

Lincolnversion

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The Avro 694 Lincoln was conceived as a long range development of the Lancaster; indeed the first prototype was known as the Lancaster IV. Renamed, the prototype flew in June, 1944 and plans were made for large scale production. Despite peace time cut backs some 500 examples were built and formed the backbone of Bomber Command until the arrival of the jet age Canberra. Many soldiered on in other roles - especially as engine test beds.

Apart from the sole Canadian Lincoln, the only foreign production was a group of 85 built in Australia. The original intention was to build Lancasters but this was changed to take advantage of the Lincoln's range. Australian manufacture began after the war, A73-1 (built from English components) flying in March, 1946 and being followed by the first all Australian example in November of that year.

The type was used by Nos. 1, 2 and 6 Squadrons, notably during the Malayan Emergency, and also served with 'second-line units such as ARDU and CFS. Another 'special use' was A73-29 which was extensively modified for work with CSIRO. Among the roles in which the RAAF's B30 variants worked was maritime reconnaissance and air/sea rescue; a task for which it was patently unsuited. Accordingly a number of B30's were modified to MR31 standard, most noticeably by having 6'6" extensions of the nose. In all 19 MR31's were produced (including some built new on the production line) and performed well with 10 Squadron at Townsville until main spar corrosion forced their retirement in 1961. Regrettably none have survived, although parts of A73-27 are now in the Thomas Collection at The Oaks near Sydney.

A kit of the Lincoln does exist, but sadly it is one of Contrail's early efforts and, while reasonably accurate, it is crude and needs lots of work. The alternative is to use one of the Lancaster kits and perform a major conversion; again lots of work. If your budget can stand it the third and probably ideal way is to cannibalise both the Contrail and the newer Airfix Lanc. The remainder of this article will concentrate on this last approach with occasional advice for those using just the vac-form kit. Anyone using the second alternative (Lanc. without vac-form) needs brain surgery not my advice.....

Begin with the fuselage. Make a vertical cut through the rear fuselage immediately behind the external stiffening strips which run horizontally above the bomb bay. Cut a 25 mm section from the Contrail kit (or alternatively wrap mould a piece as described in APMA 4/82) and glue this plug between the front and rear fuselage halves. Similarly remove the mid-upper fairing and plug the resulting hole. Some aircraft had turrets, some (especially late in their lives) did not: if you require a turret cut a new hole in the appropriate spot. Contrail's fuselage will be much stronger if you fit a card bomb bay roof/fuselage floor.

Cut off the Lancaster nose and built up a new unit using wrap mouldings/Contrail bits and fit the Contrail glazing. Sadly the Contrail snout is probably the worst feature of the kit - so either way you are in for some interesting scratch building. The MR31 extension is parallel sided, not the too deep lump provided by Contrail, so again some simple wrap moulding is required. Contrail's turrets are useable but not their canopy as it is the wrong shape. Fortunately, Mr. Airfix's item is perfect.

The Lincoln has longer span wings than the Lancaster. You have several options here: extend the Airfix units with card and putty and revise the ailerons; de-rivet the wings from a Frog Shackleton (if you have one!) and fit new rounded tips; or use the Contrail bits. The latter will have to be cut at the outer edge of the centre-section (which is flat) and the outboard panels cranked up to give the correct dihedral. Heavy (not less than 40 thou) spars are necessary and

doublers are suggested between the inner and outer panels to strengthen the wing joint. Extra detailing such as cut out ailerons, flaps and the like is up to you.

Engines can be either Lanc. nacelles extended with 19 mm tubes and putty or Contrail bits. Either way the front portions should be made from resin castings. Suitable bits are available from the Warrimoo Clinic and Plastics Foundry (contact via APMA's Secretary); Props are easy: use Aeroclub parts, as modifying 16 Airfix/Contrail blades is no fun at all. Aeroclub also make good exhausts as does the Foundry.

The tail units are almost pure Airfix since only the lengthened rudder trim tabs will have to be made from scrap. Use the Airfix undercarriage as the Contrail units require enormous amounts of work and will be very fragile under such a heavy model. Thereafter it's up to you - add aerials, minor details and a paint job to suit your own tastes.

So much for 1:72. If you really like a challenge take one 1:48 Tamiya Lancaster

REFERENCES

'Lincoln at War' by M. Garbett and B. Goulding (Ian Allan) is highly recommended - it has a good potted history and many useful photographs, including interiors, of the type. Aviation News Volume 3 No. 2 has drawings and Airfix Magazine January, 1972 has a 'balsa technology' conversion article.

Colour Schemes

Initial RAAF deliveries had natural metal finishes overall with 'wartime' (blue/white) roundels in six positions and similarly coloured flashes on both faces of each fin. Serials, stencils, anti-glare panels and prop. blades were black, the latter having yellow tips. The 'TRESTLE HERE' lettering and stripes (below the nose and immediately forward of the tail wheel) were also black. Typical examples were A73-1 and A73-2.

Subsequently all aircraft were lacquered silver overall and red centre discs and stripes were added to the insignia. The 'last two' of the serials were repeated below the nose and tail glazing in black. In operational service the Squadrons were identified by coloured spinners viz.: No. 1 blue, No. 2 yellow, No. 6 red, No. 10 light blue, No. 11 black. Typical examples were A73-31 and A73-41, both of No. 6 Squadron. A73-27 shown is atypical in having trainer style nose numbers but was otherwise standard. In line with other RAAF aircraft, the fuselage roundels changed to the now-current "Kangaroo" style in the late 'fifties.

Operations in Malaya were recorded with bomb silhouettes stencilled below the cockpit on the port side, in black for daylight operations and in red for night. Night raids made up approximately one-fifth of total operations. Unfortunately, it is very difficult to tell the difference between the two types of marking in most photographs, so a random scattering on an approximate one-in-five basis is probably the only answer.

Squadron crests were common, but seem to have been applied only on the port side as per A73-36, which was as described above with 'roo roundels.

MR 31's were also as described above but without the squadron crests. A73-57 shown is the only known exception, and had crests on both sides of the nose.

RAAF Lincolns had several different mid-upper turret configurations: flat topped, as on RF 385; bulged, as on A73-27; or none at all, as on A73-57. Check your references when modelling other aircraft. Note also that the upper hatch (between the whip aerials) was in clear perspex on all aircraft. The crew door in the starboard rear fuselage was in the same position relative to the tail unit as on the Lancaster, and all radomes were translucent grey-brown.

FUERZA AEREA ARGENTINA

The Argentinian aircraft shown is one of 30 aircraft delivered to the FAA. It is shown in the initial delivery scheme of medium sea grey above black. Blue/white/blue roundels were carried above the wings and on each side of the fuselage. White serials similar in style to the nose numbers (i.e. with a more open loop on the '2') were applied beneath the wings reading from the front (port) and rear (starboard), positioned as for RF 385. Note that a number of canopy panels have been overpainted in white, presumably to keep the cockpit temperature down.

RAF

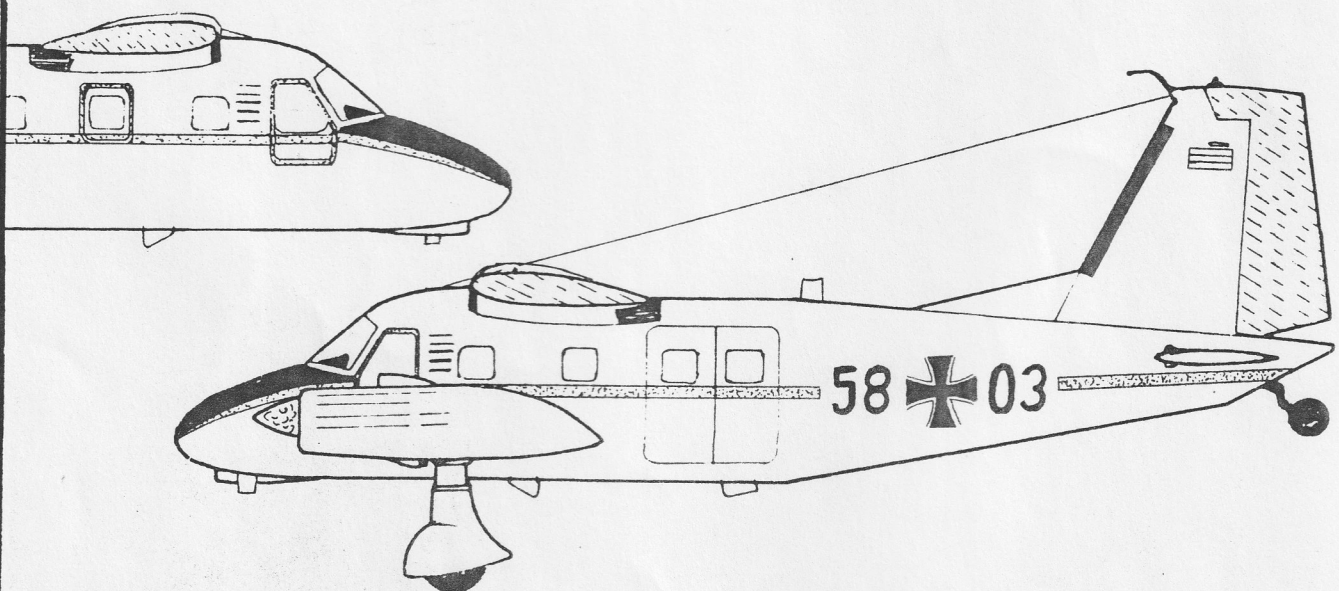
RF 385 was an early production example earmarked for service in the Far East with Tiger Force. Finish was white overall with black undersides. Upper wing roundels were 'C' type (shown dotted) and underwing serials were white, reading from the top on each side. Fuselage serials were in black. Fuselage codes were in wartime dull red on the first three aircraft delivered (all to 57 Squadro, as shown here), this later changing to grey and later again to black. Note the damaged 'X' in RF 385's code. Other similarly marked aircraft were RF 389 (AA-A, 75 Squadron, grey codes) and RF 388 (KM-C, 44 Squadron, black codes).

Not drawn, but a fairly simple scheme, were the three prototypes: PW 925, PW 929 and PW 932. All were finished in the standard prototype scheme of dark green/dark earth upper surfaces, fuselage sides and fins, in the same pattern as that used on the Lancaster, and yellow undersurfaces. Roundels and fin flashes were standard type 'B'/'C1'/'C' in black under the wings as per RF 385 and in grey on the rear fuselage. The standard "P in a circle" prototype marking was carried ahead of the roundel on each side of the fuselage, the circle being the same size as the yellow outer ring of the roundel. All aircraft had 3-beaded Lancaster-style "paddle" props and spinners in matt black. Note that PW 925 did not carry armament.

Note that all aircraft, irrespective of user, soon acquired heavy exhaust staining on the wings.

Skyservant

IAN WRENFORD



Gloss white overall with pale blue stripes. Dayglow red wingtips, rudder and pitot. Note that this is a VIP/photo survey aircraft and has full span L.E. slats, floor hatches and a camera in place of the landing light in the nose. Black markings and de-icing strips. Spinner is natural metal.