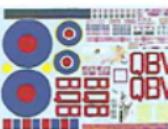
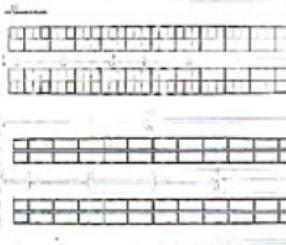
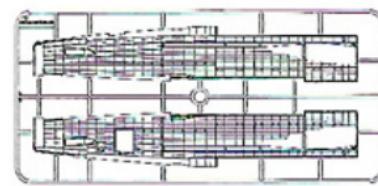
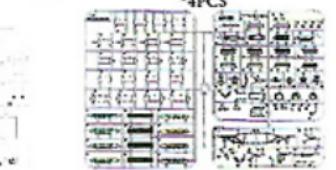
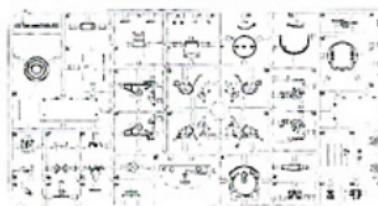
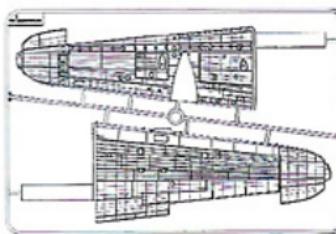
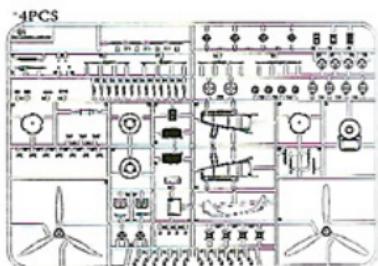
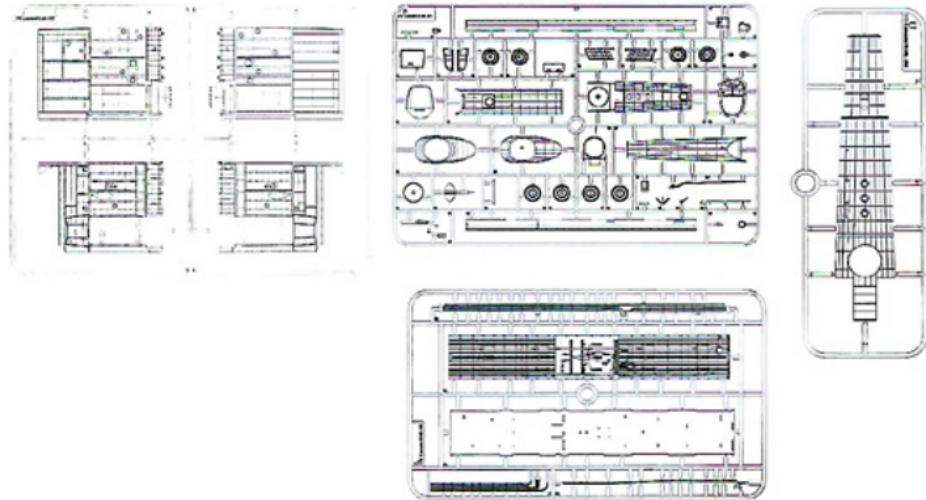
在你的领导下要完成的时候，二三月份时我们深入到基层的心得和经验。总结上的报告一并拿出由更多10-15年4月25日我们带着特别的感激之情将报告书清晰地归档，那时随着走访接触的许多领导对讲话，到了很多挂图的“汇报”并附上照片。

该役之后的和平年代里，一军飞机退役后将被部署在陆航师“试验队”。那时，另一支在1946年成立的陆航师将被解散，第151团也将从原属的82军调至华东人民解放军司令部，中苏飞机将退役。还有一些开始试验式装备的米格-15战斗机，将被送回航空兵部队，成为华东人民解放军的主力机型。对1948年2月8日第一次飞越大陆上空的“长空勇士”来说，这次归队是他的最后一次飞行了。但是，他驾驶的米格-15战斗机，却在1949年10月16日，

但该说没有说清楚“世开新村”的用途。根据公报的“世开新村”10套住房均被送给了10家大小企业，此行各种各样的房券、福利券和奖券。有关数据没有印证。但据某人，“世开新村”一套面积在1994年4月1日，实行在今人手中。

尽管飞行员们对“世界耐特”充满期待，但“世界耐特”还是没有完成它的首飞任务。1980年完成了首次试飞。

零件 Parts



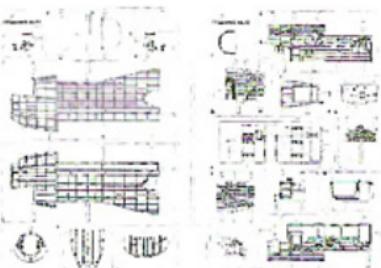
PE



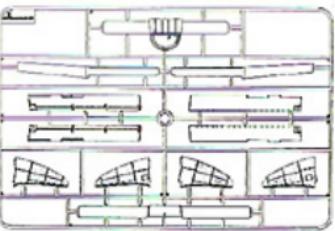
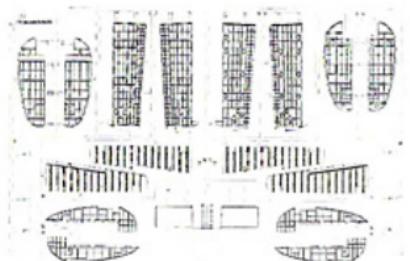
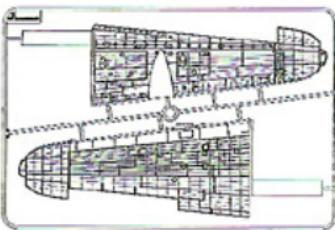
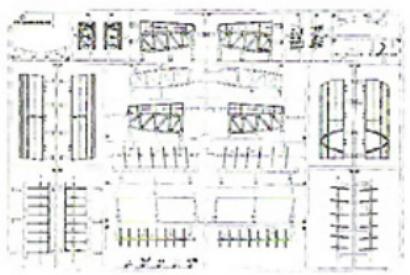
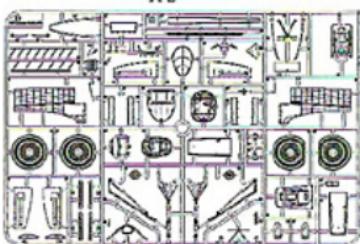
Decal

Box
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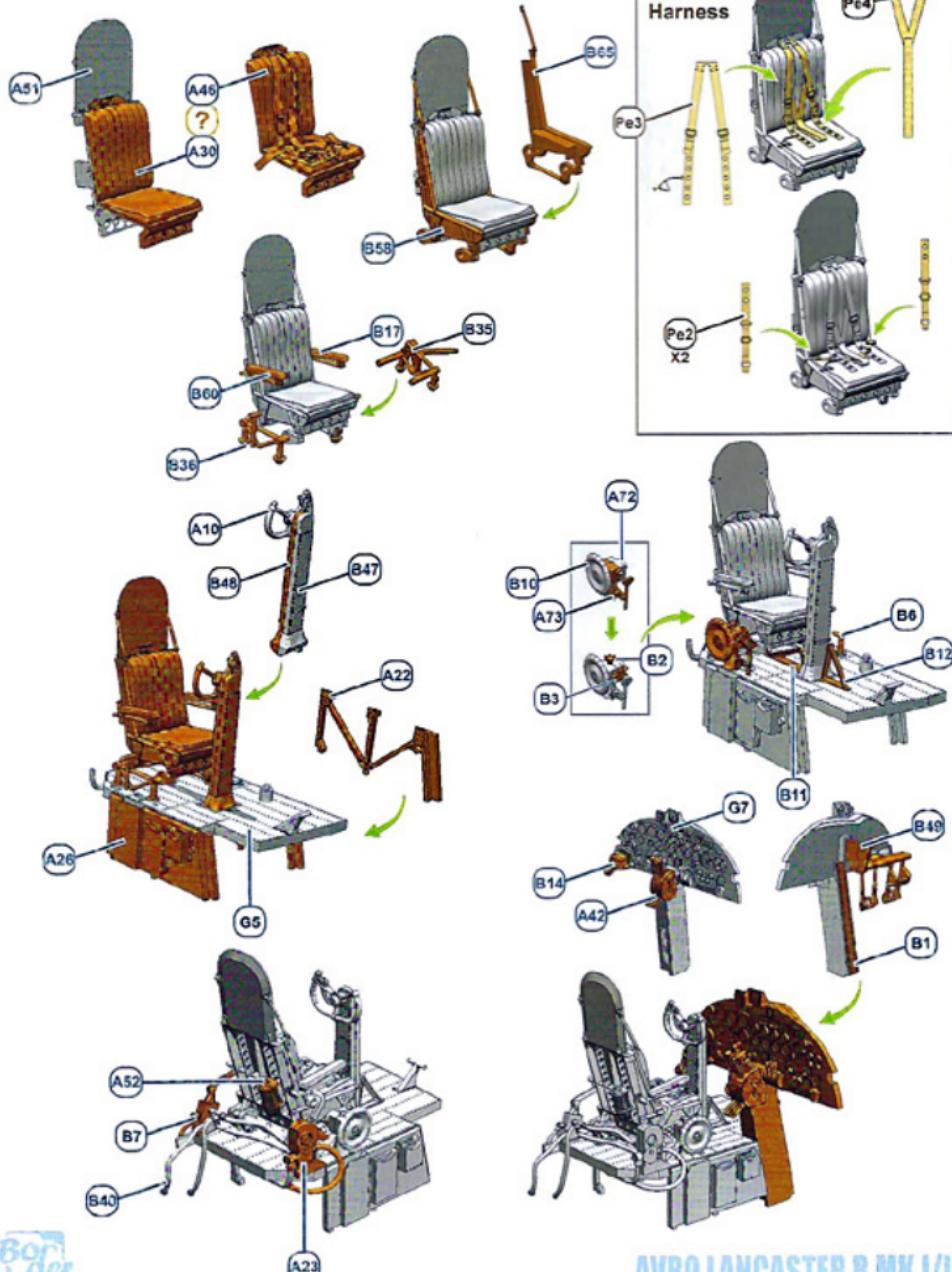
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X 2

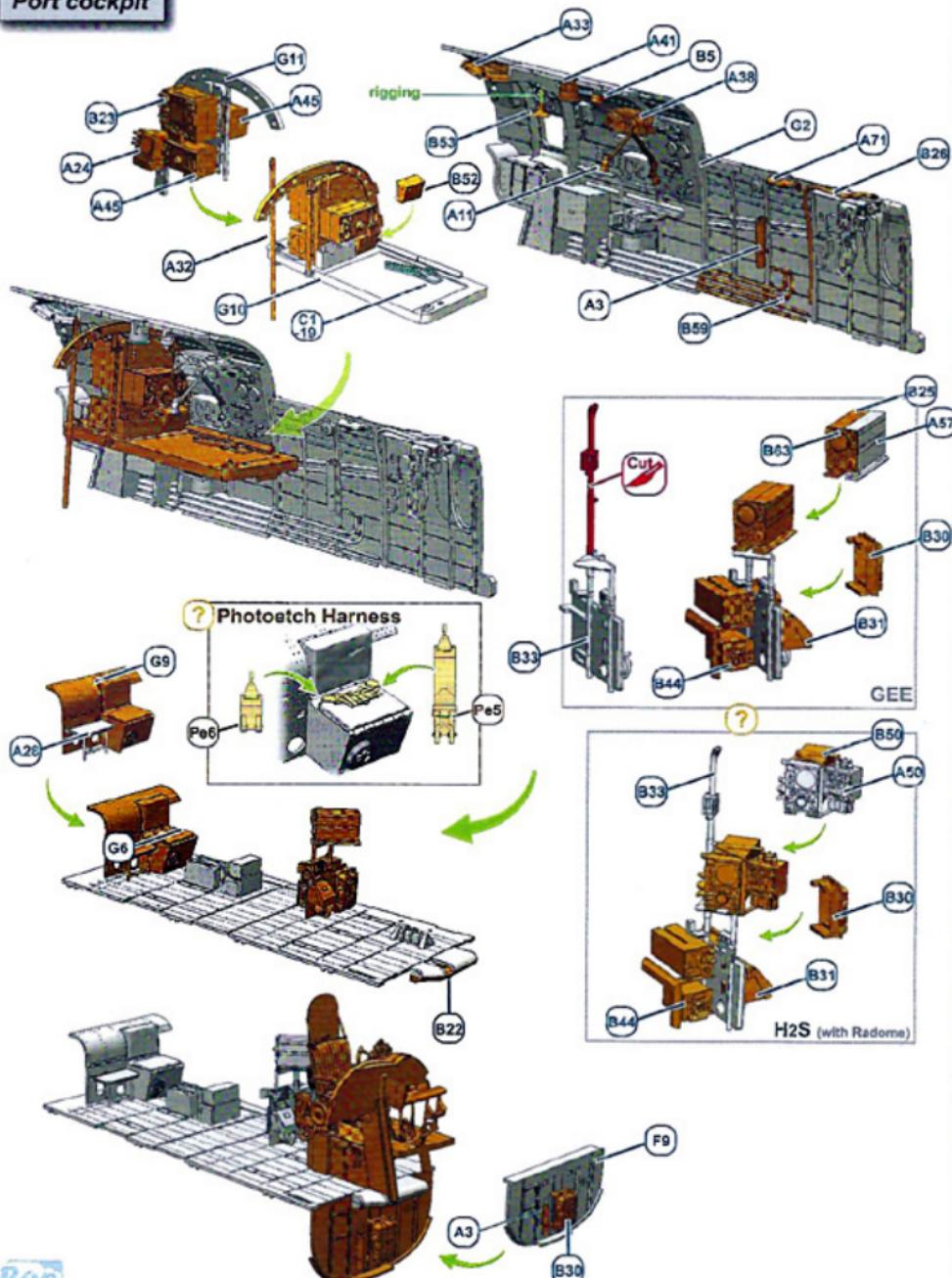


Pilot's seat and dashboard

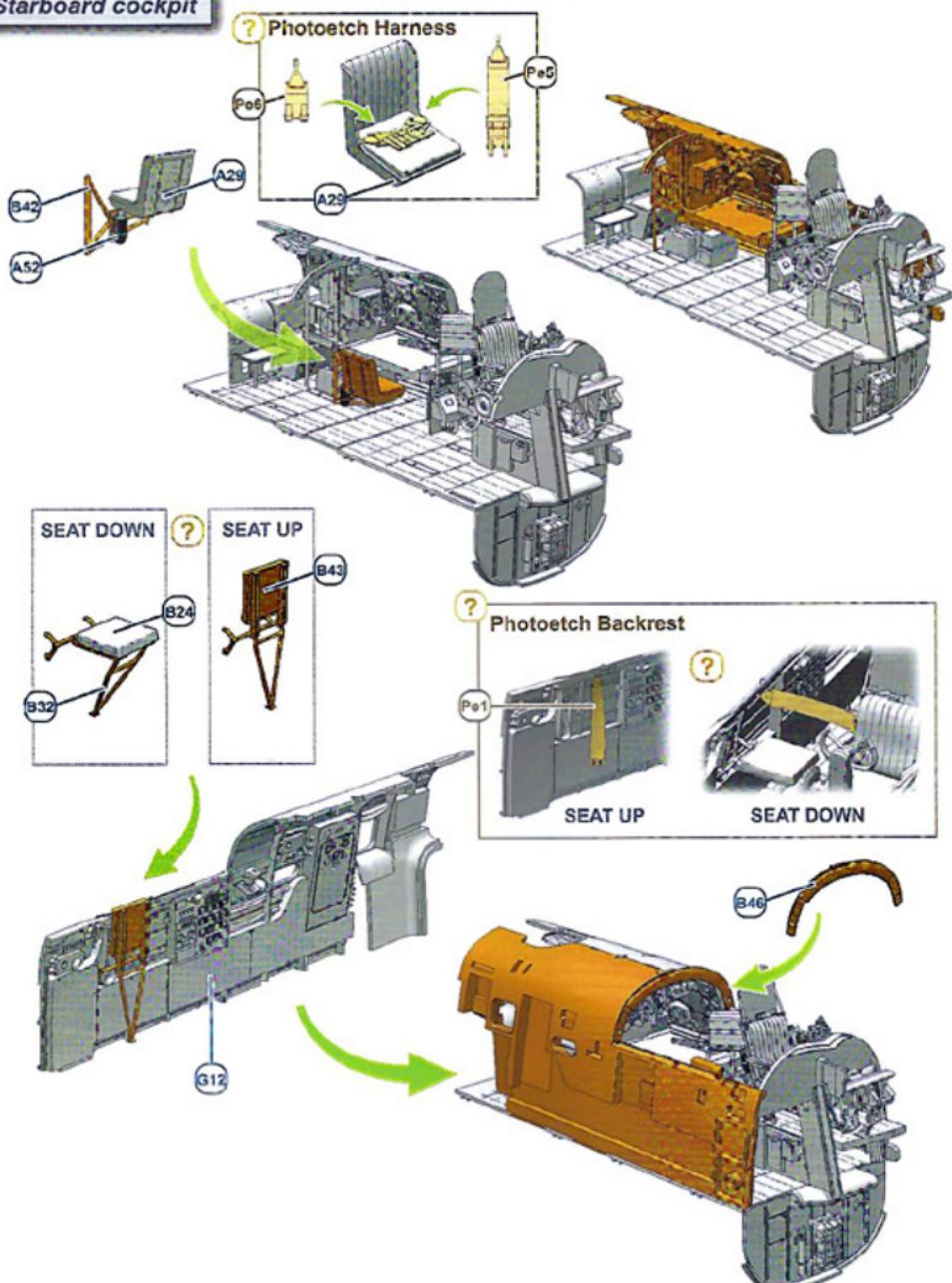


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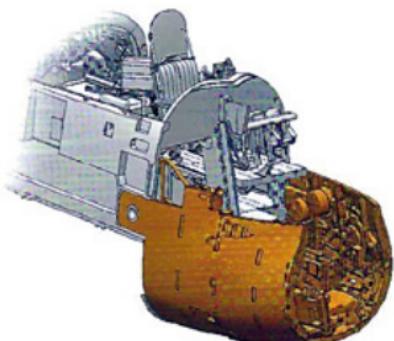
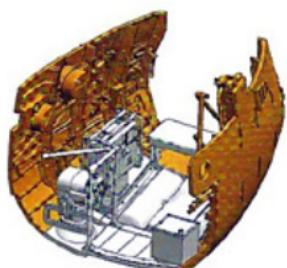
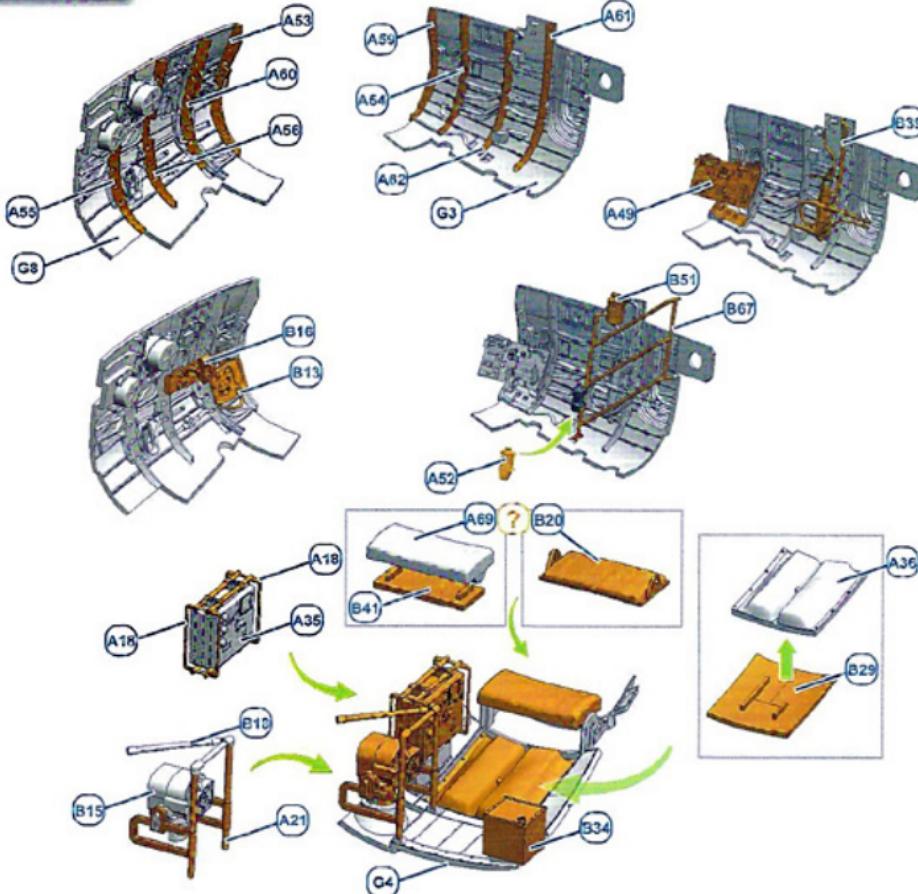
Port cockpit



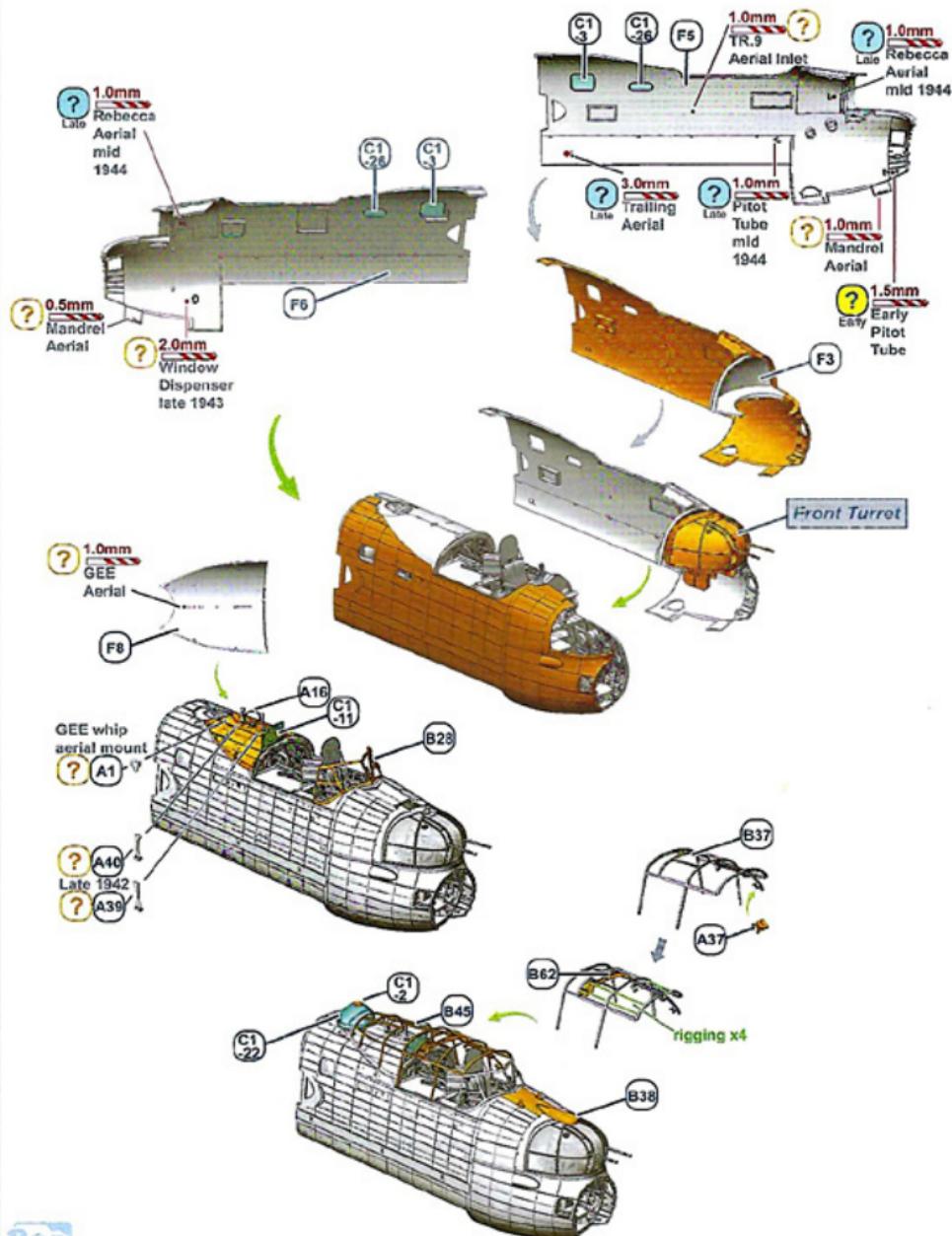
Starboard cockpit



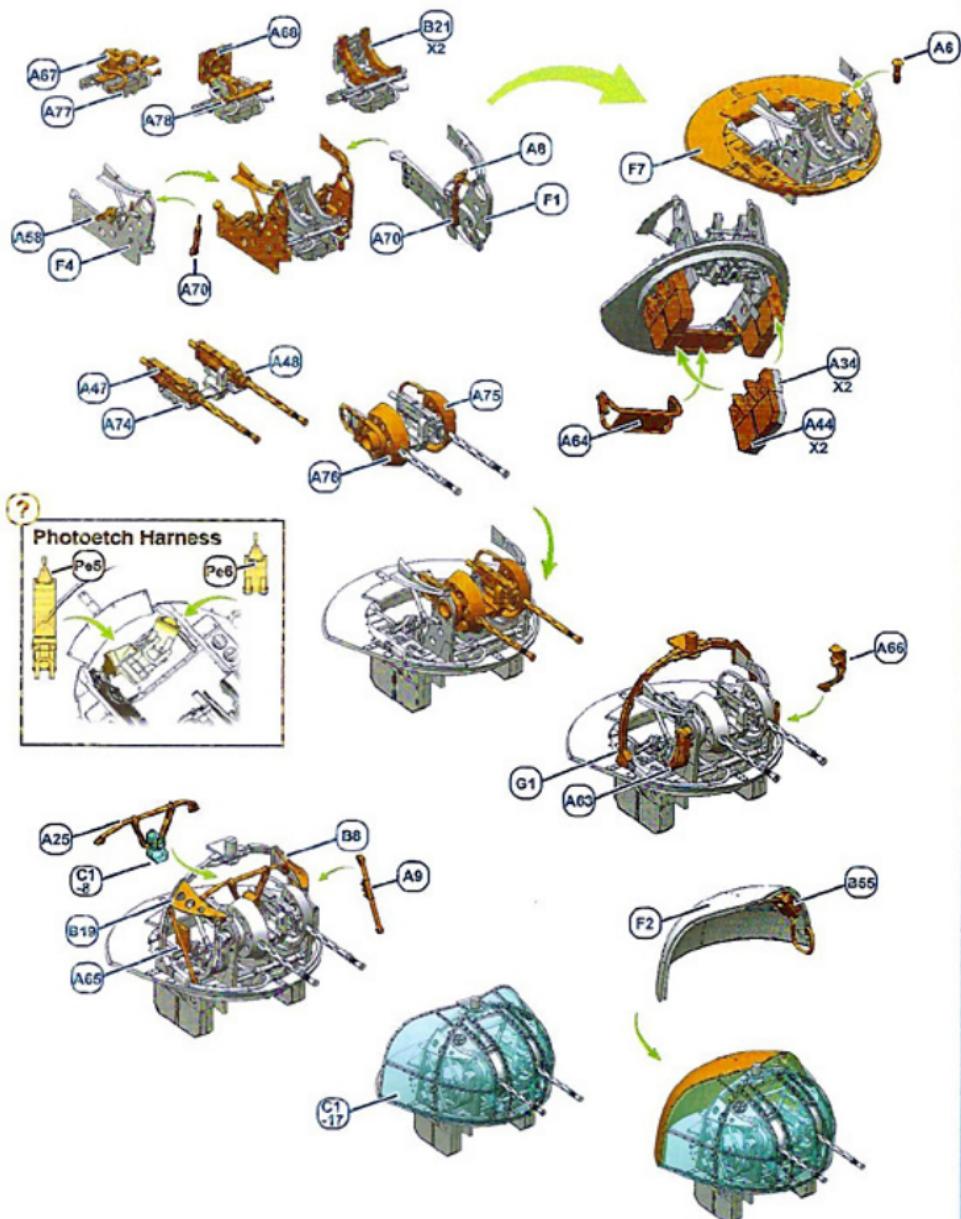
Bombaimer



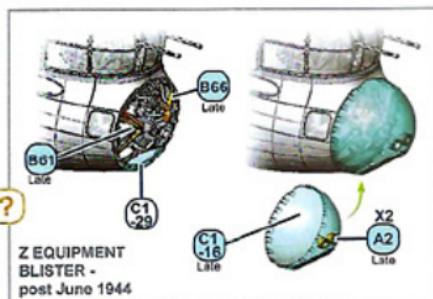
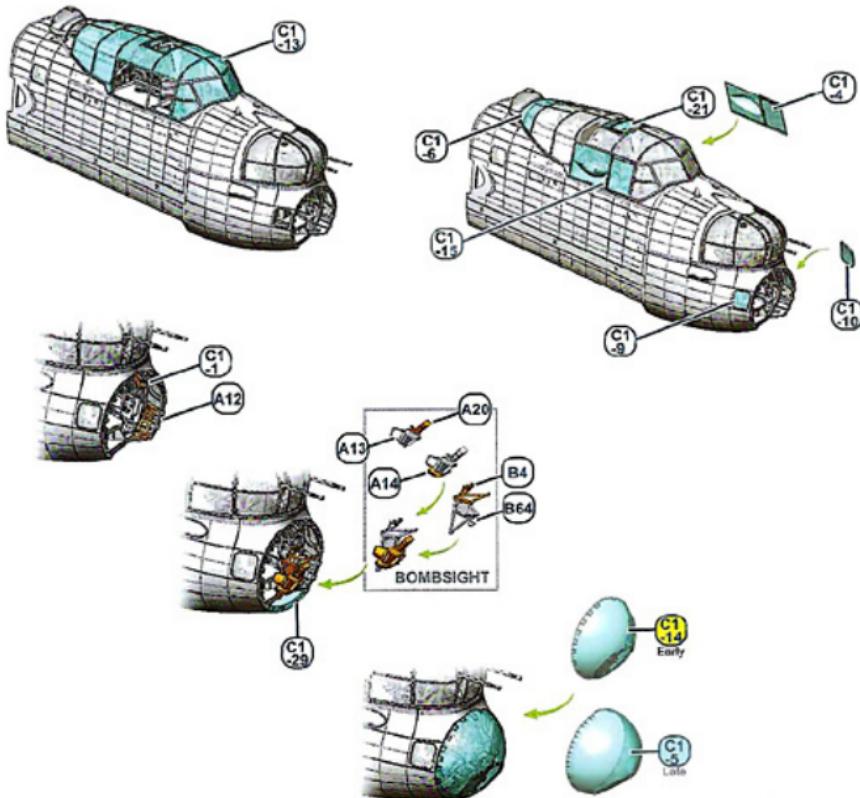
Nose Assembly



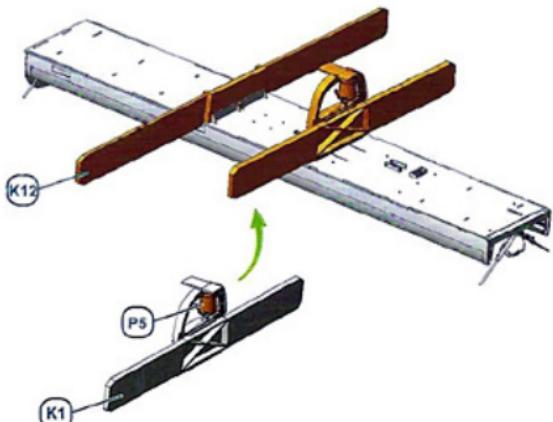
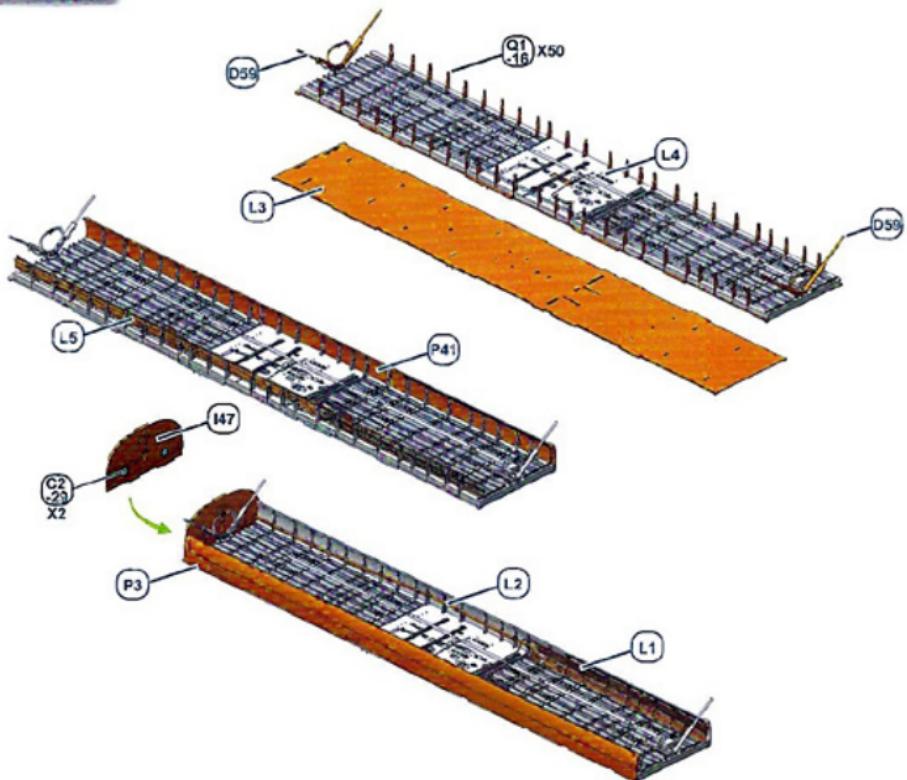
Front Turret



Nose Assembly



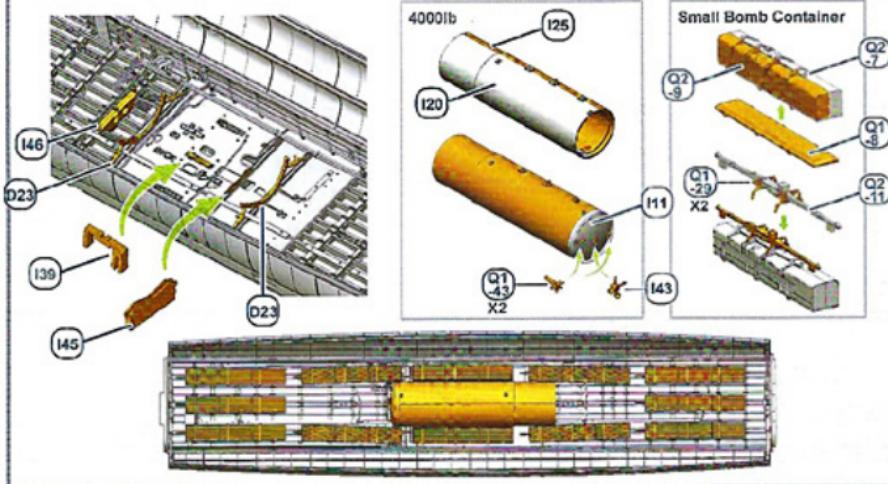
Bomb Bay



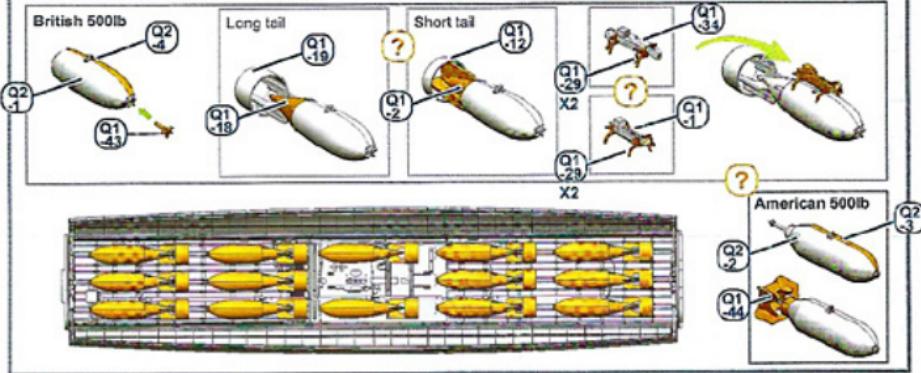
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Suggested Bomb Loads

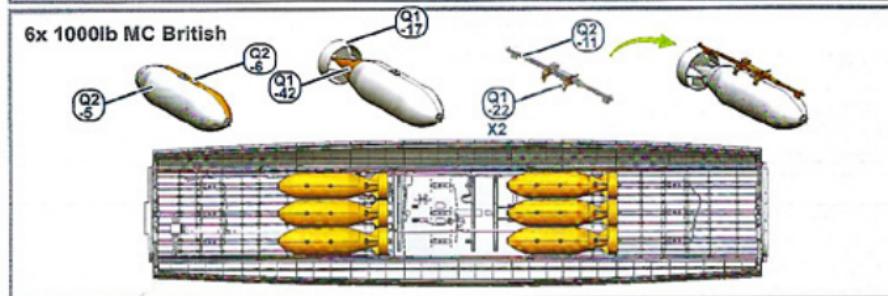
1x 4000lb + 12x Small Bomb Containers



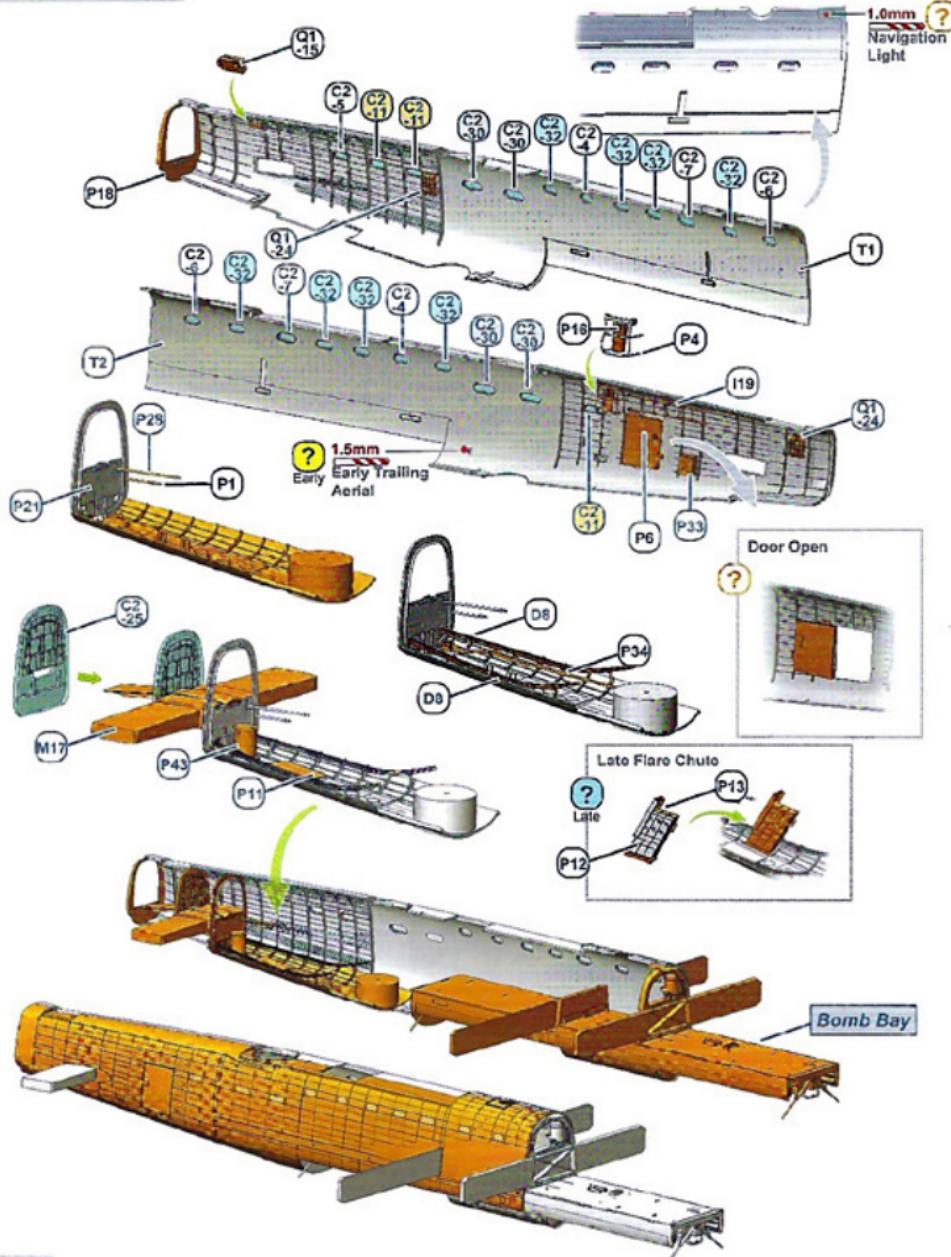
14x 500lb British Mk4 or American



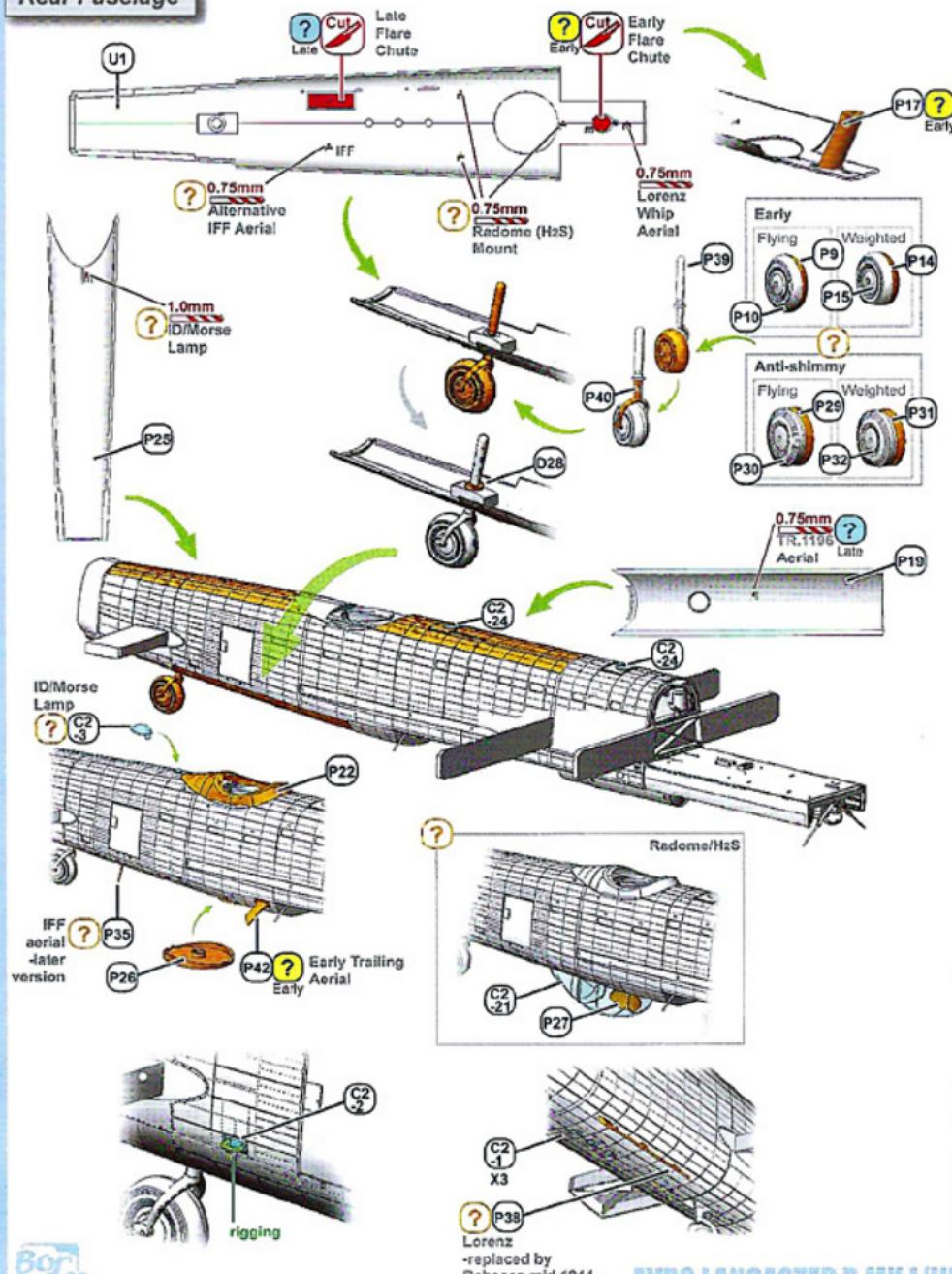
6x 1000lb MC British



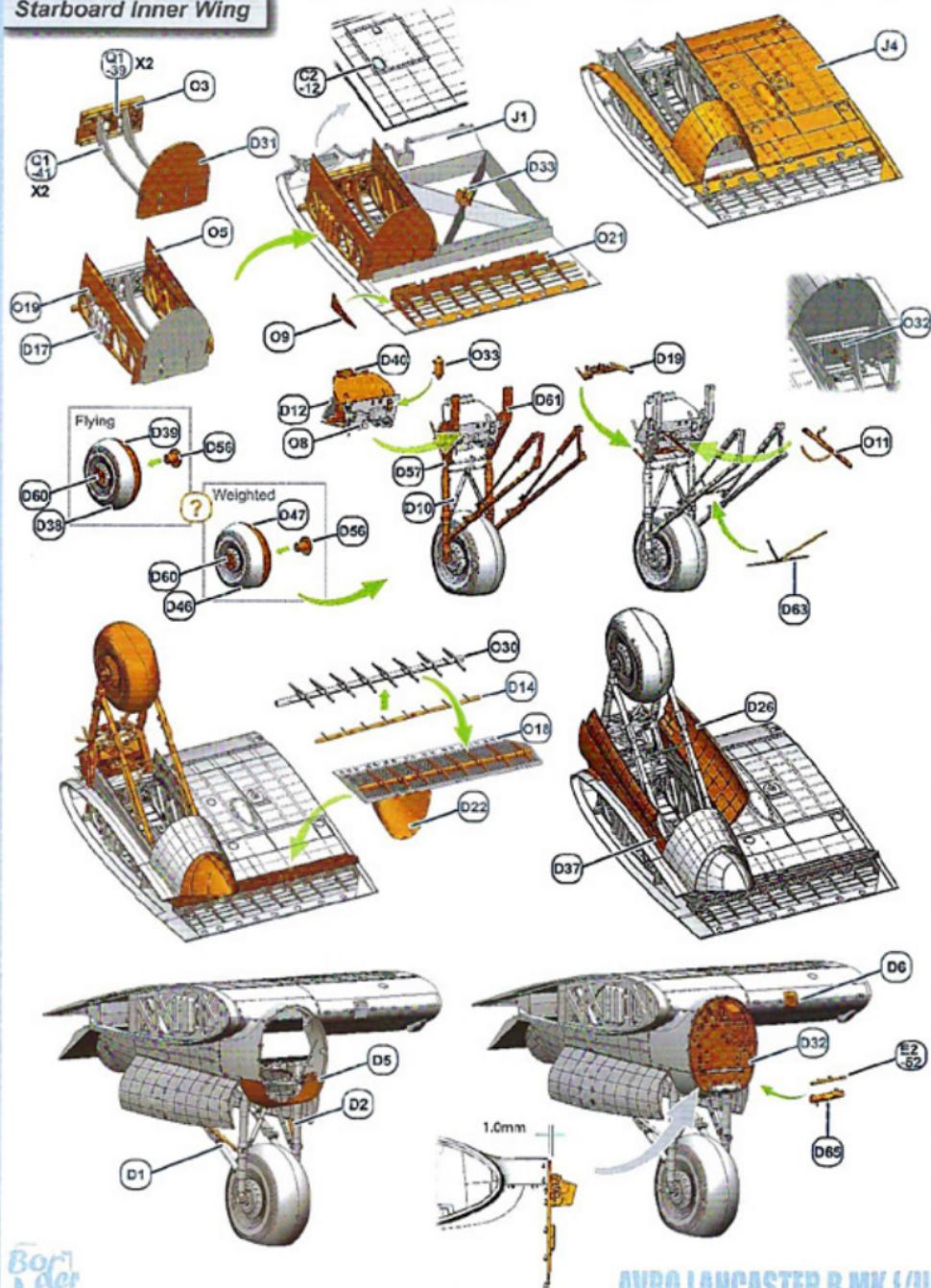
Rear Fuselage



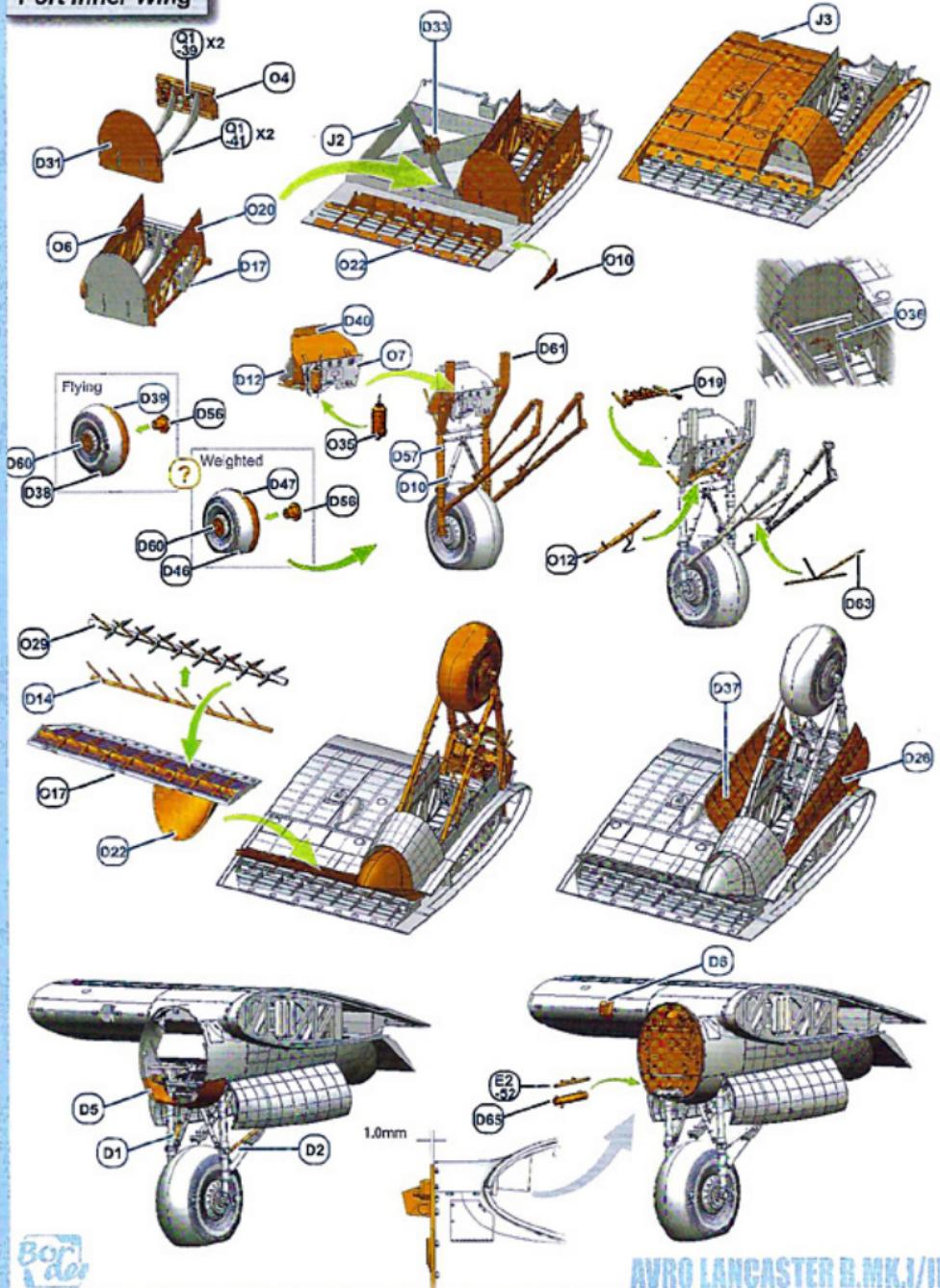
Rear Fuselage



Starboard Inner Wing

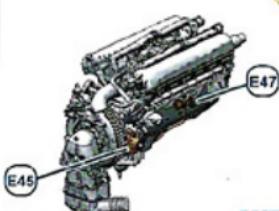
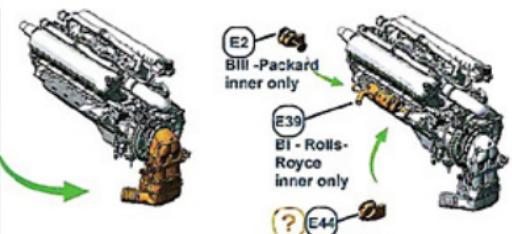
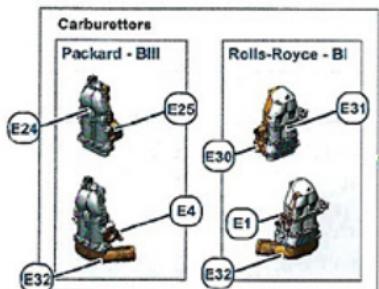
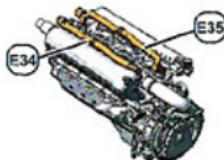
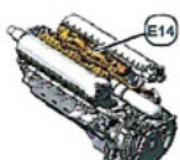
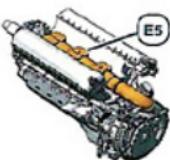
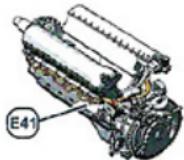
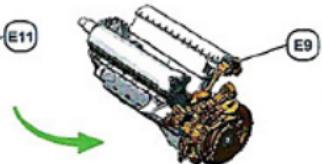
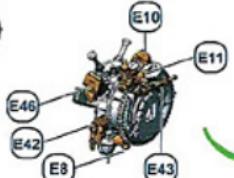
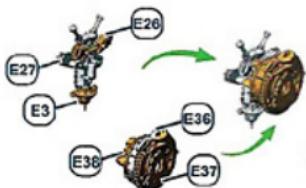
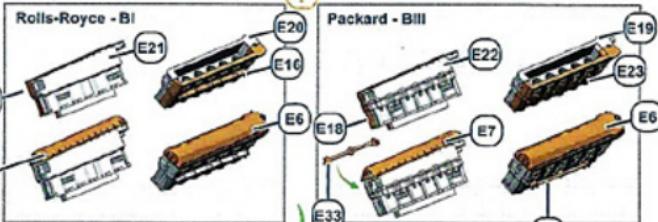
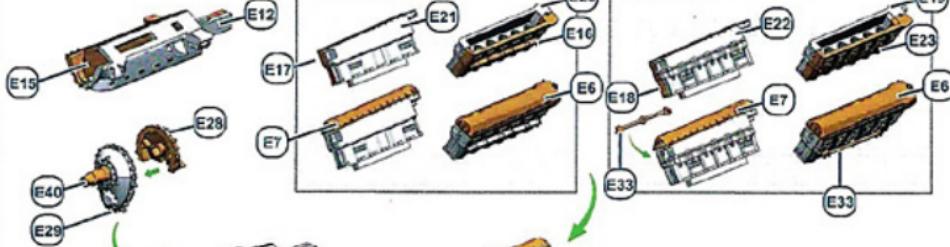


Port Inner Wing

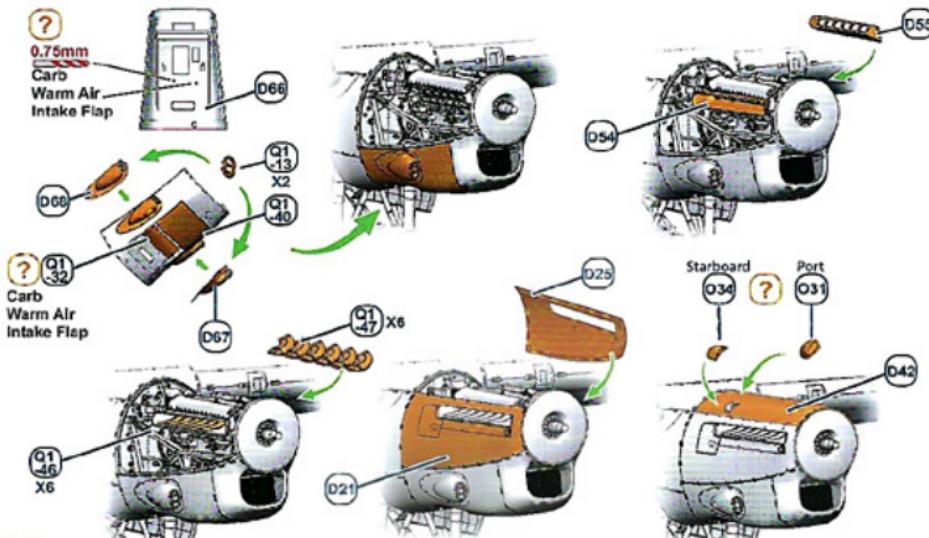
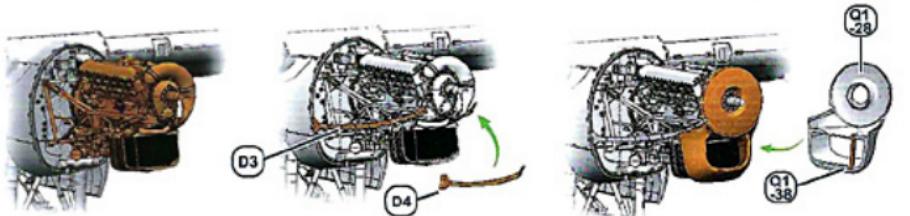
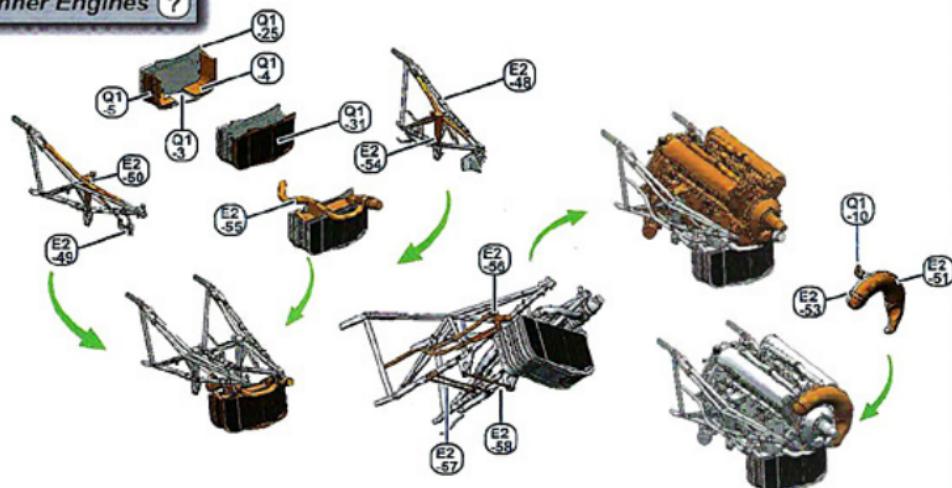


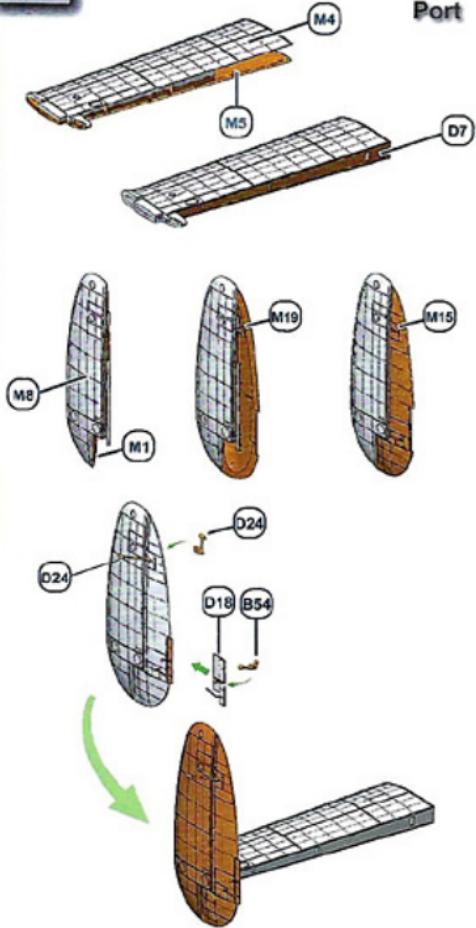
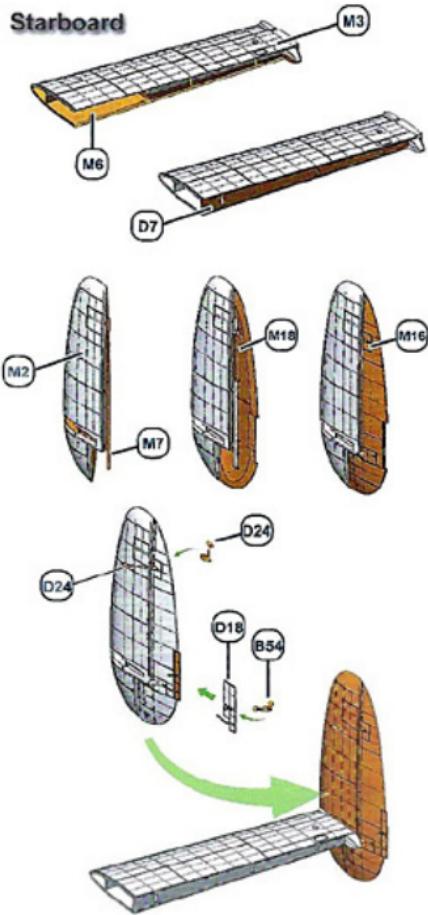
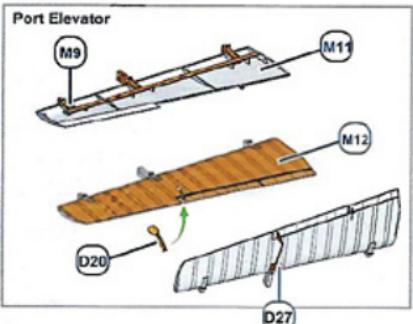
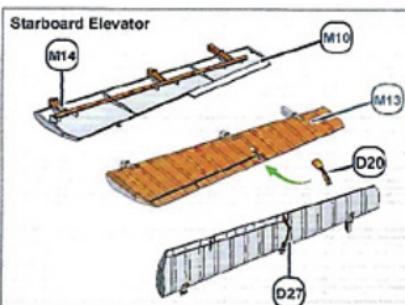
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Engine

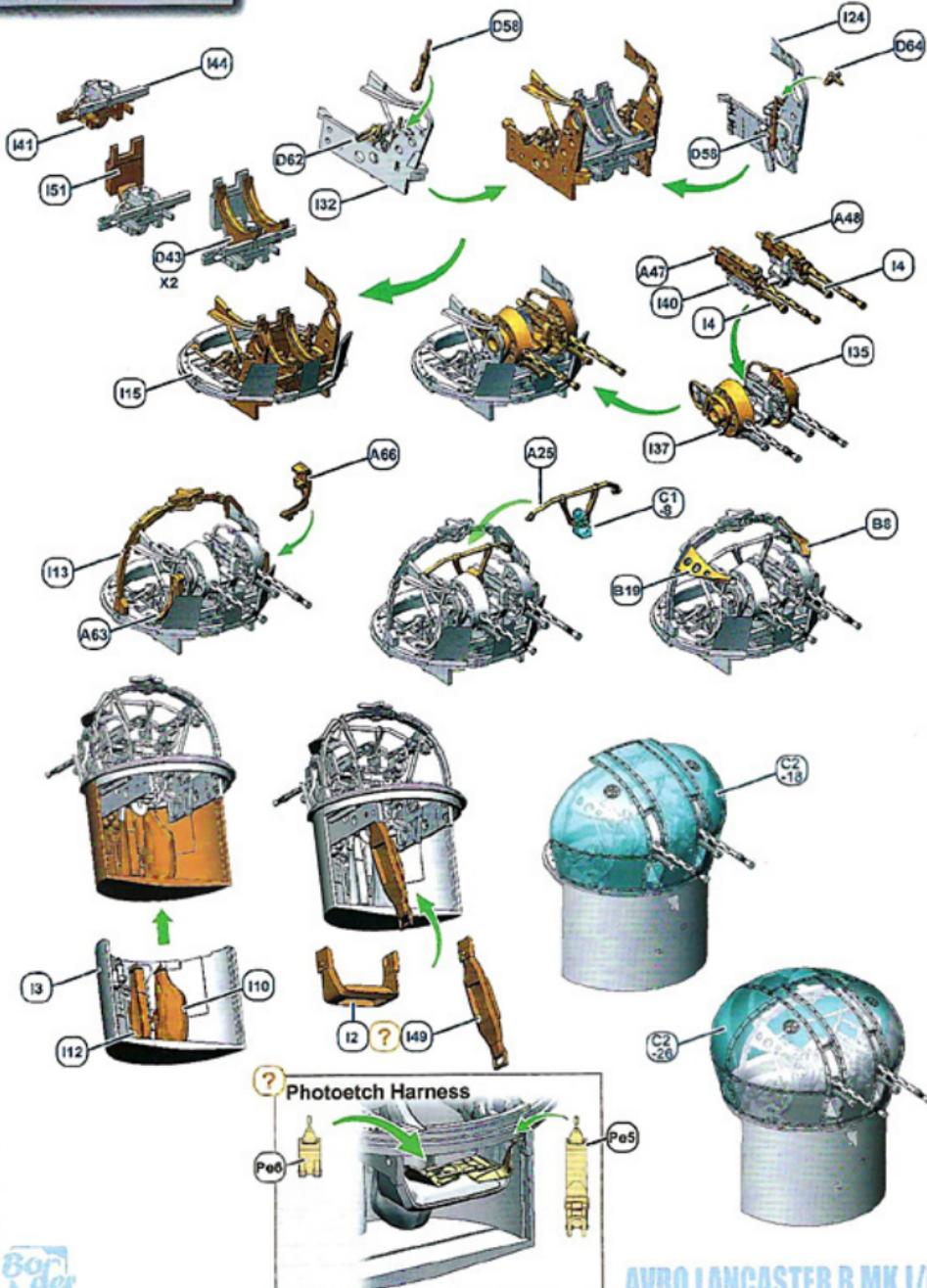


Inner Engines ?

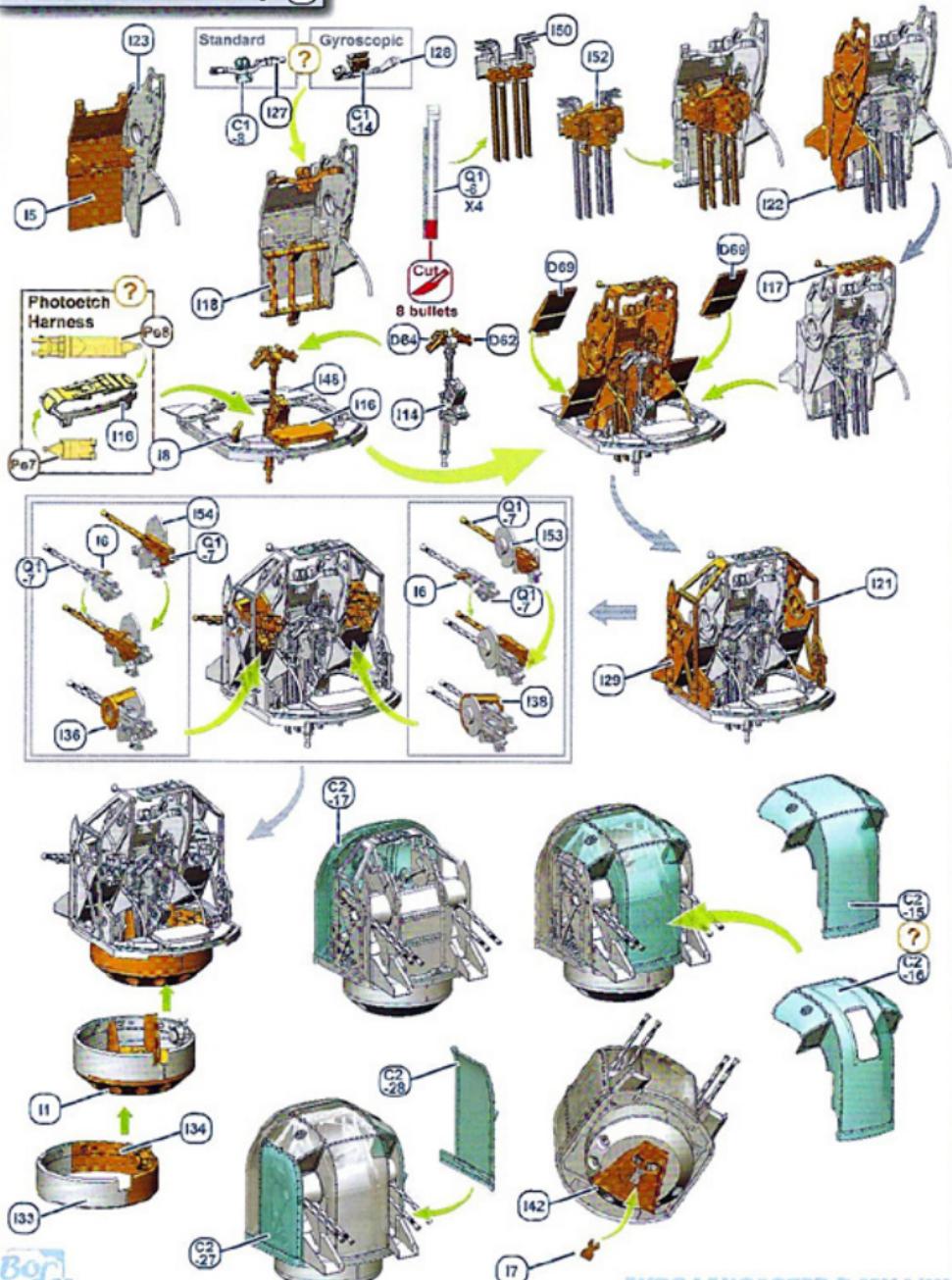


Tail**Port****Starboard****Port Elevator****Starboard Elevator**

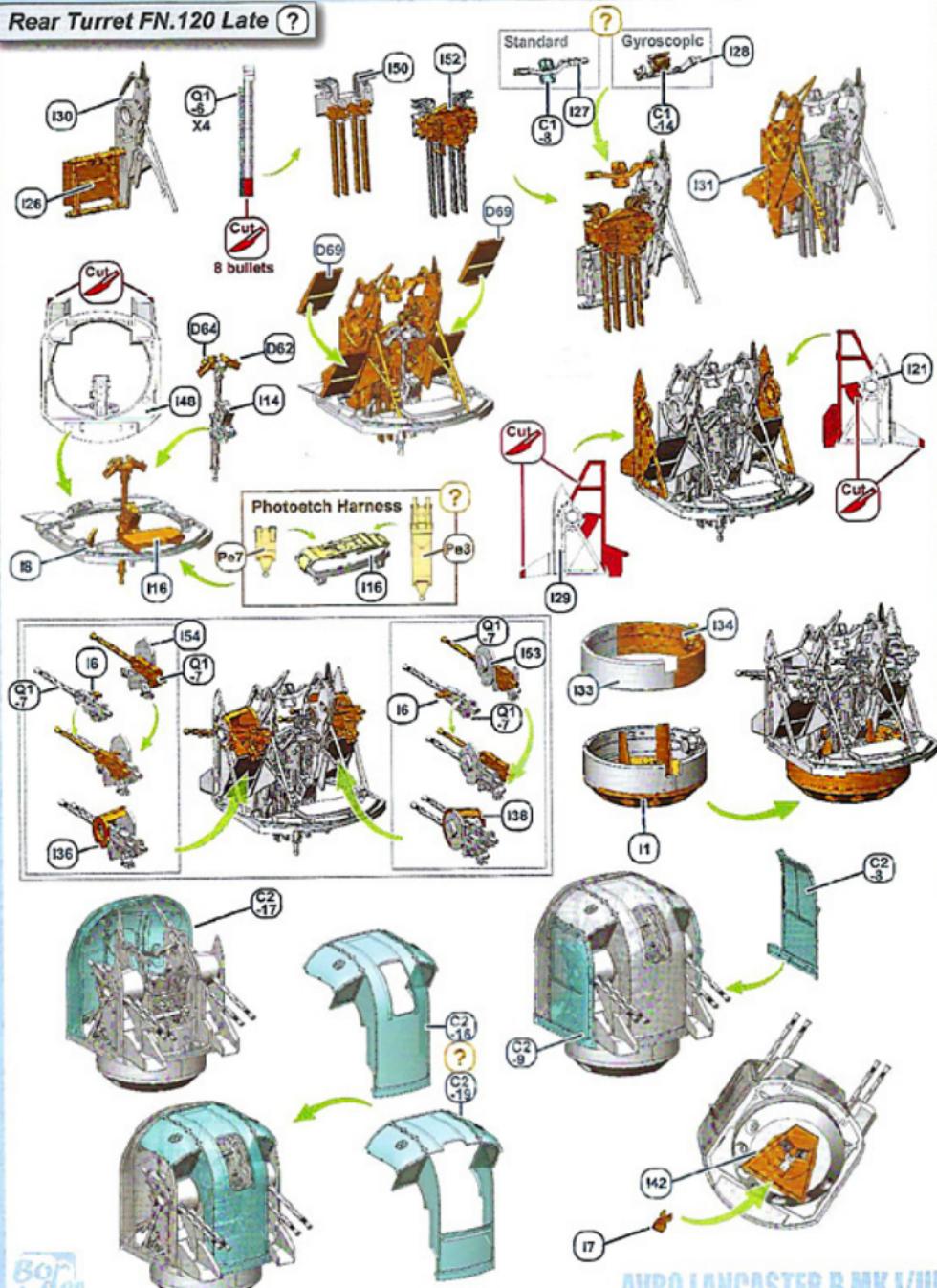
Upper Turret FN.50



Rear Turret FN.20 Early ?



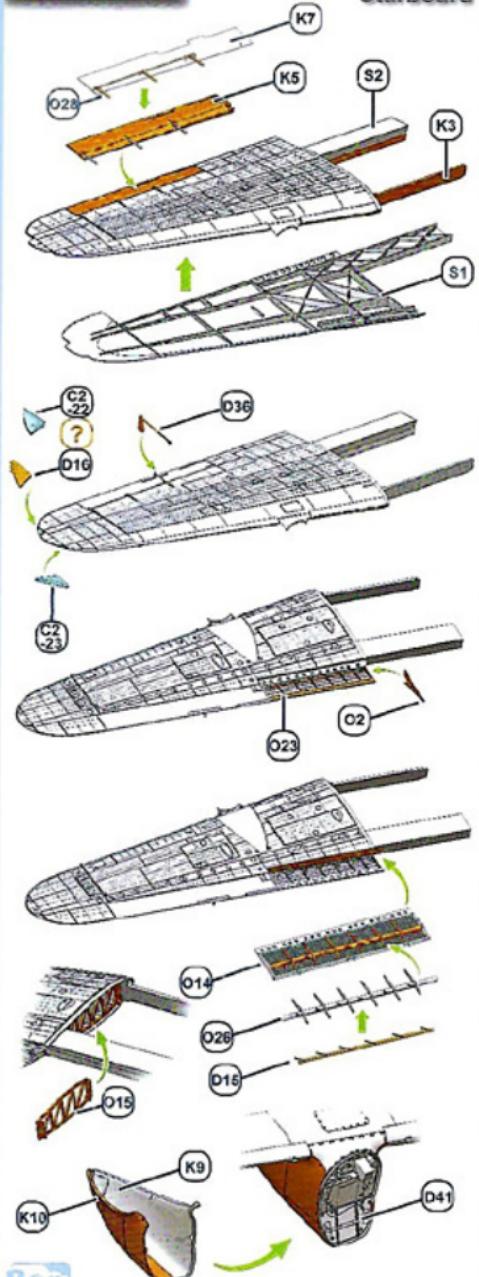
Rear Turret FN.120 Late ?



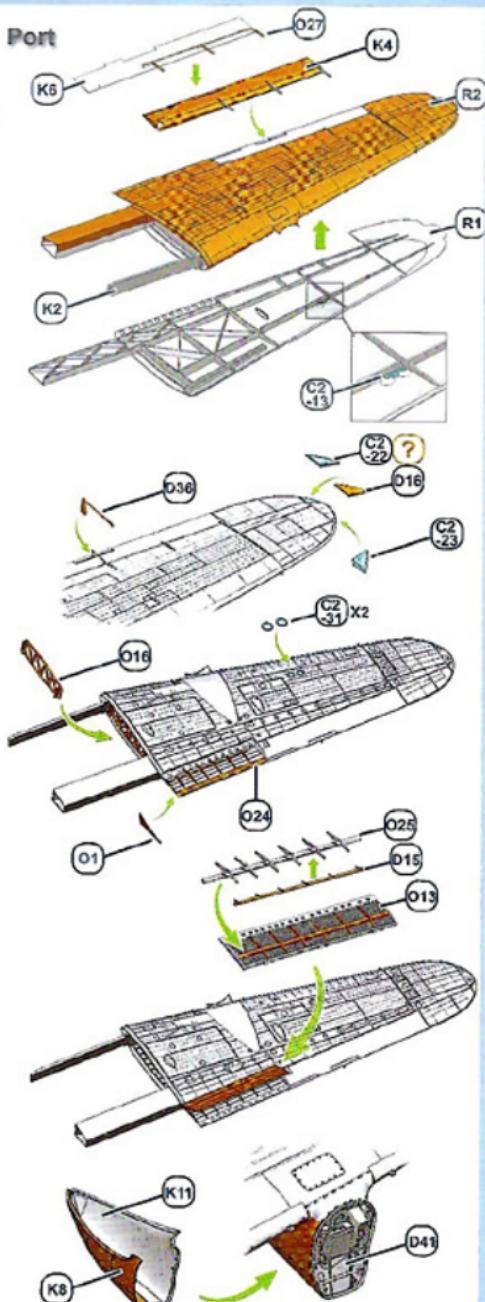
AVRO LANCASTER B.MK.I/III

Outer Wings

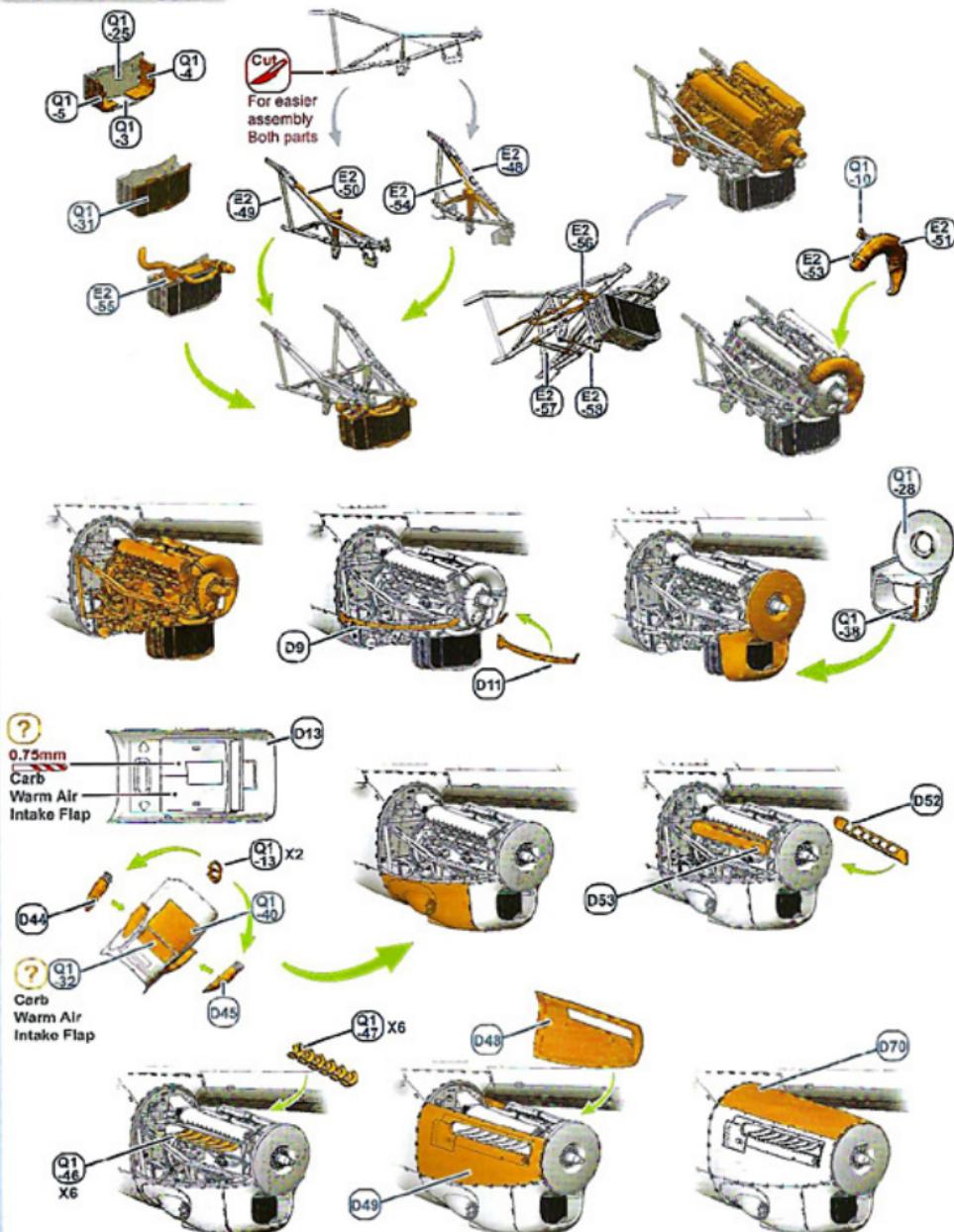
Starboard



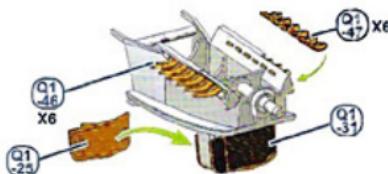
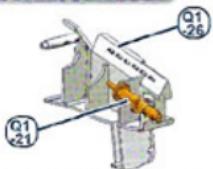
Port



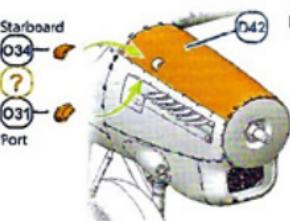
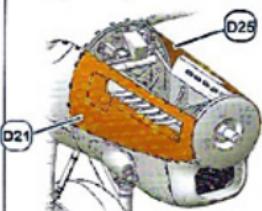
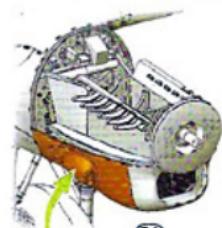
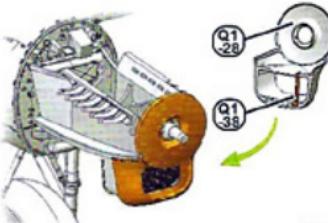
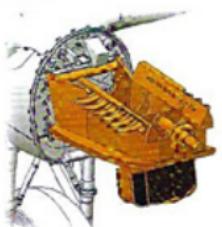
Outer Engines ?



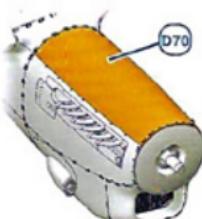
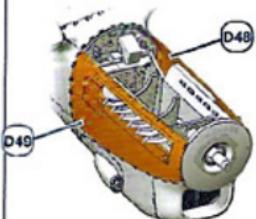
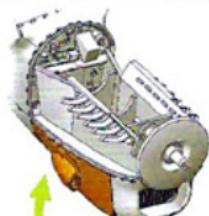
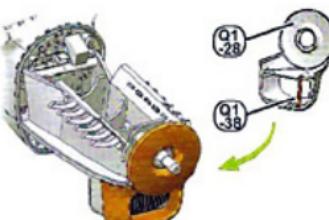
Dummy Engines ?



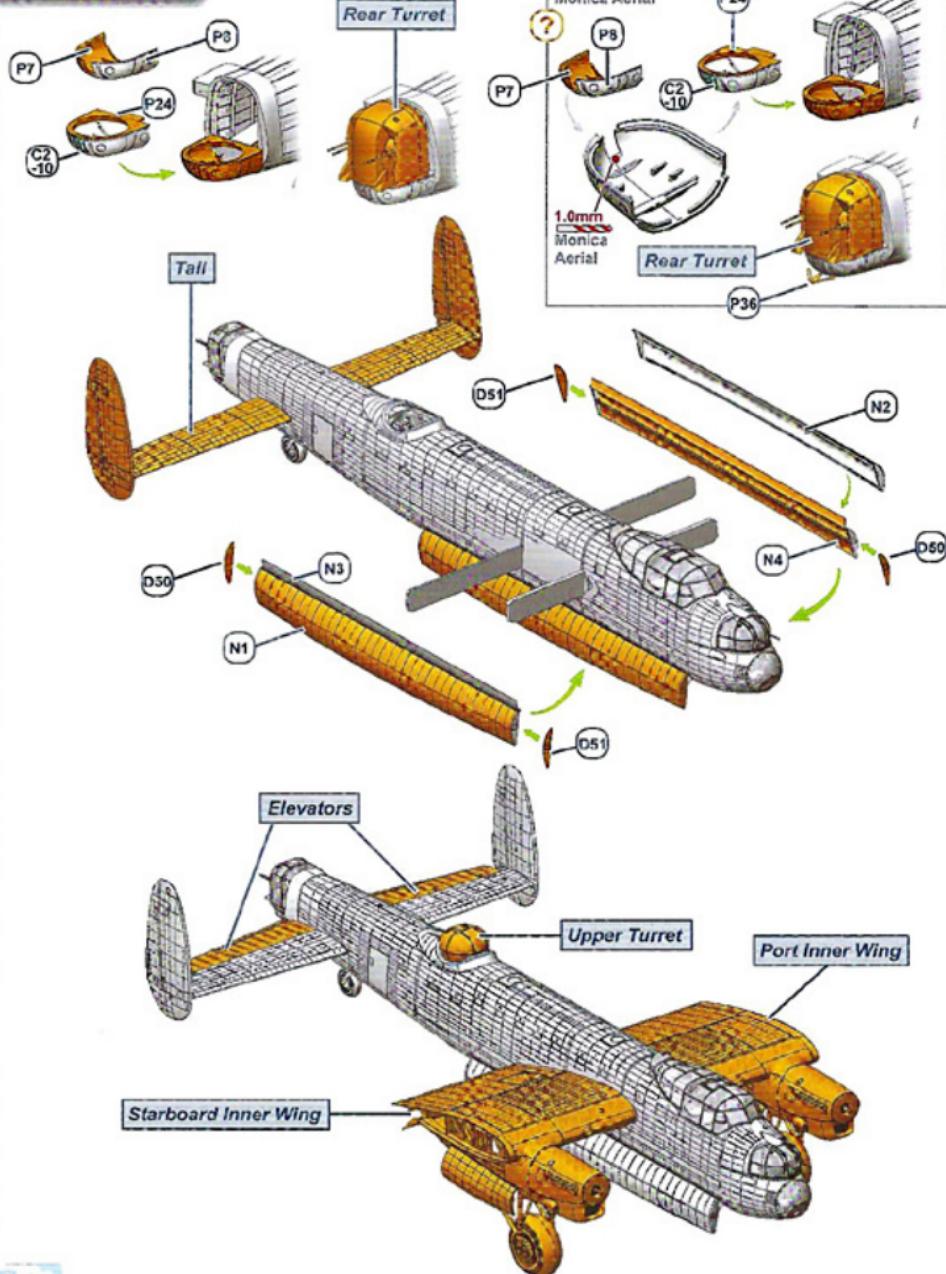
Inner



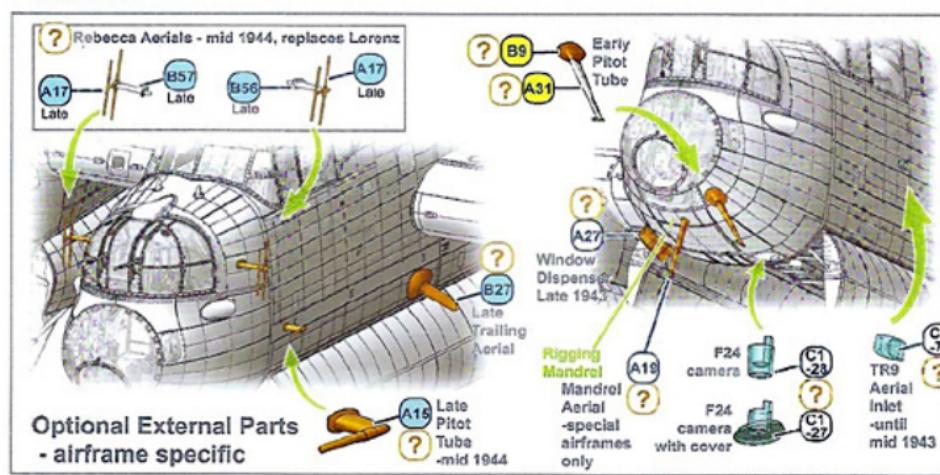
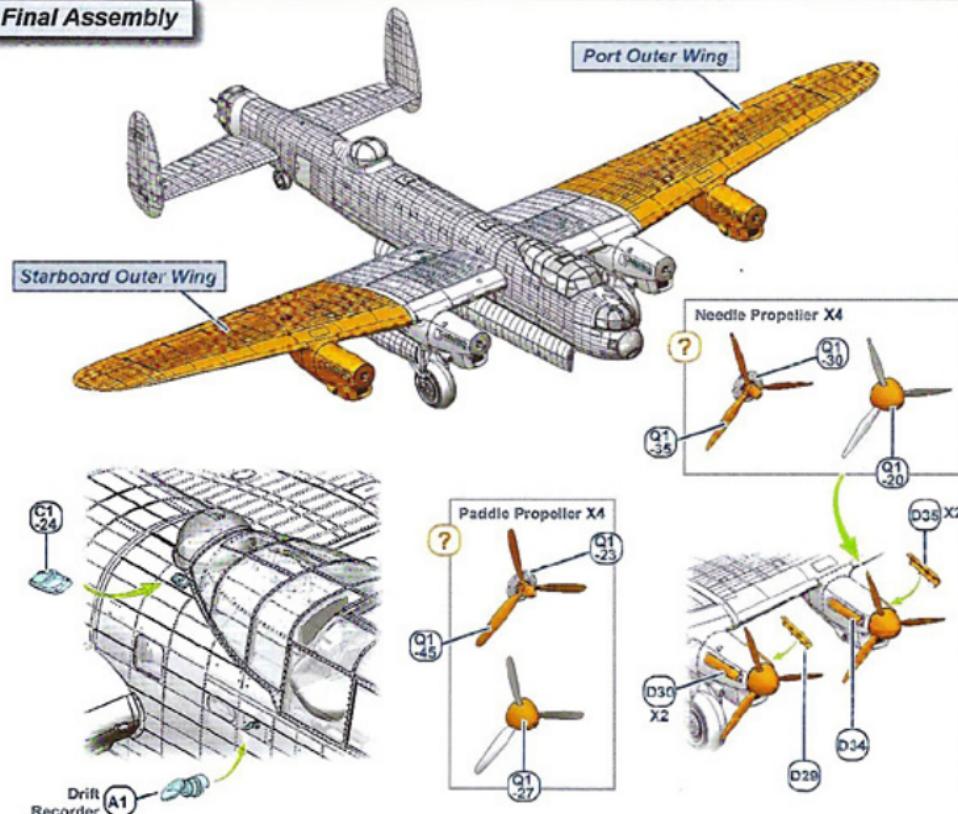
Outer

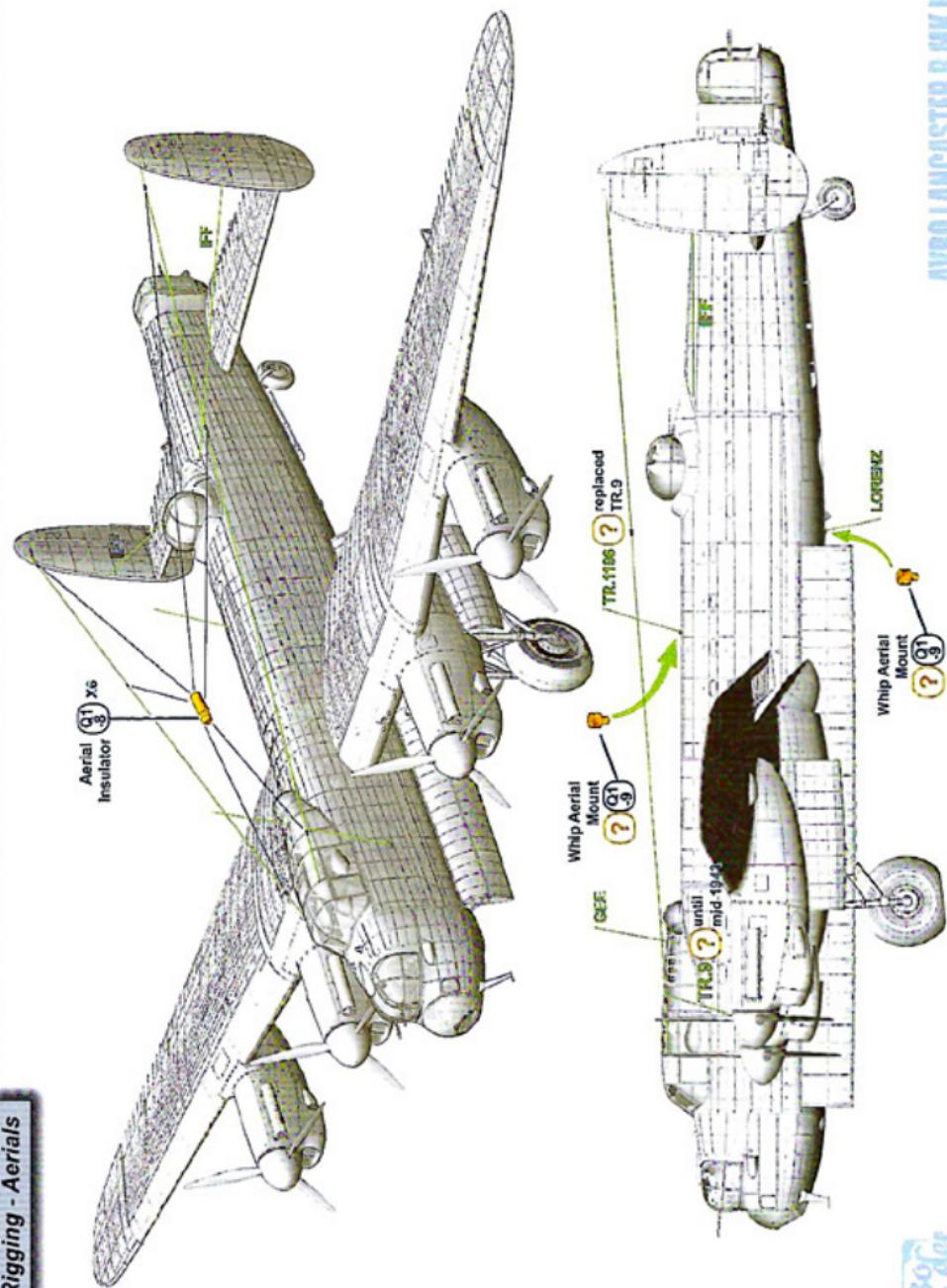


Final Assembly



Final Assembly





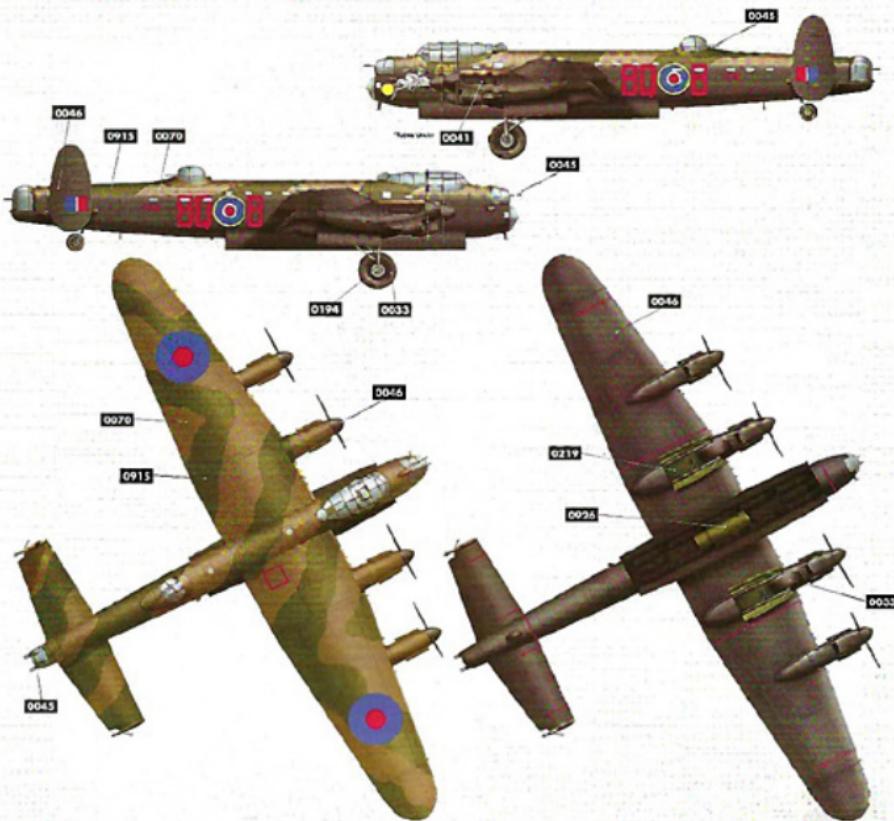
AVRO LANCASTER

B.Mk.I/III

PAINTING AND MARKING GUIDE

BORDER MODEL REF. BF-010 Avro Lancaster B.Mk.III. (Phantom of the Ruhr) 8Q-B EE139 550 Sqn Waltham 1944.

AMIG-0033 Rubber & Tires	AMIG-0041 Dark Rust	AMIG-0045 Gun Metal	AMIG-0046 Mat Black
AMIG-0070 Medium Earth	AMIG-0194 Matt Aluminum	FS 34226 (BS243) Interior Green	AMIG-0915 Dark Green (BS241)
AMIG-0926 Olive Drab Base			



WEATHERING STEPS WITH AMMO PRODUCTS

1. **PANEL LINE WASH**
AMIG-1614 Poly Neutral Brown for Greens and Browns
2. **ACRYLIC WASH**
AMIG-1615 PVA Stone Grey for Black

3. **FLYING SPRAY**
AMIG-1801 Effects Weather
4. **COLORANT**
AMIG-1003 Interior Wash

5. **COLORANT**
AMIG-3004 Europe Earth
6. **ACRYLIC WASH**
AMIG-0709 Dark Brown for upper surfaces

7. **ACRYLIC WASH**
AMIG-0710 Neutral Grey for lower surfaces

AVRO LANCASTER

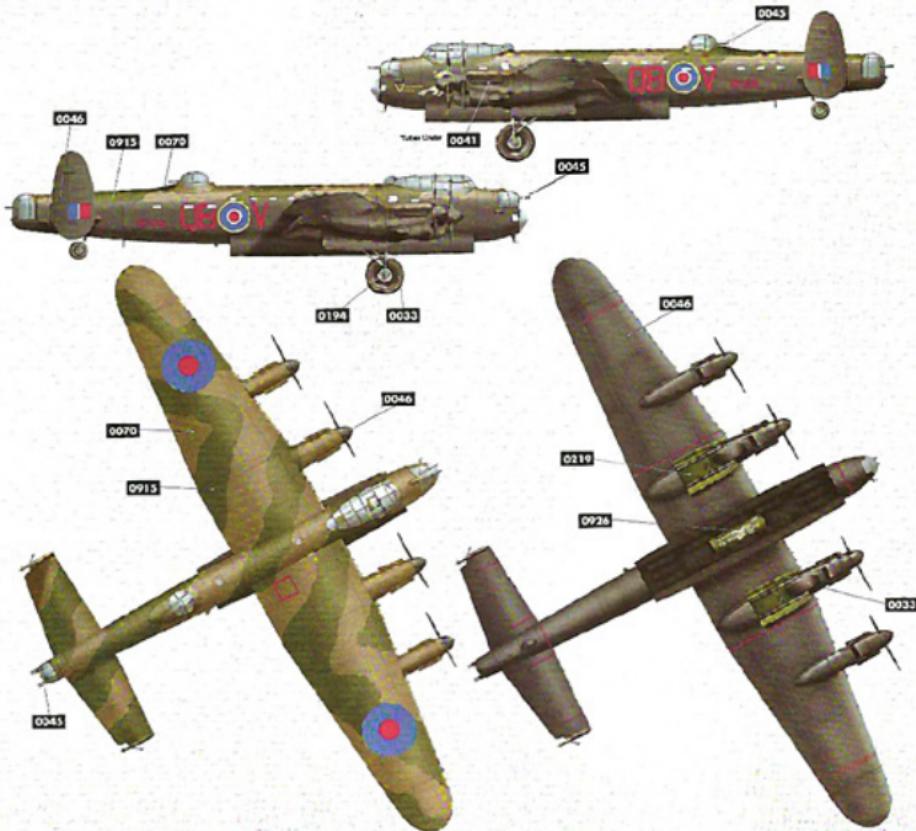
B.Mk.I/III



PAINTING AND MARKING GUIDE

BORDER MODEL REF: BF-010 Avro Lancaster B.Mk.I (Victorious Virgin) RF128 QB-V(424 Squadron). UK, March 25, 1945.

AMIG-0633 Photor & Tires	AMIG-0641 Dark Rust	AMIG-0645 Gun Metal	AMIG-0948 Matt Black
AMIG-0670 Medium Brown Dark Earth (ES-40)	AMIG-0194 Matt Aluminum	AMIG-0219 FS 31229 (ES-210) Interior Green	AMIG-0915 Dark Green (ES-24)
AMIG-0926 Olive Drab Base			



WEATHERING STEPS WITH AMMO PRODUCTS

- 1 PAINT LINE WASH
AMIG-1814 PFM Weather Dresser
2 PAINTLINE WASH
AMIG-1815 PFM Stone Grey for Duck

- 3 PAINT LINE WASH
AMIG-1801 Effect Weather
4 GROUT
AMIG-1003 Interior Wash

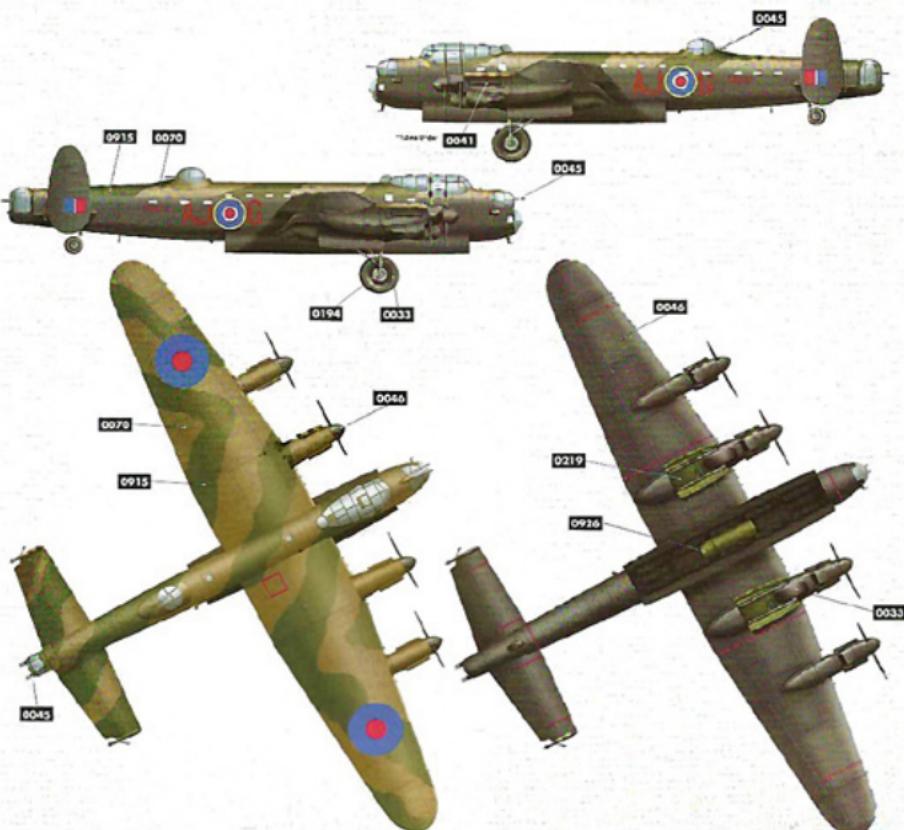
- 5 GROUT
AMIG-3264 Europe Earth
6 ACRYLIC WASH
AMIG-0710 Neutral Grey for lower
surfaces
AMIG-0795 Dark Brown for upper
surfaces

AVRO LANCASTER B.MK.III

PAINTING AND MARKING GUIDE

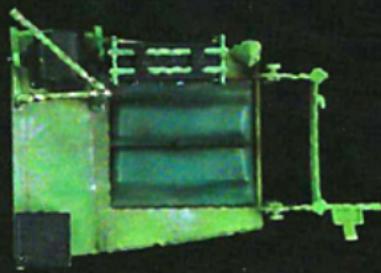
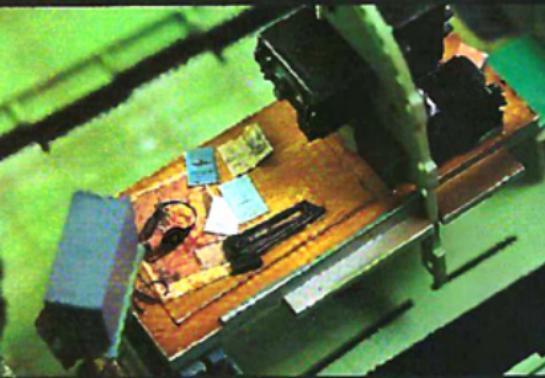
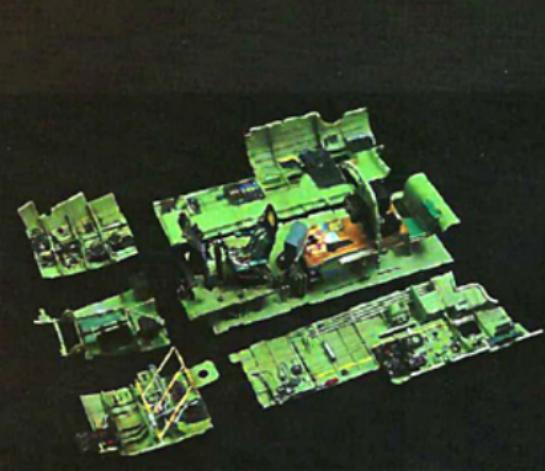
BORDER MODEL - REF: BF-010 Avro Lancaster B.Mk.III, England 1944.

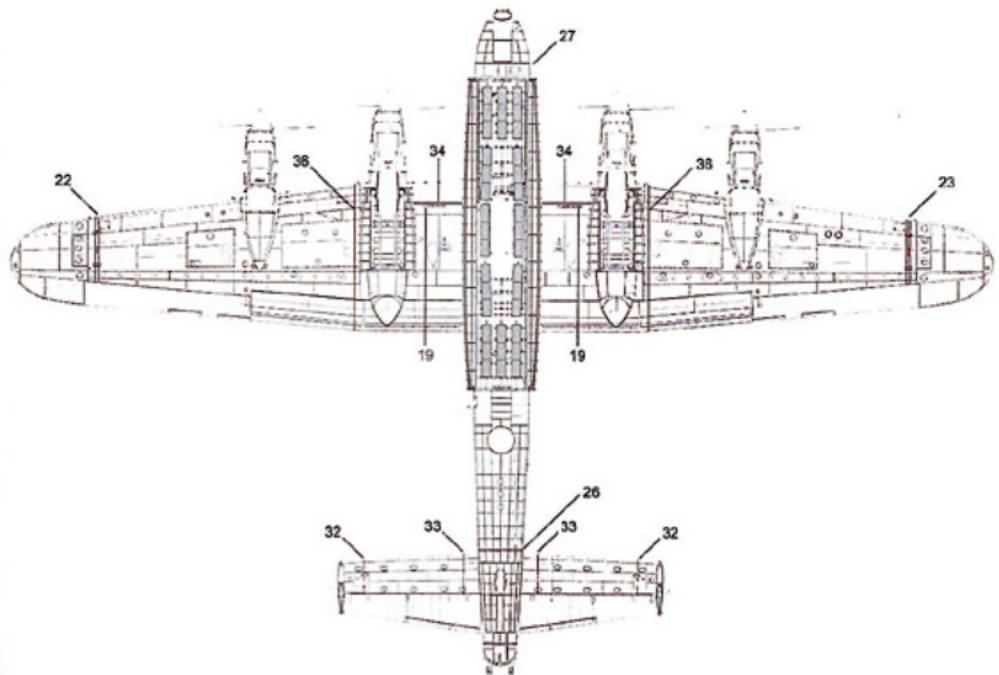
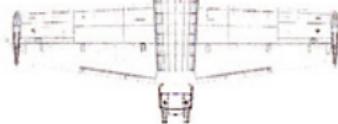
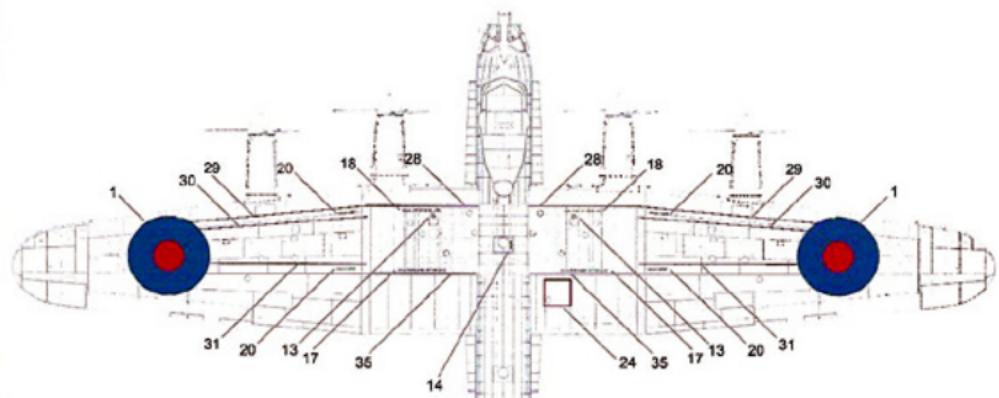
AMIG-0033 Rubber & Tires	AMIG-0041 Dark Rust	AMIG-0045 Gun Metal	AMIG-0046 Matt Black
AMIG-0076 Medium Brown Dark Earth (56450)	AMIG-0134 Matt Alabaster	AMIG-0250 FS 34250 (BS263) Interior Green	AMIG-0215 Dark Green (55261)
AMIG-0926 Olive Drab Base			



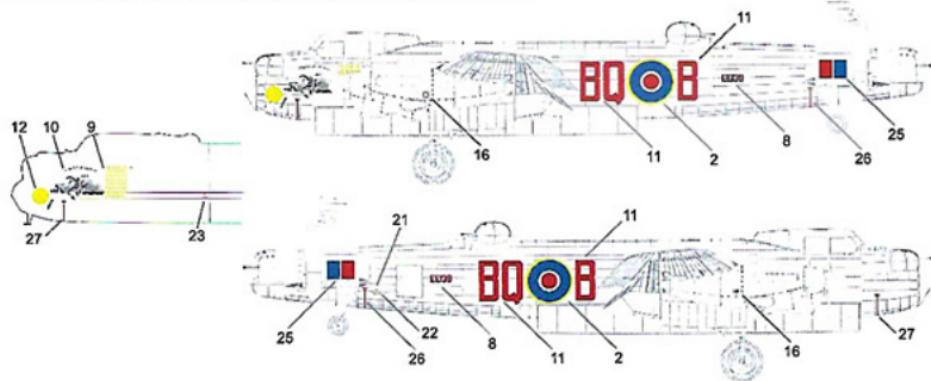
WEATHERING STEPS WITH AMMO PRODUCTS

1. AMIG-1014 AMIG-1014 PUV Neutral Brown for Green and Brown	2. AMIG-1061 AMIG-1061 ESDIC Weather for Gun Metal	3. AMIG-3064 AMIG-3064 Europa Earth for Matt Black	4. AMIG-0704 AMIG-0704 Bark Brown for upper surfaces	5. AMIG-0710 AMIG-0710 Bark Grey for lower surfaces
AMIG-1013 PUV Stone Grey for Black	AMIG-1003 Interior Wash	AMIG-0705 Bark Brown for upper surfaces		

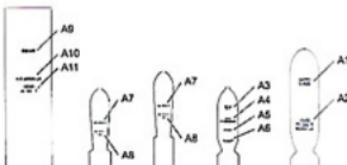
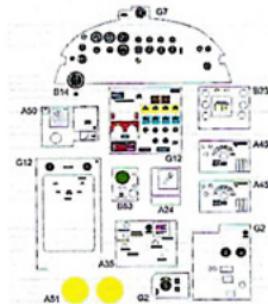
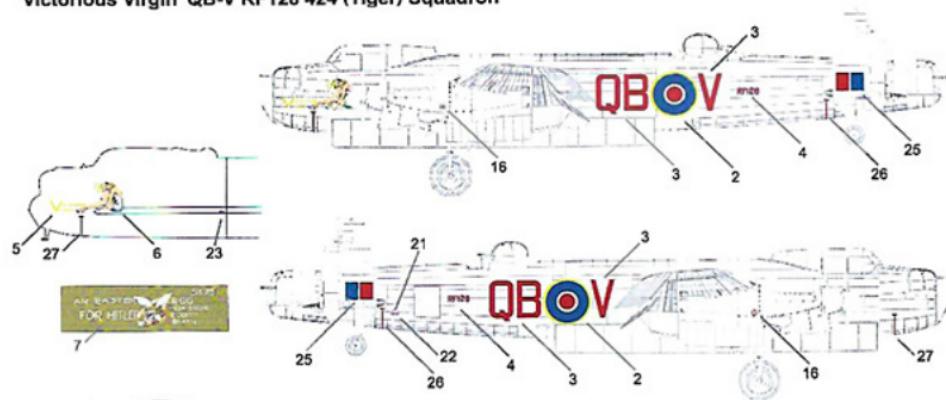




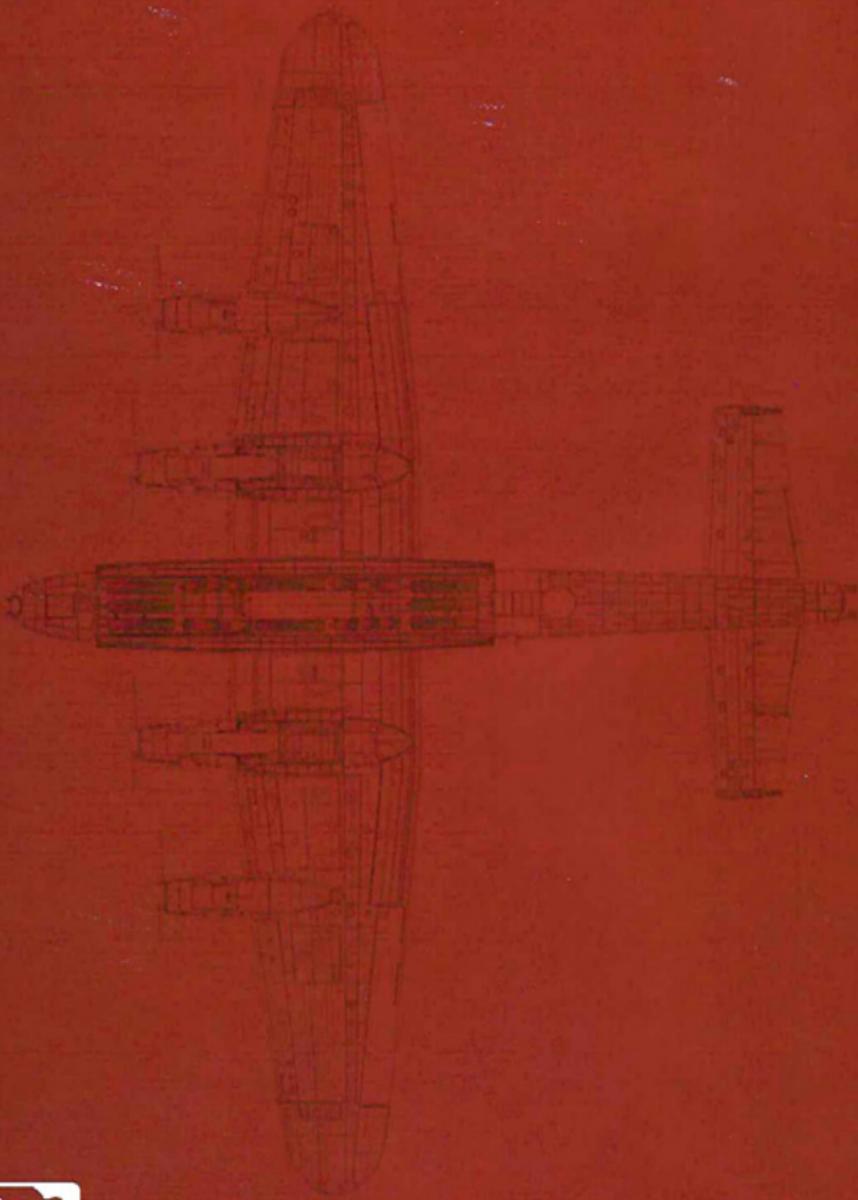
'Phantom of the Ruhr' BQ-B EE139 100 San Waltham 1944



'Victorious Virgin' QB-V RF128 424 (Tiger) Squadron







**Bo
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BF010