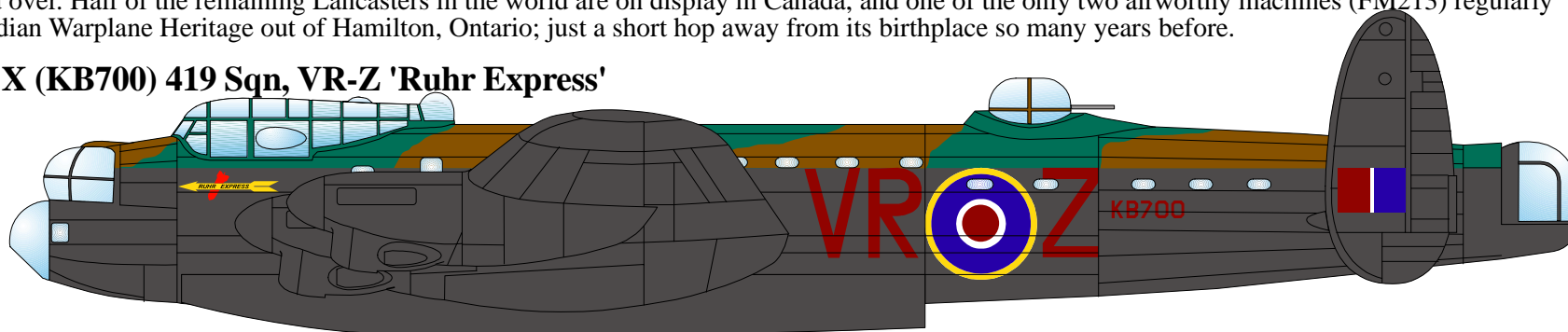


Belcher Bits Decal BD32: Canadian Lancaster X 1/48

In 1943, Victory Aircraft in Malton, Ontario started building the Lancaster Mk X, a Canadian-made version of the Lancaster B.III. Nearly all of the 430 machines (in two batches KB700-999 and FM100-230) were sent to the UK where they served in Canadian squadrons in 6 Group Bomber Command. After the war, 160 were taken on strength with the RCAF and flown home to Canada. Many were rebuilt as Lancaster 10s in several versions for maritime reconnaissance, navigation trainers and photo-mapping duties with the RCAF. The last of these machines was retired in the early sixties.

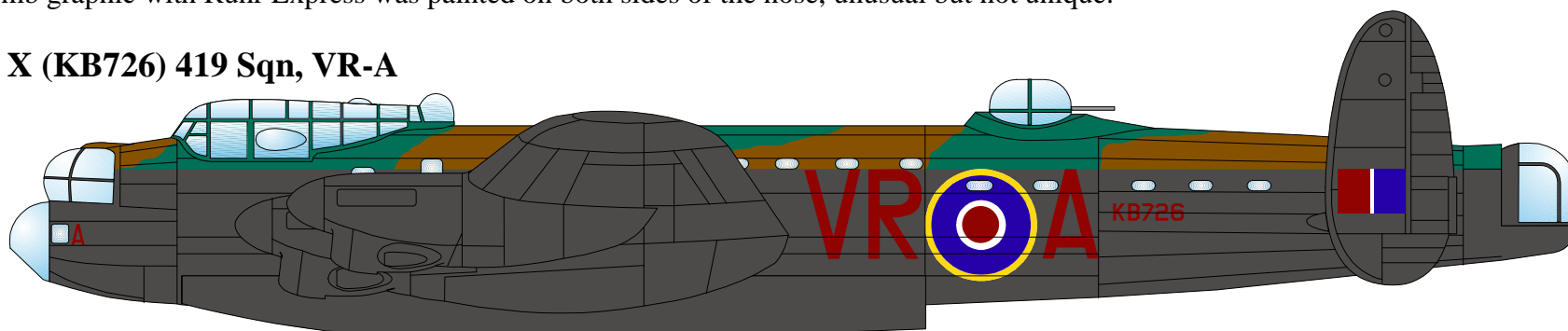
As built, Lancaster Mk Xs were difficult to distinguish from other marks. Apparently, many were delivered with bulged bomb bays (but not with the lower FN64 turret or fairing). Many of the first batch were fitted with the FN50 mid-upper turret (photos confirm this on KB839), the rest with the Martin 250 low drag turret. Lancaster KB783 was the trials a/c for this installation. This turret with twin 0.50" guns did not have the large fairing seen on the earlier turret and, because of weight differences, it was installed about 72" further forward. Post-war Lanc 10s dispensed with upper turrets altogether, and later even nose and tail turrets were removed and faired over. Half of the remaining Lancasters in the world are on display in Canada, and one of the only two airworthy machines (FM213) regularly flies with the Canadian Warplane Heritage out of Hamilton, Ontario; just a short hop away from its birthplace so many years before.

Lancaster Mk X (KB700) 419 Sqn, VR-Z 'Ruhr Express'



This aircraft was the first Lancaster Mk X built by Victory Aircraft, and served with 419 Sqn until destroyed in a landing accident in January 45. Typical RAF scheme of Dark Earth and Dark Green over Night Black. Overwing markings were large Type B roundels. Fuselage roundels were Type C1. Squadron codes were Dull Red, as were a/c serial numbers aft. Note that the serial numbers were done with a clipped corner style font; this has been confirmed by wartime photographs for 419 Sqn. The arrow and bomb graphic with Ruhr Express was painted on both sides of the nose, unusual but not unique.

Lancaster Mk X (KB726) 419 Sqn, VR-A



This aircraft was shot down on 24 April 1945. It is significant because it was during this mission that FO Andy Mynarski sacrificed his chance of survival in trying to save his fellow gunner, and was posthumously awarded the Victoria Cross when the story became known after the war. The Canadian Warplane Heritage painstakingly rebuilt a display Lancaster 10 (FM213) to flying condition and painted it in the markings of VR-A to honour FO Mynarski. Today, this is one of only two flying Lancasters in the world.

Markings are for VR-A as she probably appeared in service. Paint scheme as for KB700. The 'current' VR-A has no mid-upper turret, standard bomb bay doors and markings, though similar, are in a brighter red than would have been used in WWII.



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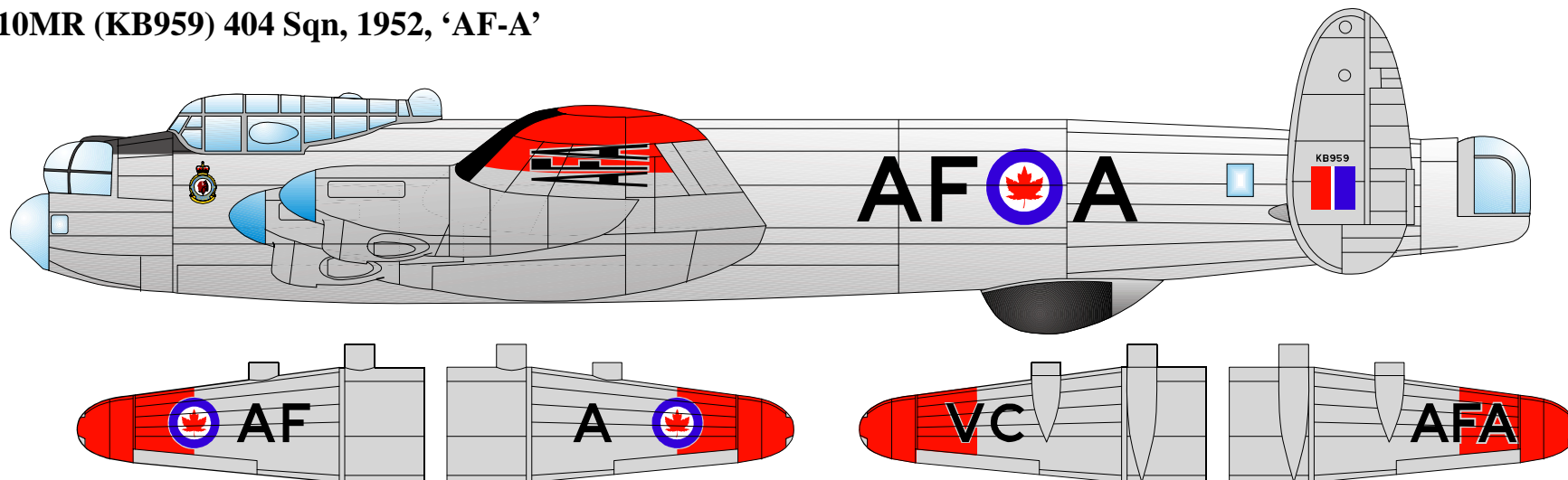
Lancaster 10MR (KB959) 404 Sqn, 1952, 'AF-A'



404 Sqn



405 Sqn



Many Lancasters were converted post-war to 10MRs for maritime reconnaissance. They served with 404, 405 and 407 Sqns. The conversions involved fitting long range fuel tanks, sonobuoy processing equipment and an observer's position just forward of the tail with observation windows each side.

Overall natural metal, with red wingtips (from mid-aileron outboard) and horizontal stabilizers (but not the control surfaces). Propeller spinners were painted pale blue. Wing markings were 84" roundels top only; as well as the a/c code AF and A port and starboard. On the wing bottom, 48" VC under starboard, AFA under the port wing. Fuselage roundels were 36" with 30" black letters.

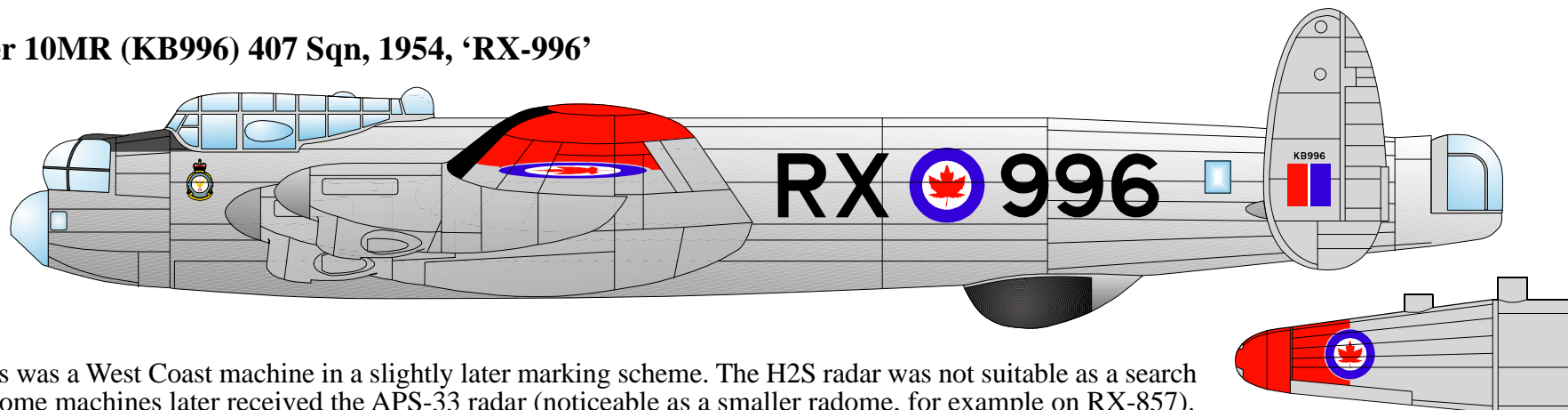
405 Sqn markings (AG-A) are also included with this sheet, including a squadron crest.

Ref: **Canada's Air Force, Vol.3, p.400**

Lancaster 10MR (KB996) 407 Sqn, 1954, 'RX-996'



407 Sqn

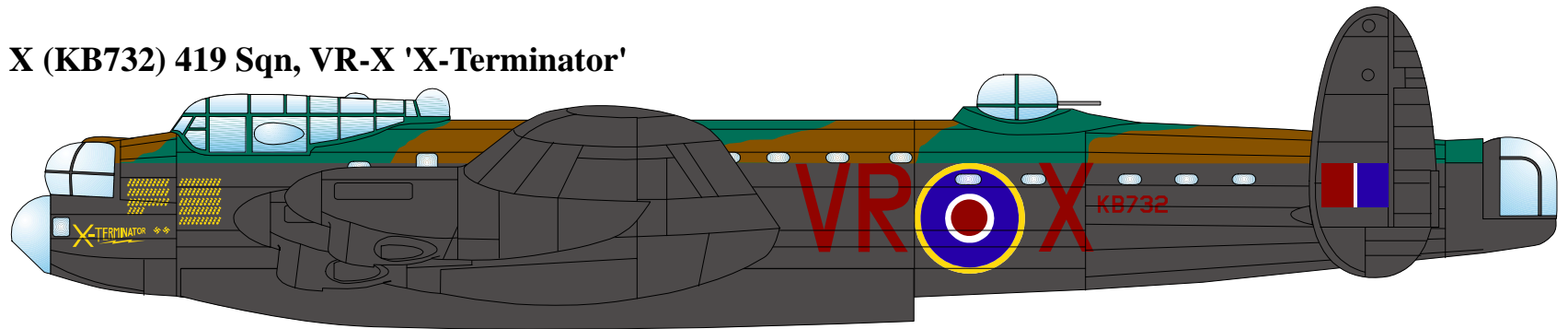


This was a West Coast machine in a slightly later marking scheme. The H2S radar was not suitable as a search radar and some machines later received the APS-33 radar (noticeable as a smaller radome, for example on RX-857).

Overall natural metal, with red wingtips (from mid-aileron outboard) and horizontal stabilizers (but not the control surfaces) Not shown here, but applicable to later versions of this scheme, was the anti-corrosion grey paint applied about 1955. The belly, nacelle rears and wings in way of the engines were painted with an anti-corrosion grey (a slightly greenish light grey). The belly grey had a thin black cheatline with a simple flash in the nose area (this is not included on the decal sheet) Propeller spinners were painted pale grey. Wing markings were 84" roundels top and bottom. Fuselage roundels were 36" with 30" black letters.

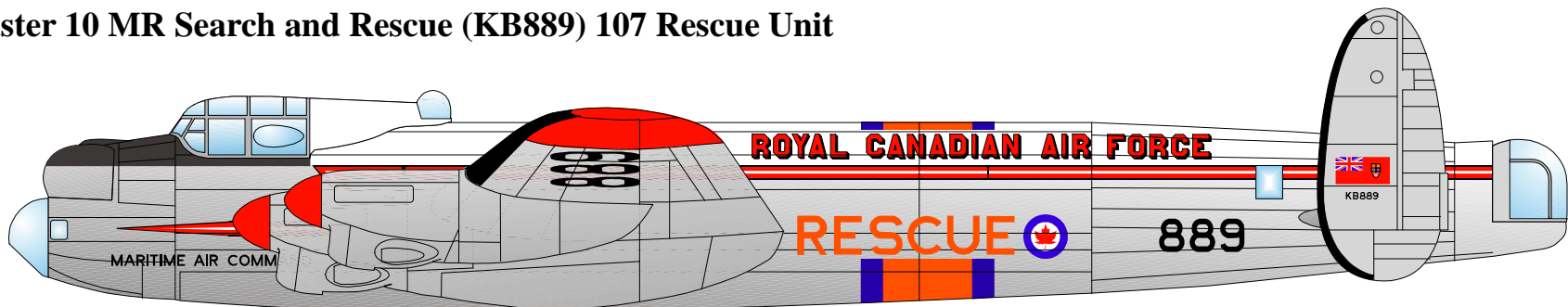
Ref: **Air Enthusiast 86, p.23**

Lancaster Mk X (KB732) 419 Sqn, VR-X 'X-Terminator'



This aircraft was the first Lancaster Mk X to shoot down an enemy fighter (it later scored a second as well) and the last a/c of 419 Sqn to land following the final sortie on April 25, 1945. Paint scheme as for KB700. This aircraft made it back to Canada but was scrapped in 1948.

Lancaster 10 MR Search and Rescue (KB889) 107 Rescue Unit



Search and Rescue Lancasters were not special variants, instead they were de-weaponized versions of the Lancaster 10MR with long-range fuel tanks. This scheme is at end of service in 1964.

Overall natural metal with a white fuselage top (including canopy rear) over the 8" RCAF flash. Above that, 12" shadow lettering ROYAL CANADIAN AIR FORCE. Below the flash on the nose is the Command title. Fuselage roundels were 24", with 18" 'last 3' behind. Between the roundel and the wing is RESCUE in 24" dayglo. There is a 48" dayglo band top and bottom of the fuselage, bordered with 12" roundel blue bands (not included in decal sheet, but easy to paint). The vertical stabilizers have the Canadian Red Ensign with serial number below (this and the Lanc 10AR were the only variants to use this flag). The wing upper surfaces carried 84" roundels, with 48" RCAF (starboard) and 889 (port) below, wingtips outboard of the ailerons were red.

This aircraft was on display in Niagara Falls until sold to the Imperial War Museum in the UK where it is now on display in wartime markings at Duxford. Markings are also provided on the sheet for FM213, another 107 RU machine that was later rebuilt to flying conditions with the Canadian Warplane Heritage as the Mynarski Lanc VR-A.

Ref: RCAF Aircraft Aircraft Finish and Markings, p.190

References

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