



1:72 Avro Vulcan B.2

A12011 SCALE MODEL CONSTRUCTION KIT | Wingspan: 470mm Fuselage Length: 450mm | Two Decal Schemes Included

EN Occupying a significant position in the history of post war British aviation, the Avro Vulcan was without doubt one of the most distinctive aircraft ever to take to the skies, with its huge delta wing profile becoming almost as iconic as the elliptical wing of the Supermarine Spitfire. Built to satisfy an extremely demanding Air Ministry requirement for a fast, high altitude strategic bomber, capable of carrying a 'special' payload of 10,000 imperial pounds in weight (a nuclear device), the new aircraft was intended to serve as an airborne deterrent to any future military threat against the UK, with the required specifications representing a 100% increase in the capabilities of any previous British bomber aircraft. When the Vulcan made its maiden flight in August 1952, the Avro team were well on the way to presenting the Royal Air Force with not only the world's first delta bomber, but also one of the world's most effective strike bombers. Interestingly, all this was achieved just nine years since the Avro Lancaster's of RAF No.617 Squadron had launched their famous raid against the great dams of the Ruhr Valley.

As the Avro Vulcan entered squadron service with No.83 Squadron at RAF Waddington in July 1957, Britain now possessed the fastest nuclear capable bomber in the world. It seems strange to describe an

FR L'Avro Vulcan occupe une place importante dans l'histoire de l'aviation britannique d'après-guerre et ce fut sans doute l'un des aéronefs les plus reconnaissables, son immense profil d'ailes en delta étant devenu presque aussi emblématique que celui des ailes elliptiques du Supermarine Spitfire. Construit pour répondre à un cahier des charges extrêmement exigeant du ministère de l'Air qui recherchait un bombardier stratégique haute altitude capable de transporter une charge « spéciale » d'un poids de 4 500 kg (une bombe nucléaire) ce nouvel avion devait servir de moyen de dissuasion aérien contre toute future menace militaire envers le Royaume-Uni. En effet, les spécifications requises représentaient une augmentation de 100 % par rapport aux capacités des bombardiers britanniques antérieurs. Quand le Vulcan a fait son vol inaugural en août 1952, l'équipe Avro accompli son but : présenter à la Royal Air Force le premier bombardier delta du monde mais aussi l'un des bombardiers de frappe les plus efficaces du monde. Il est intéressant de noter que tout cela a été réalisé neuf ans seulement après la célèbre mission des Avro Lancaster de l'escadron No. 617 de la RAF pour détruire les grands barrages de la vallée de la Ruhr.

Quand l'Avro Vulcan a été mis en service dans l'escadron No. 83 à RAF Waddington en juillet 1957, la Grande-Bretagne possédait le bombardier nucléaire le plus rapide du monde. Il semble étrange

DE Die Avro Vulcan nimmt zweifellos eine wichtige Position in der Nachkriegsgeschichte der britischen Luftfahrt ein. Mit ihrem Deltaflügelprofil war sie von der Form her eines der differenziertesten Flugzeuge der Aviatik und erreichte in Großbritannien ein Image, das wahrscheinlich nur noch von der elliptischen Tragfläche der legendären Supermarine Spitfire übertroffen wird. Die Konstruktion der Maschine war auf äußerst anspruchsvolle Anforderungen des britischen Air Ministry für einen in großen Flughöhen operierenden strategischen Bomber basiert. Sie sollte als extrem hohe „Sondernutzlast“ eine 4500 kg schwere Rakete mit einem Nuklearsprengkörper tragen können, da sie als luftgestützte Abschreckung gegen zukünftige militärische Bedrohungen Großbritanniens dienen sollte. Das neu konzipierte Flugzeug sollte damit die Fähigkeiten früherer britischer Bomber um 100 % übertreffen. Als die Vulcan im August 1952 ihren Erstflug absolvierte, waren die Techniker von Avro auf dem besten Weg, der Royal Air Force nicht nur den ersten Deltaflügelbomber der Welt vorstellen zu können, sondern gleichzeitig auch einen der effektivsten Erdkampfbomber. Interessanterweise wurden alle diese technischen Leistungen bloß neun Jahre nach der denkwürdigen Operation Chastise des RAF-Geschwaders Nr. 617 erzielt, das die Staumauern von sechs großen Talsperren in Nordrhein-Westfalen mit seinen Avro Lancaster Bombern zerstören sollte.

Als die Avro Vulcan vom RAF-Fliegerhorst Waddington im Juli 1957 vom Geschwader Nr. 83 in den

aircraft which possessed such potential for untold destruction as Britain's most effective peace keeping asset, however, that is exactly what the Vulcan turned out to be. Throughout the aggressive posturing of the Cold War, the Warsaw Pact nations were in no doubt that if they dared to launch an attack against a NATO member country, the consequences of the inevitable retaliatory strike would be catastrophic. Without Doubt, during the early years of its service career, nothing represented this doomsday scenario more effectively than the mighty Avro Vulcan.

Specification

Maximum Speed: Mach 0.93

Wingspan: 111 ft 0 in (33.83 m)

Length: 105 ft 6 in (32.16 m)

Armament: 1 x Blue Steel nuclear missile or 1 x free-fall nuclear bomb or 21 x 1,000lb (450kg) conventional bombs.

de décrire un avion qui possédait un tel potentiel de destruction massive comme l'équipement de protection de la paix le plus efficace de la Grande-Bretagne, mais c'est exactement ce qu'est devenu le Vulcan. Durant toute la période de la guerre froide, avec ses prises de position agressives, les nations du Pacte de Varsovie savaient que si elles tentaient de lancer une attaque contre un pays membre de l'OTAN les conséquences de la frappe de représailles seraient catastrophiques. Sans aucun doute, pendant les premières années de carrière du redoutable Avro Vulcan, il a représenté de manière très éloquent ce scénario apocalyptique.

Spécification:

Vitesse maximale: 0,93 Mach

Envergure: 33,83 m

Longueur: 32,16 m

Armement: 1 missile nucléaire Blue Steel ou 1 bombe nucléaire chute libre ou 21 bombes classiques de 450 kg.

Dienst übernommen wurde, besaß Großbritannien damit das schnellste Atombombenflugzeug der Welt. Es mag seltsam erscheinen, ein Flugzeug mit solch ungeheurem Potenzial für komplette Vernichtung als effektivstes Mittel zur Erhaltung des Friedens zu beschreiben — doch gerade das trifft im Rückblick für die Vulcan sicherlich zu. Im gesamten Verlauf des von Drohgebärden geprägten Kalten Krieges konnten die Staaten des Warschauer Pakts nie im Zweifel sein, dass sie im Fall eines Angriffs auf ein Mitgliedsland der NATO unweigerlich einen katastrophalen Vergeltungsschlag zu erwarten hatten. Tatsächlich repräsentierte die zerstörungsgewaltige Avro Vulcan in den frühen Jahren ihres Einsatzes dieses Weltuntergangsszenario effektiver als jedes andere Mittel.

Spezifikation:

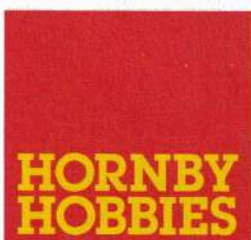
Höchstgeschwindigkeit: Mach 0,93

Spannweite: 33,83 m

Länge: 32,16 m

Waffnung: eine Blue Steel Nuklearrakete oder eine freifallende Kernbombe oder einundzwanzig konventionelle 450 kg Bomben.

Airfix would like to thank Andy Davies and Newark Air Museum for their assistance with the development of this model.



FOR BEST RESULTS:

Surfaces to be painted should be clean — before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

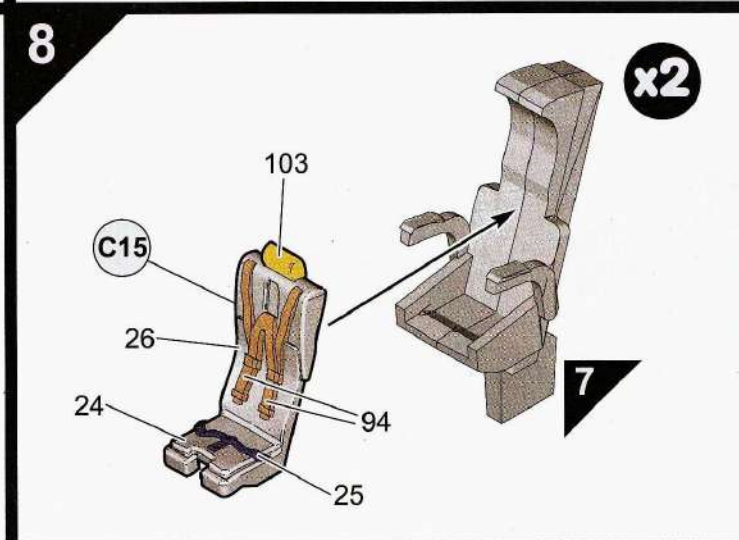
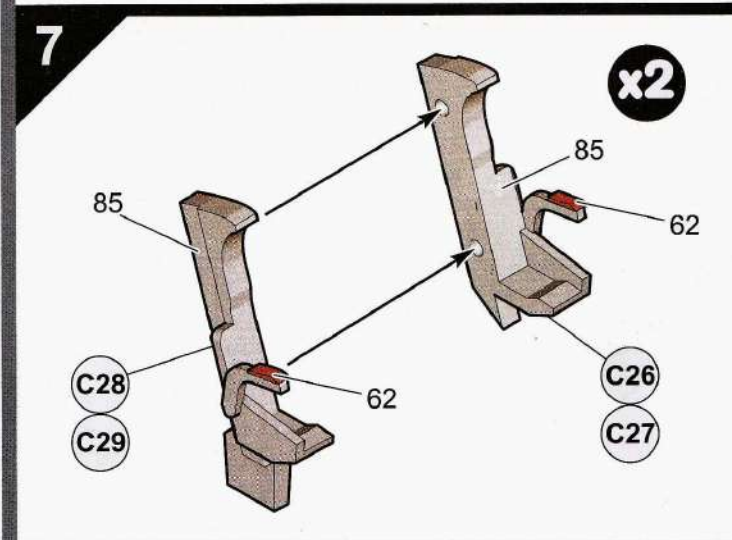
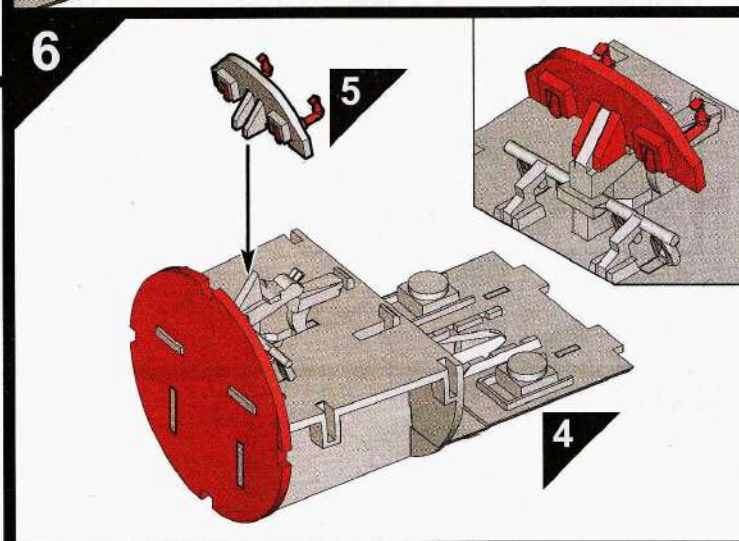
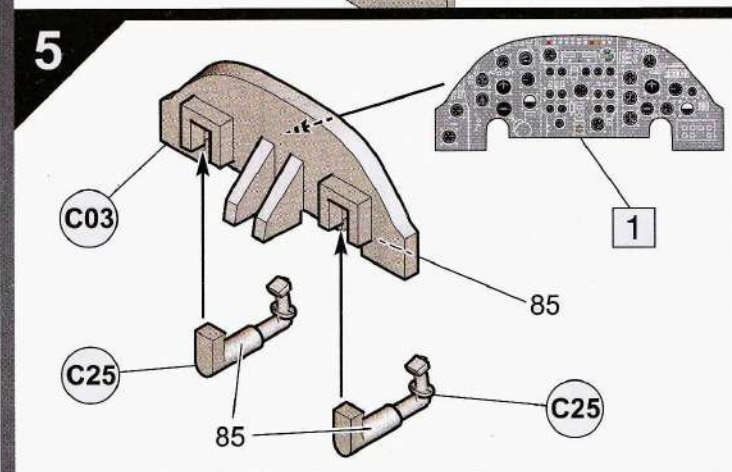
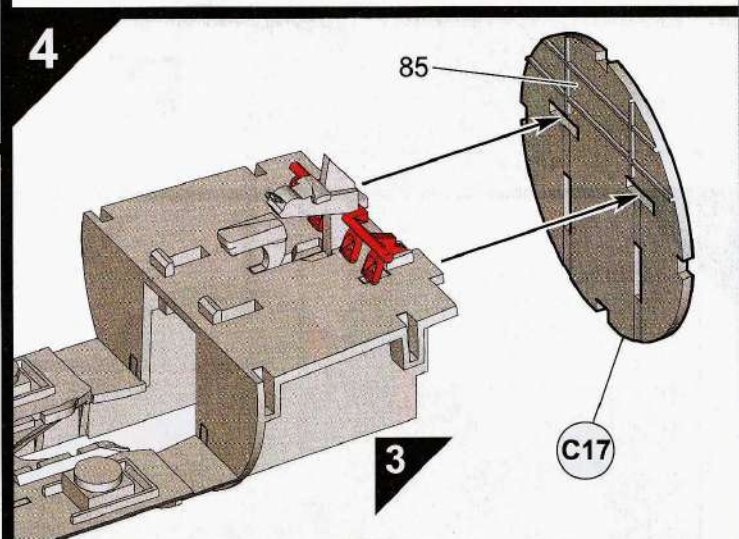
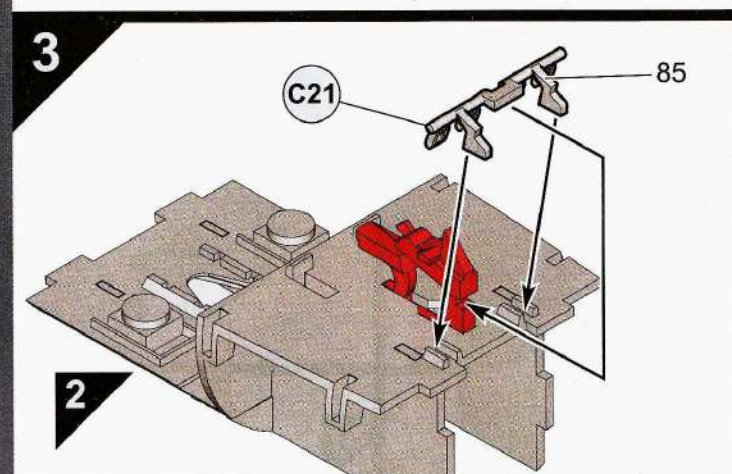
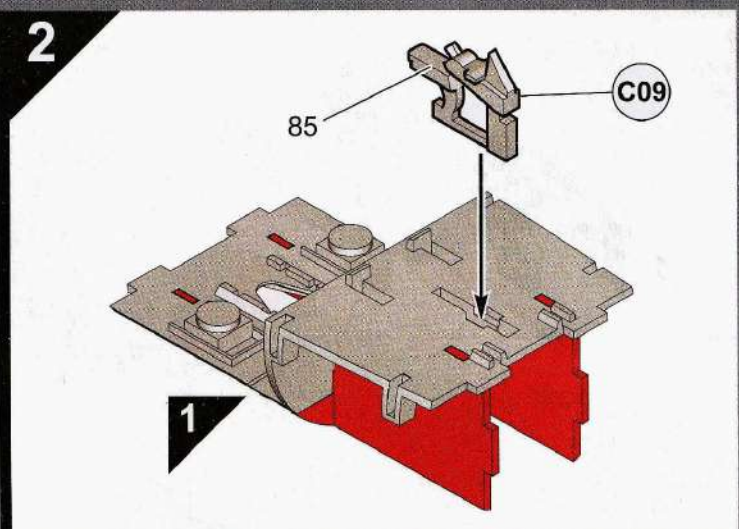
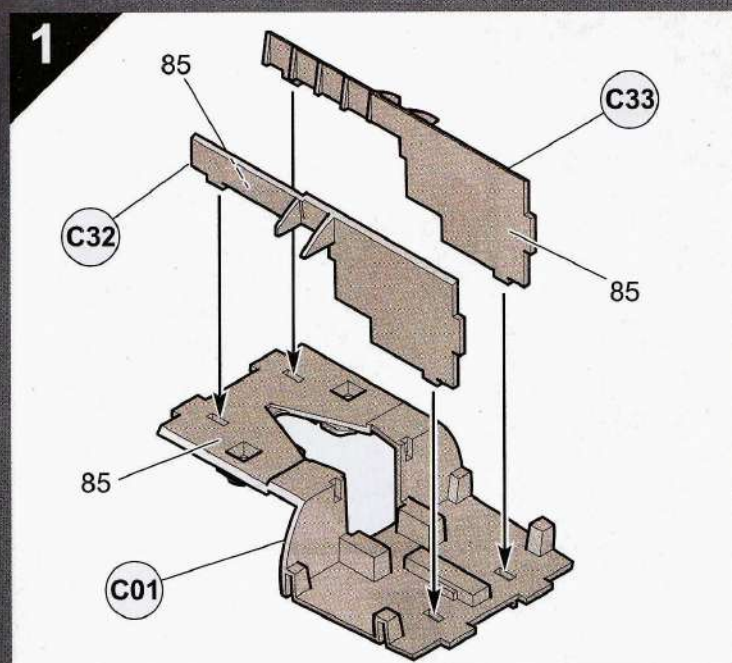
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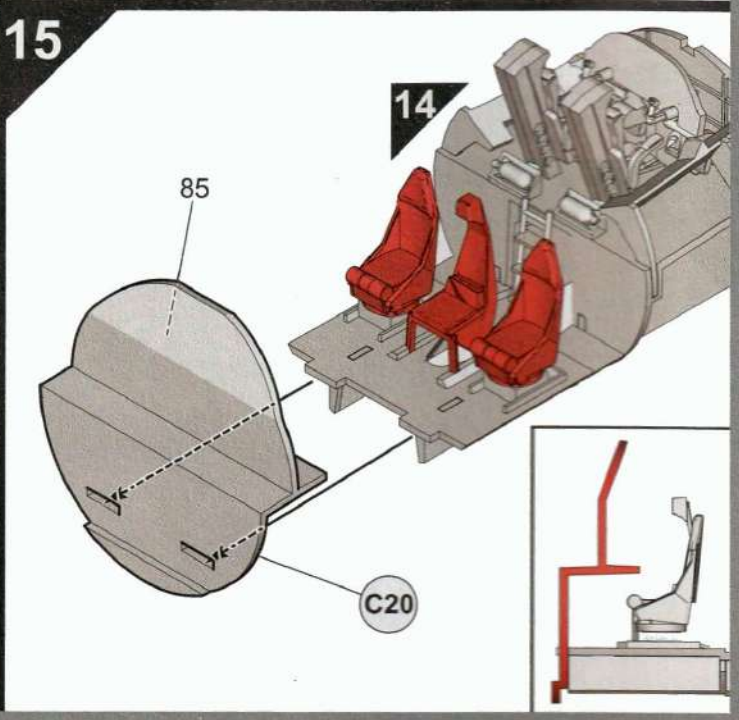
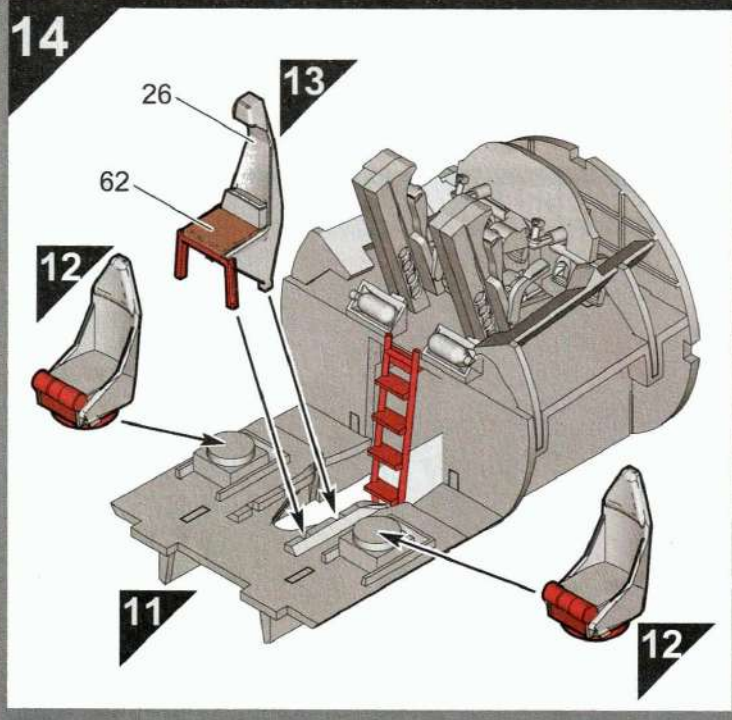
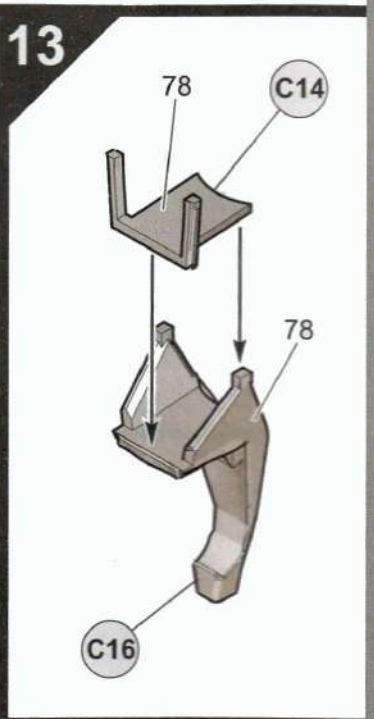
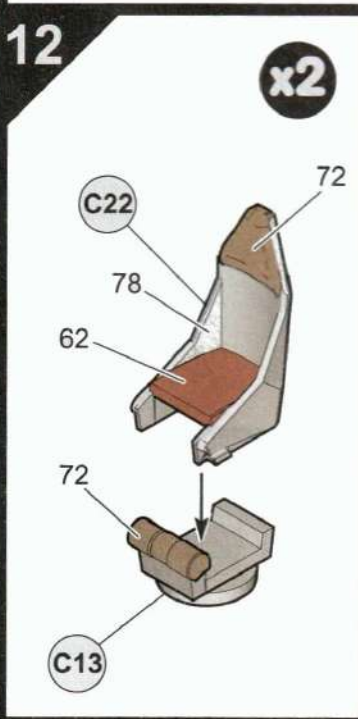
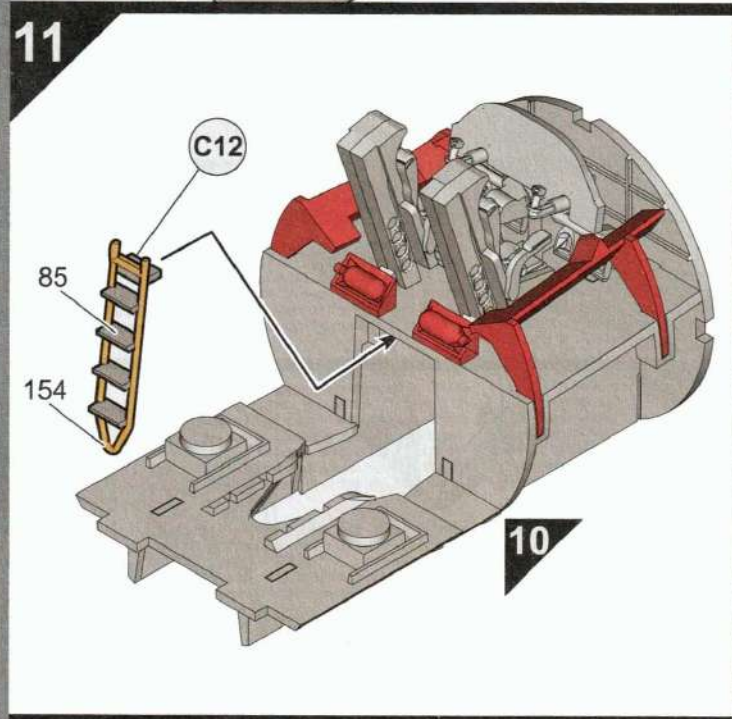
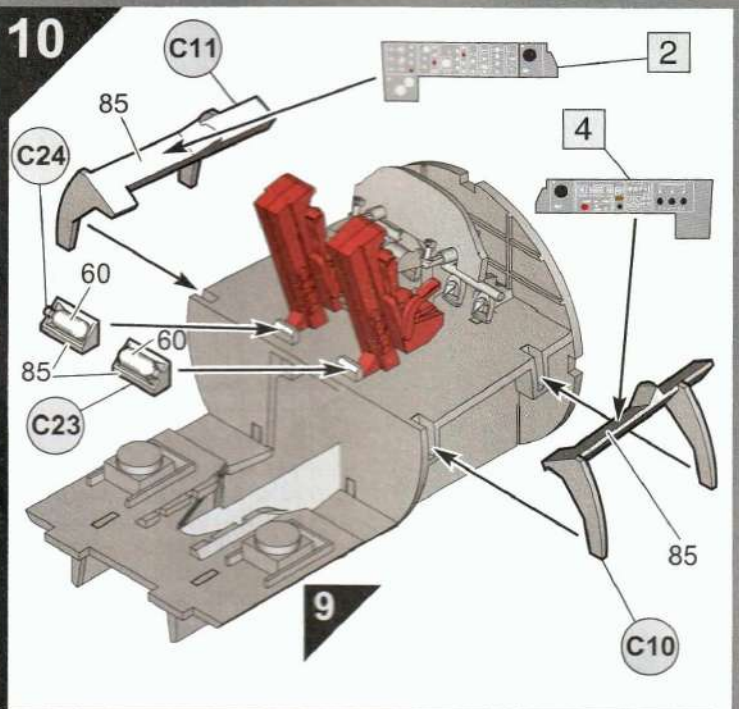
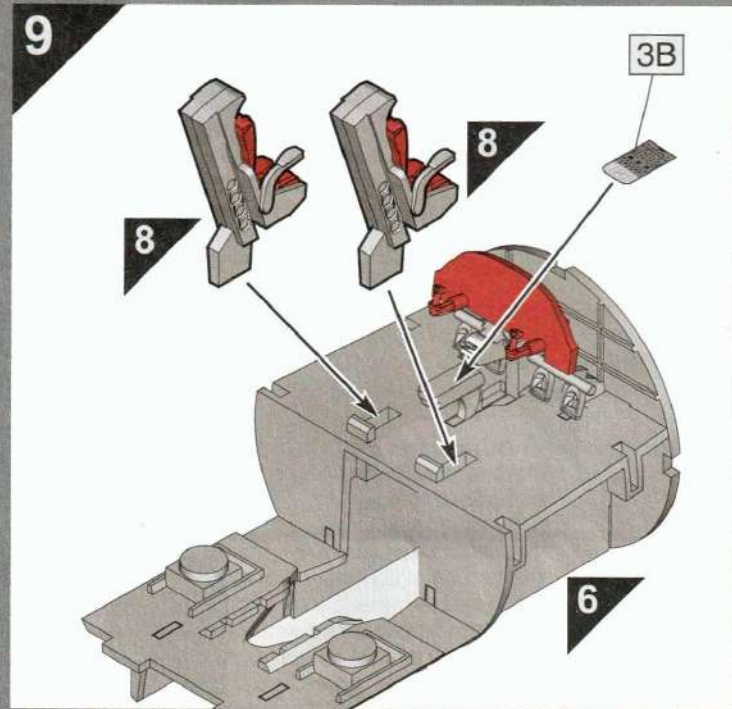
Some parts in the kit may not be required to build the model specified.

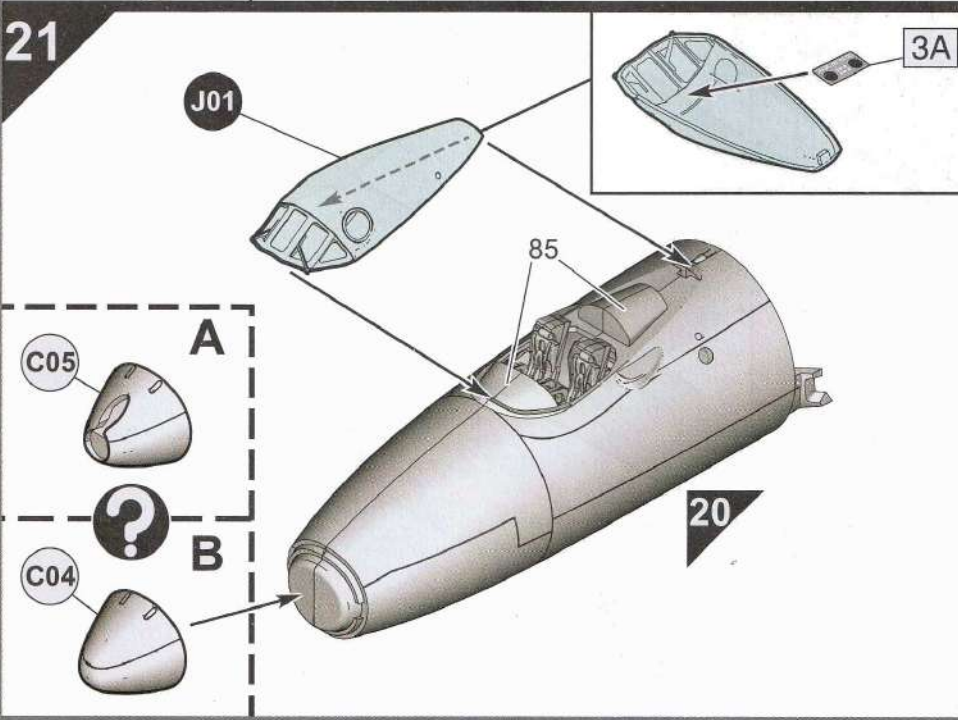
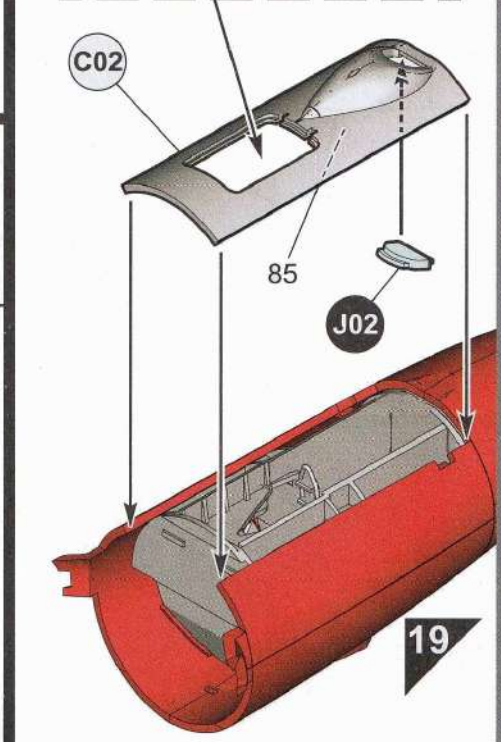
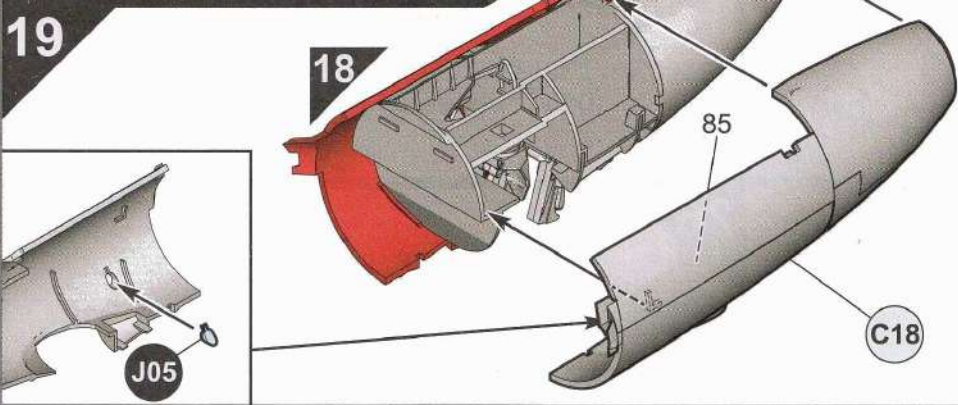
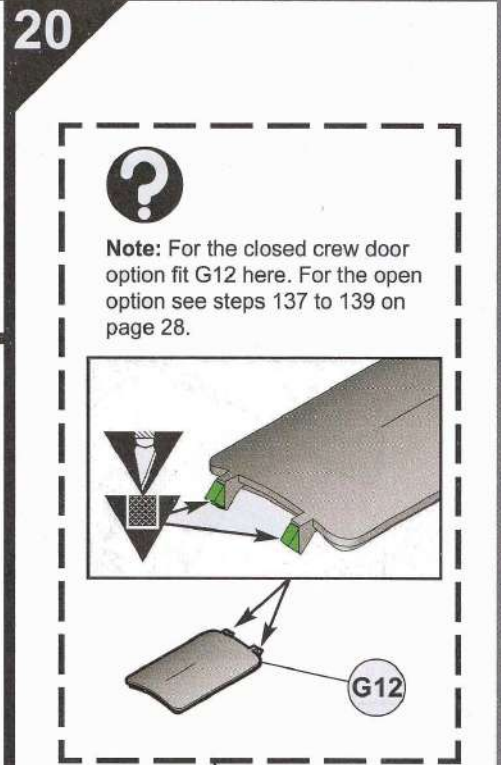
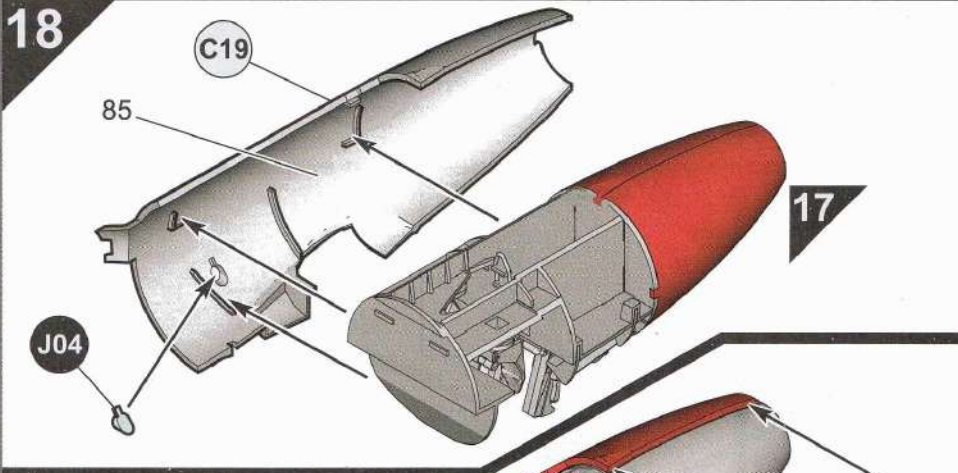
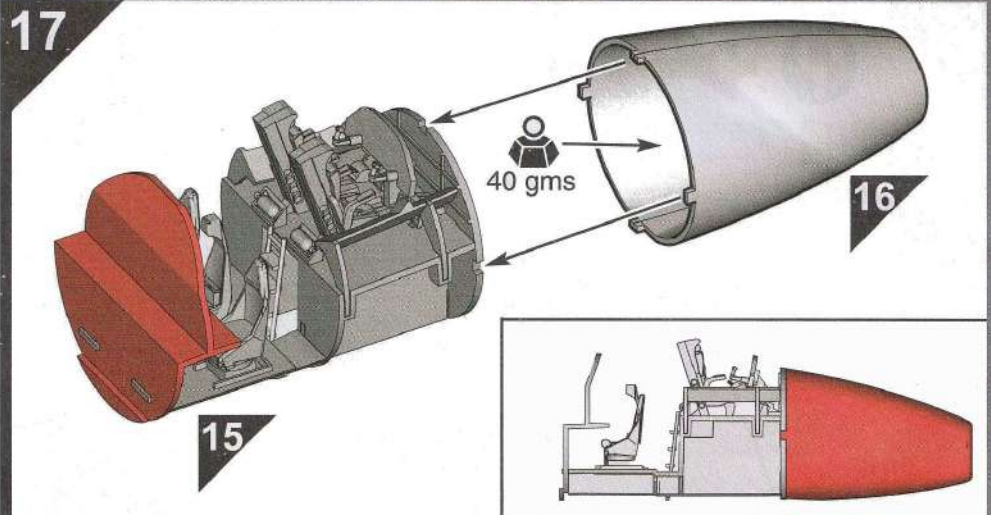
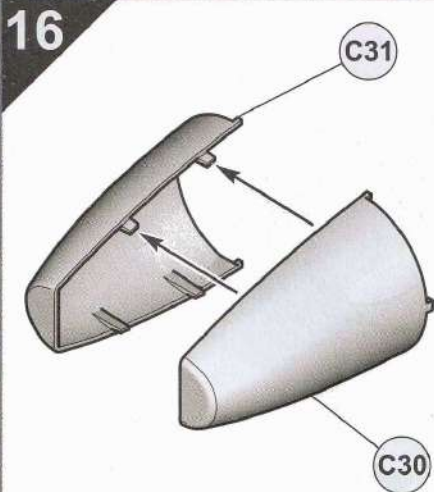


Manufactured by: Hornby Hobbies Ltd Westwood, Margate, Kent, CT9 4JX, UK +44(0)1843 233525 customerservices.uk@hornby.com

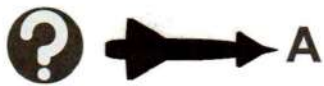
EU Authorised Representative: Hornby Italia SRL Viale dei Caduti, 52/A6, Castel Mella (BS), Italy, 25030 +39 0687501292 customerservices.it@hornby.com



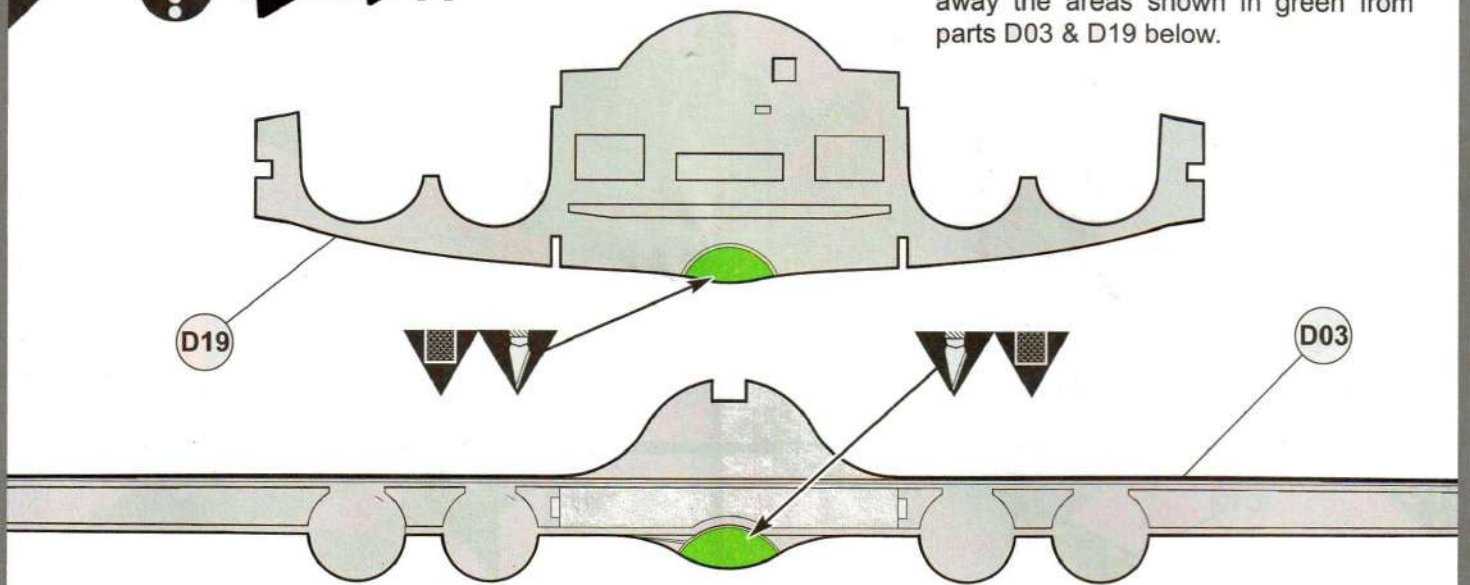




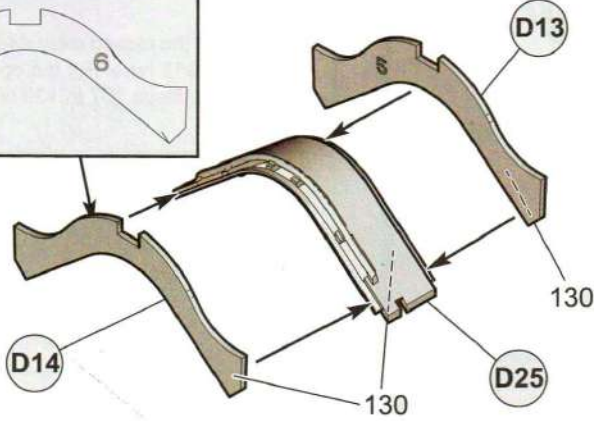
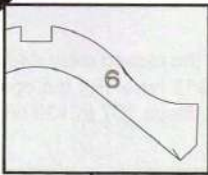
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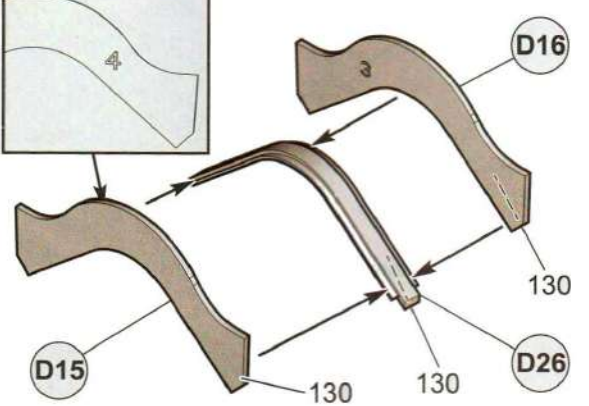
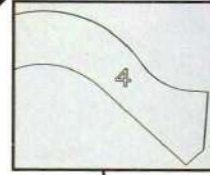
Note: For the A scheme cut and file away the areas shown in green from parts D03 & D19 below.



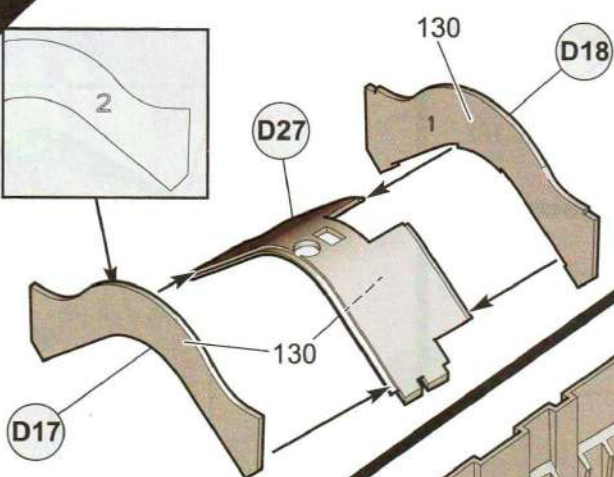
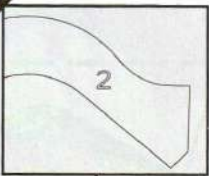
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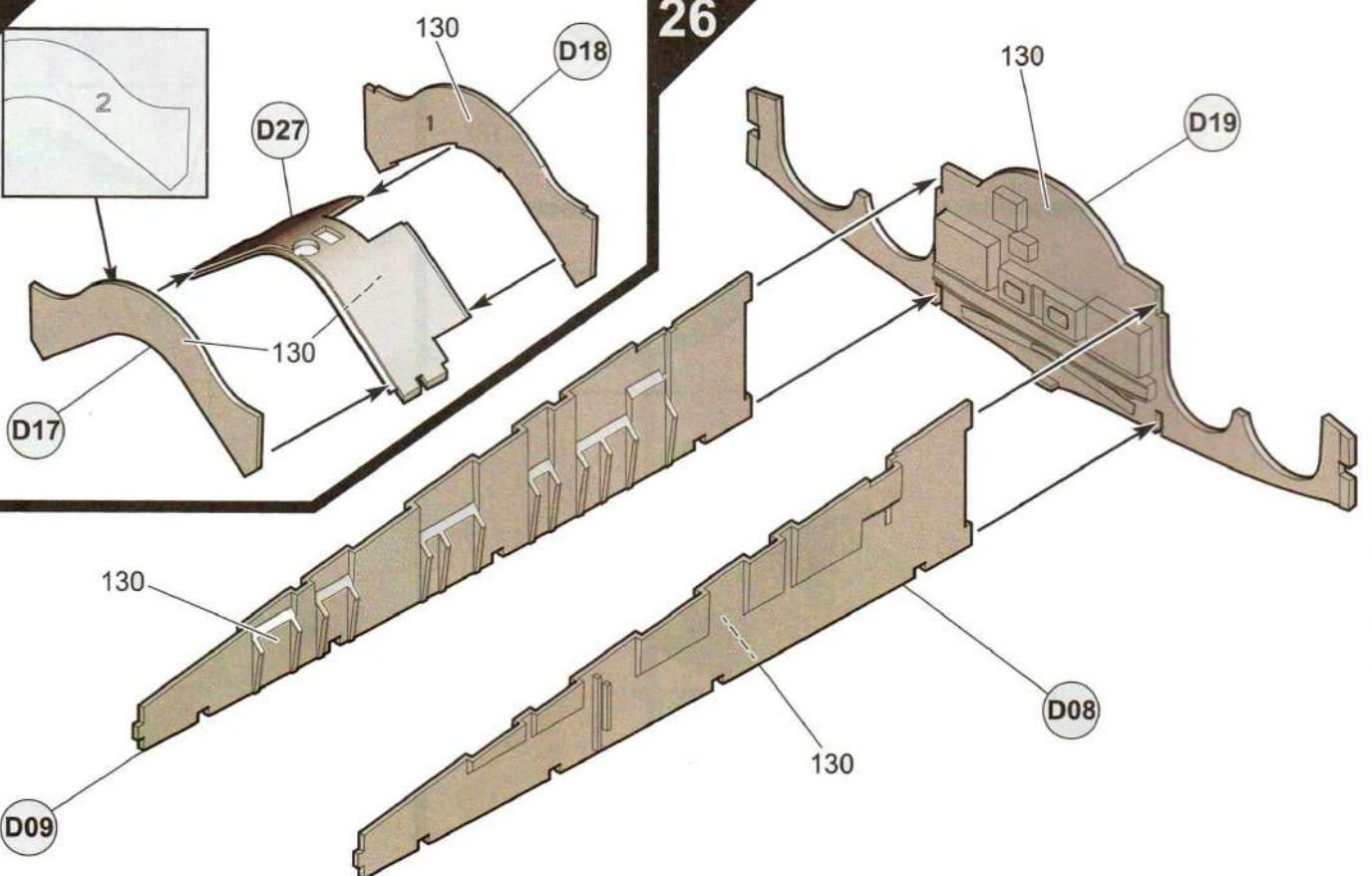
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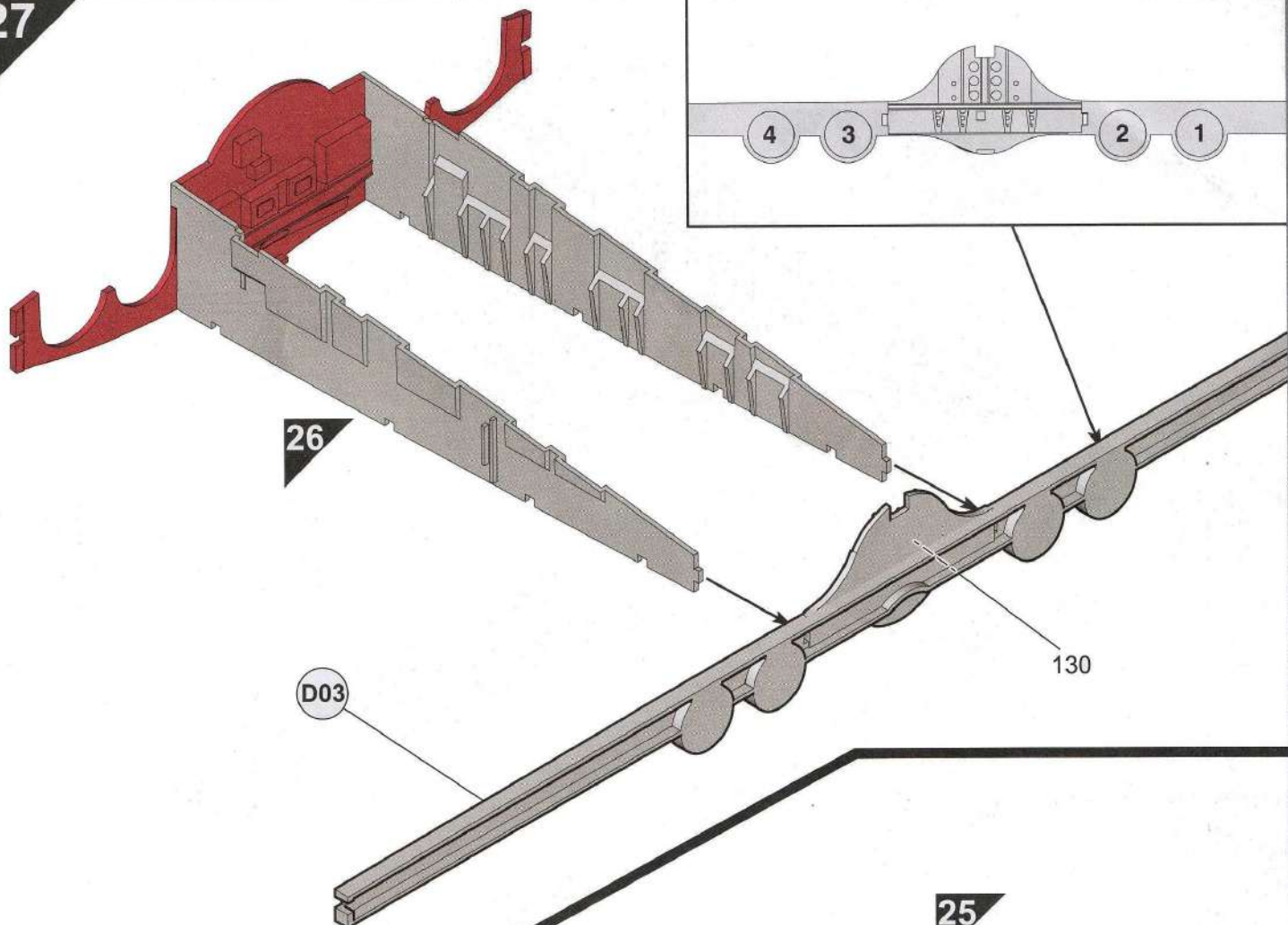
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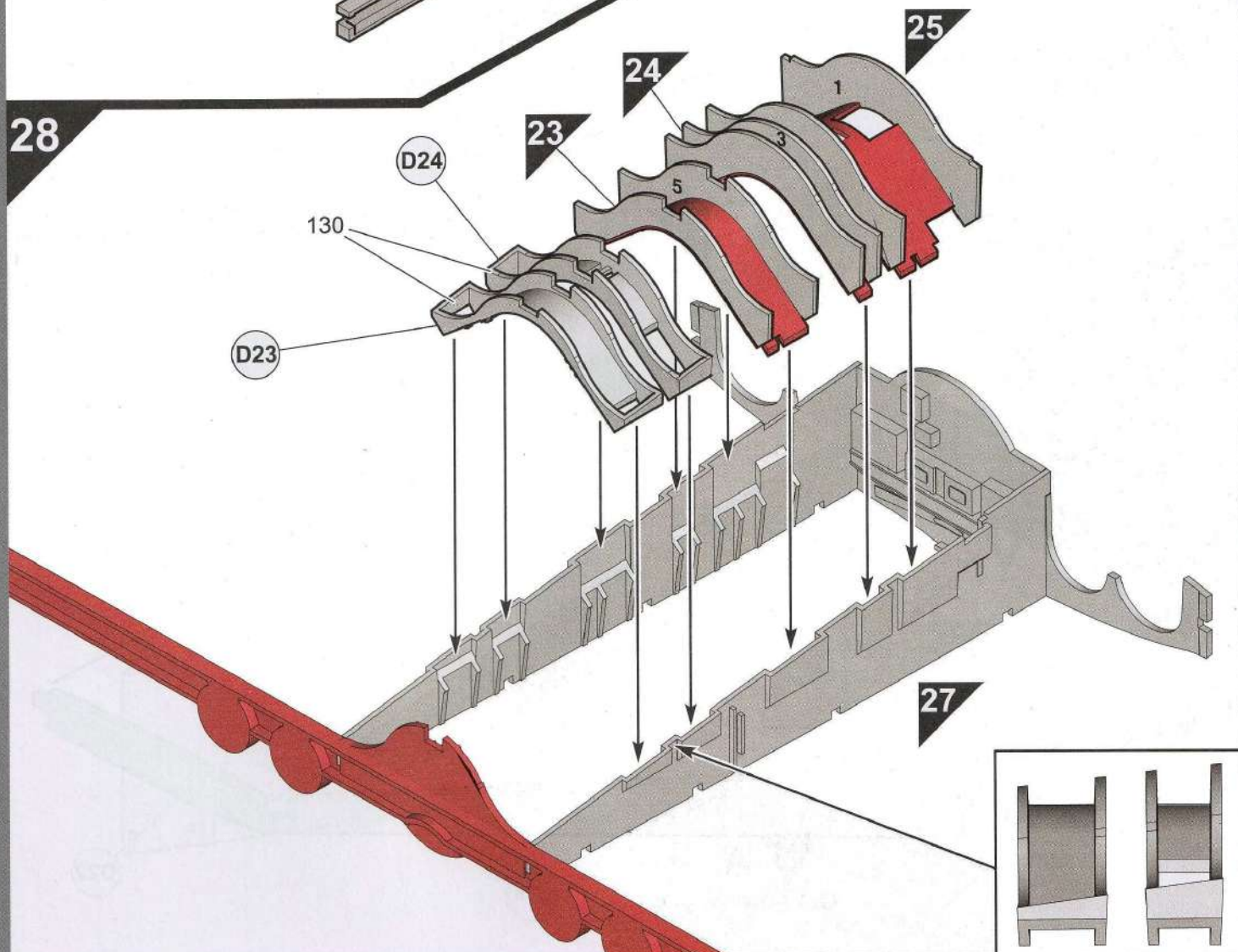
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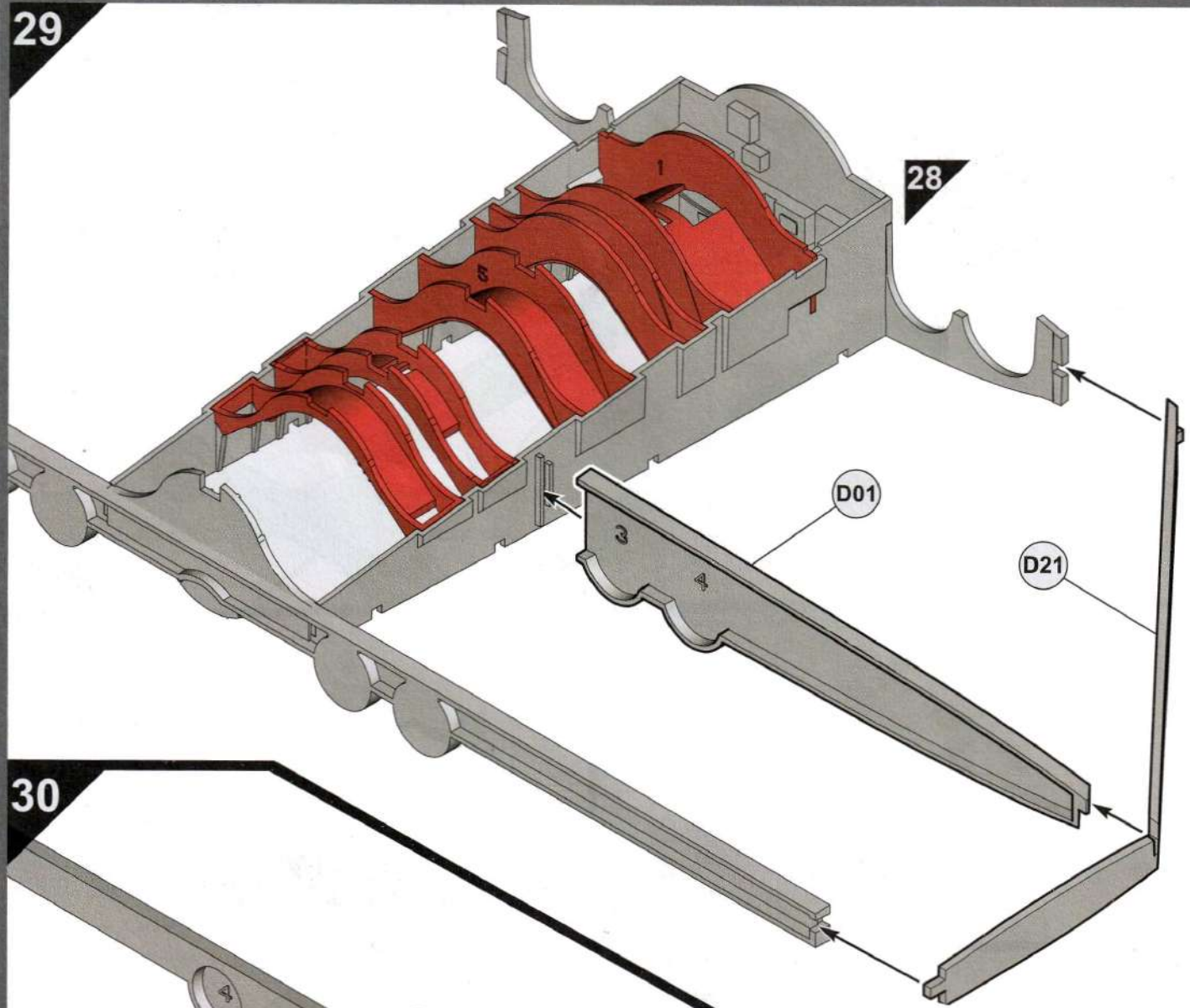
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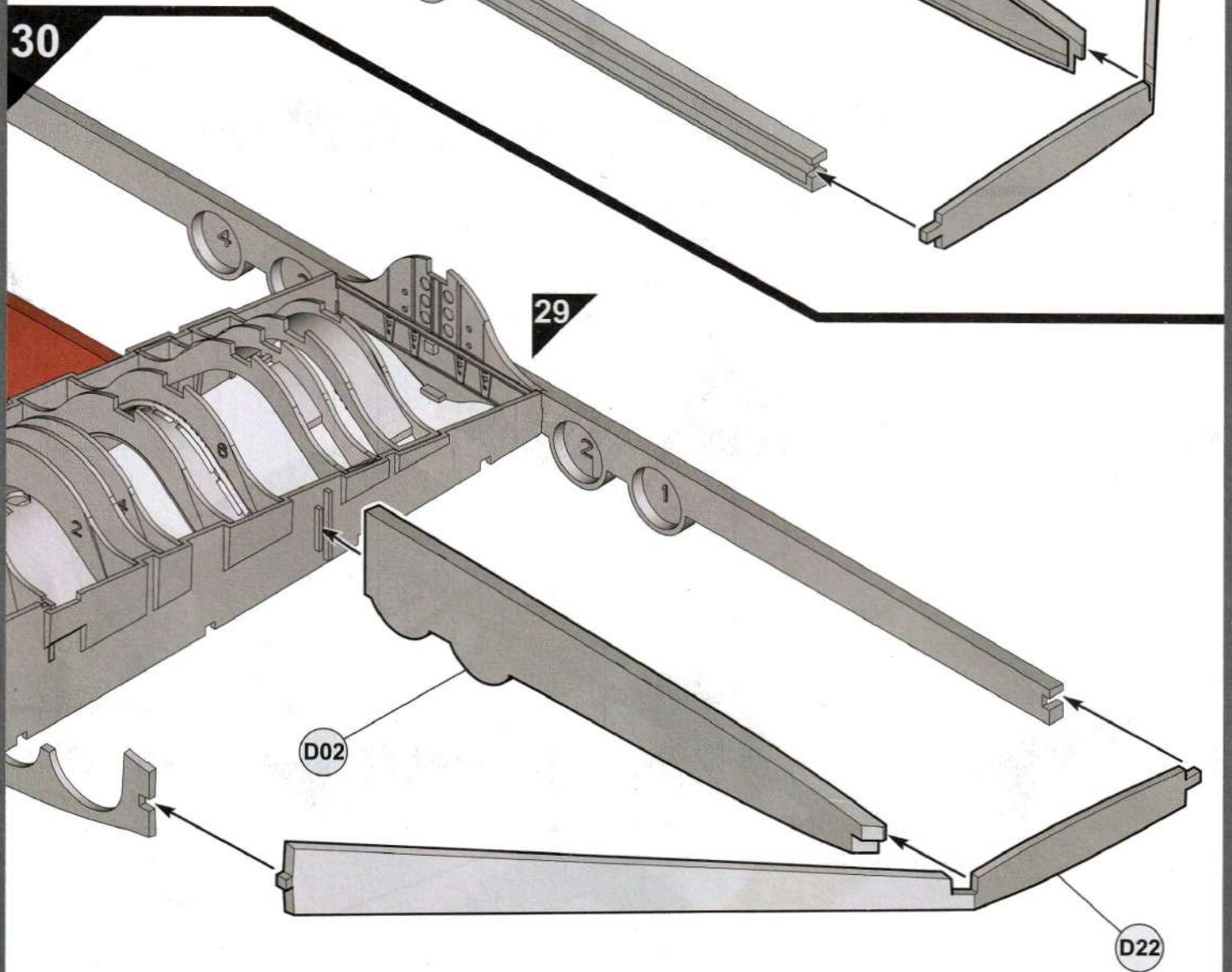
28



29



30



31

A ? →

A01

Note: For the A scheme, cut and file away the areas highlighted in green & refer to step 33a on page 10.

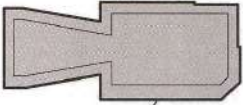
AB

1.0mmØ

AB

1.0mmØ

?



D28

32

D29

?



? A



Note: For the A scheme, cut and file away the areas highlighted in green & refer to step 33a on page 10.

AB

1.0mmØ




AB

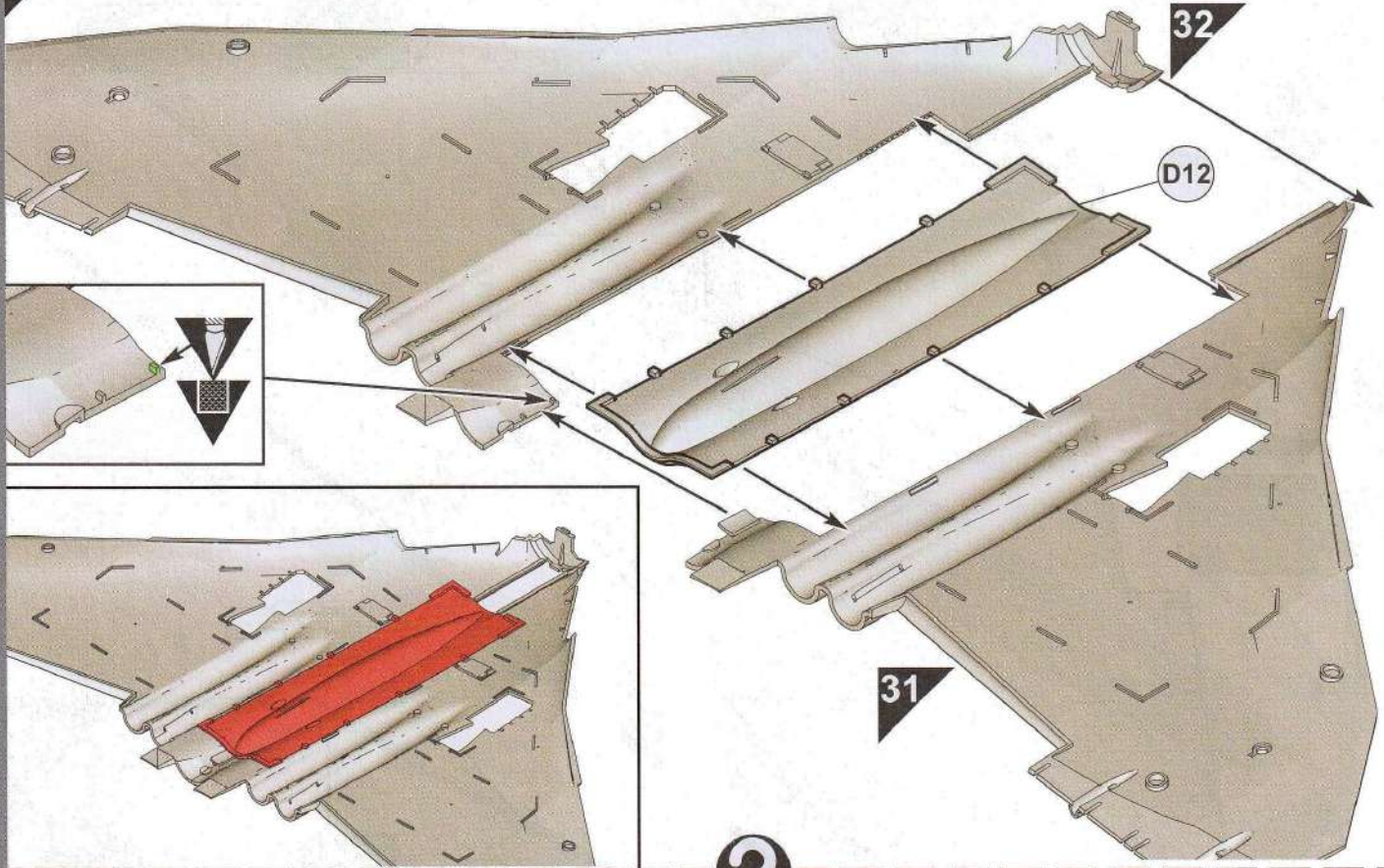
1.0mmØ


A 1.0mmØ

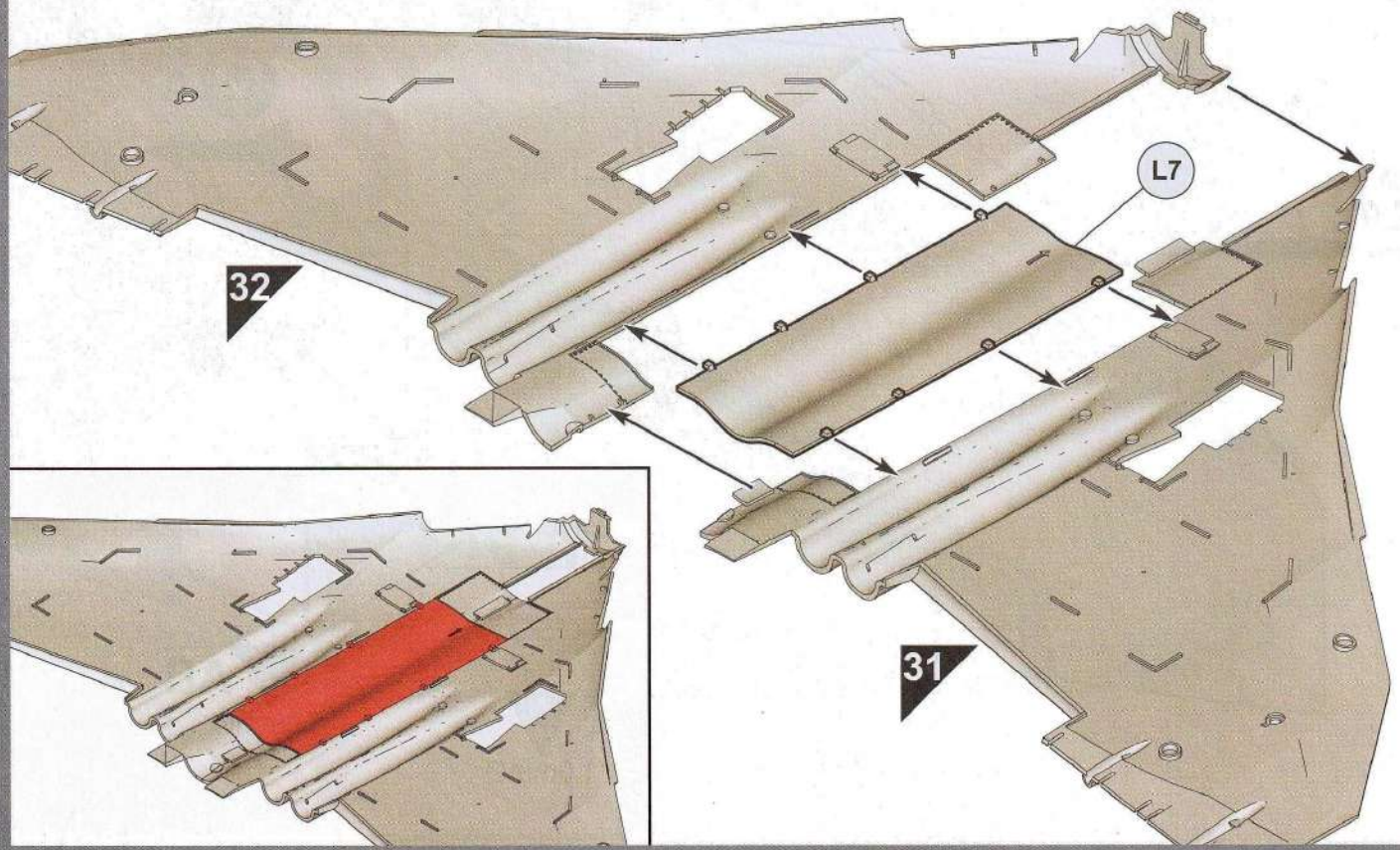
A02

Note: Only the B scheme should be built with the bomb bay doors open. To build this option miss out steps 33a, 33b, 34a and 34b then go straight to steps 35 and 36 on page 12.

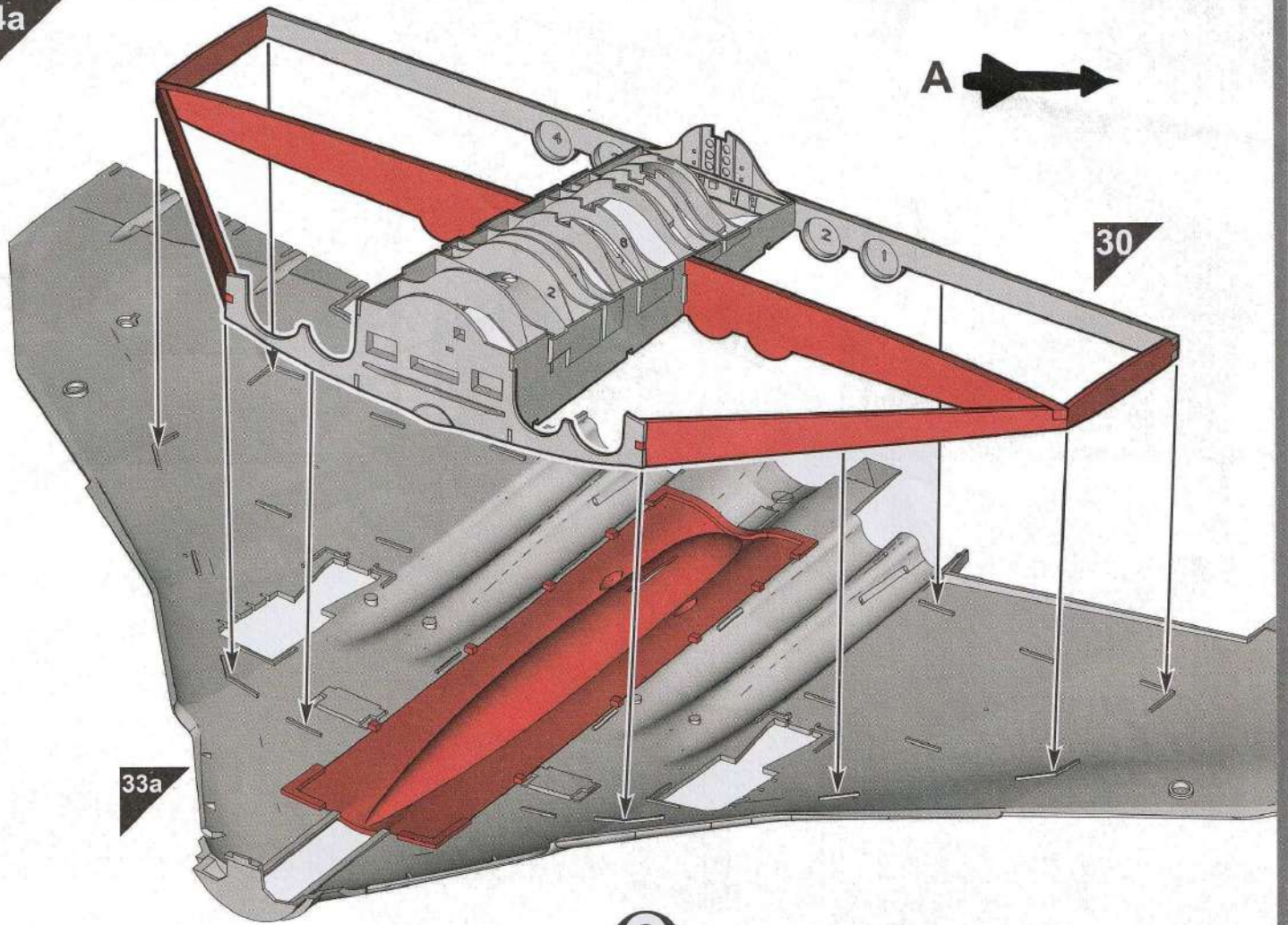
33a **A**  **Note:** For the A scheme, assemble the lower wings to part D12 as shown here, then go to Step 34a on page 11.



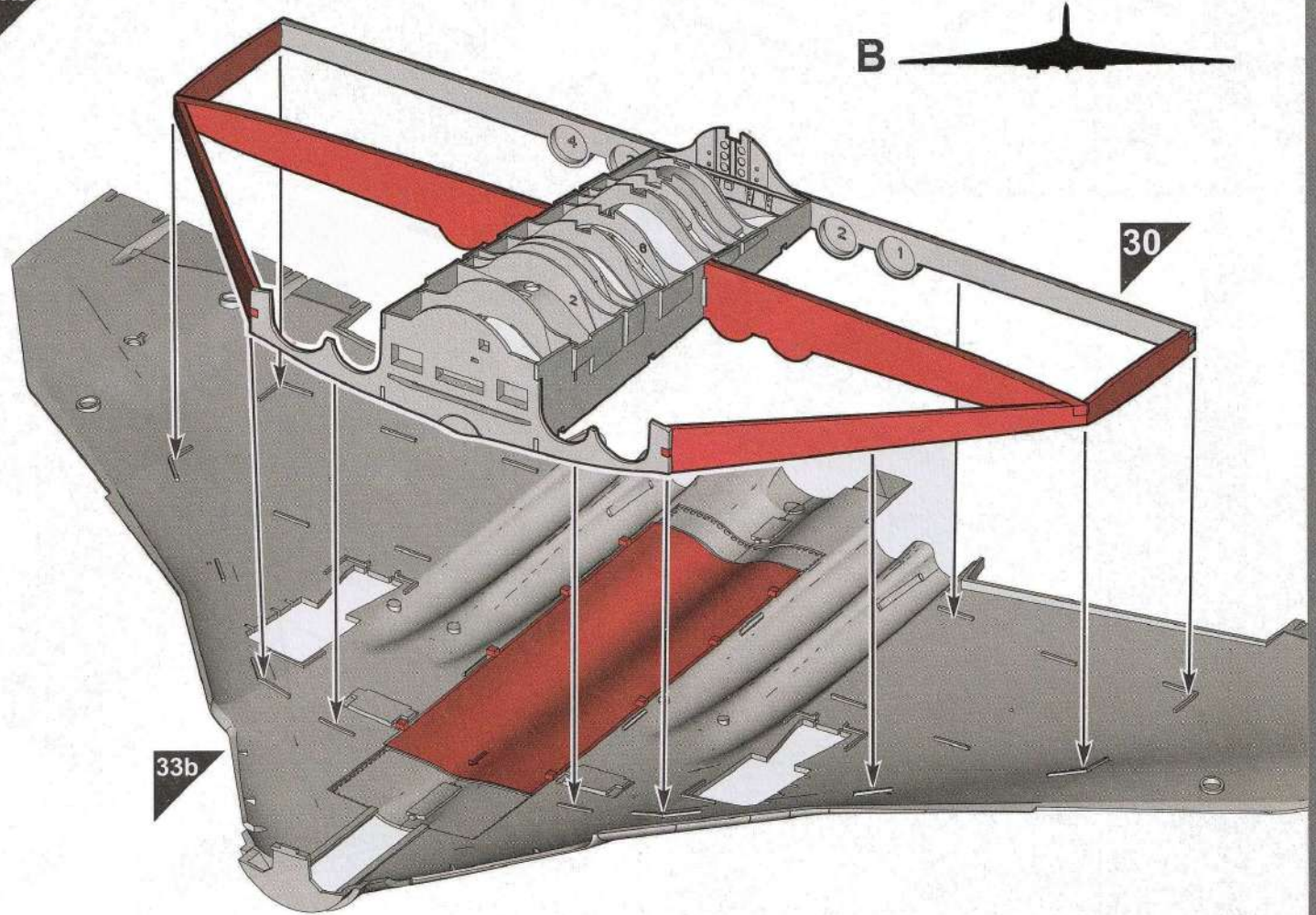
33b **B**  **Note:** For the B scheme with bomb bay doors closed, assemble the lower wings to part L7 as shown here, then go to step 34b on page 11



34a

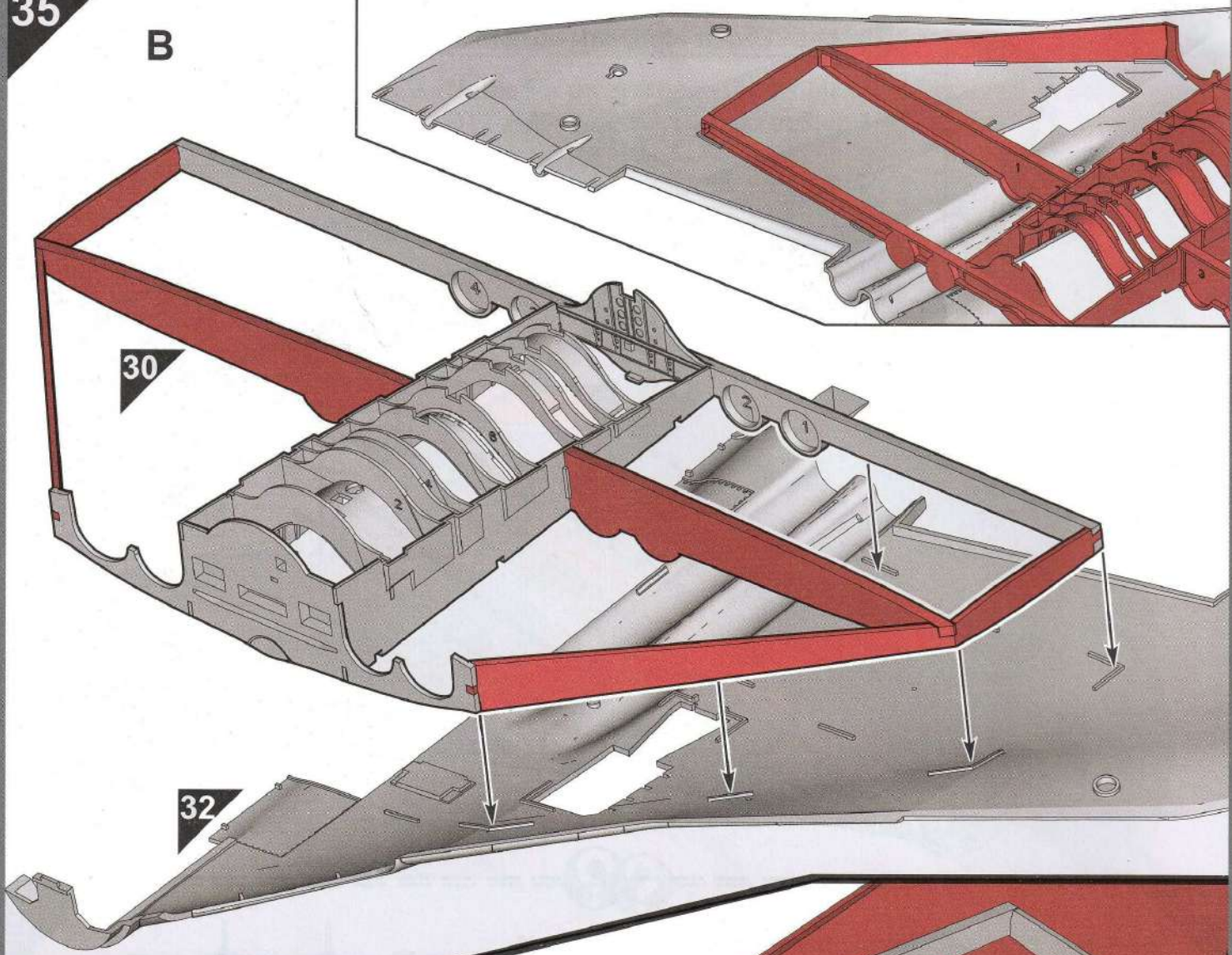


34b



35

B



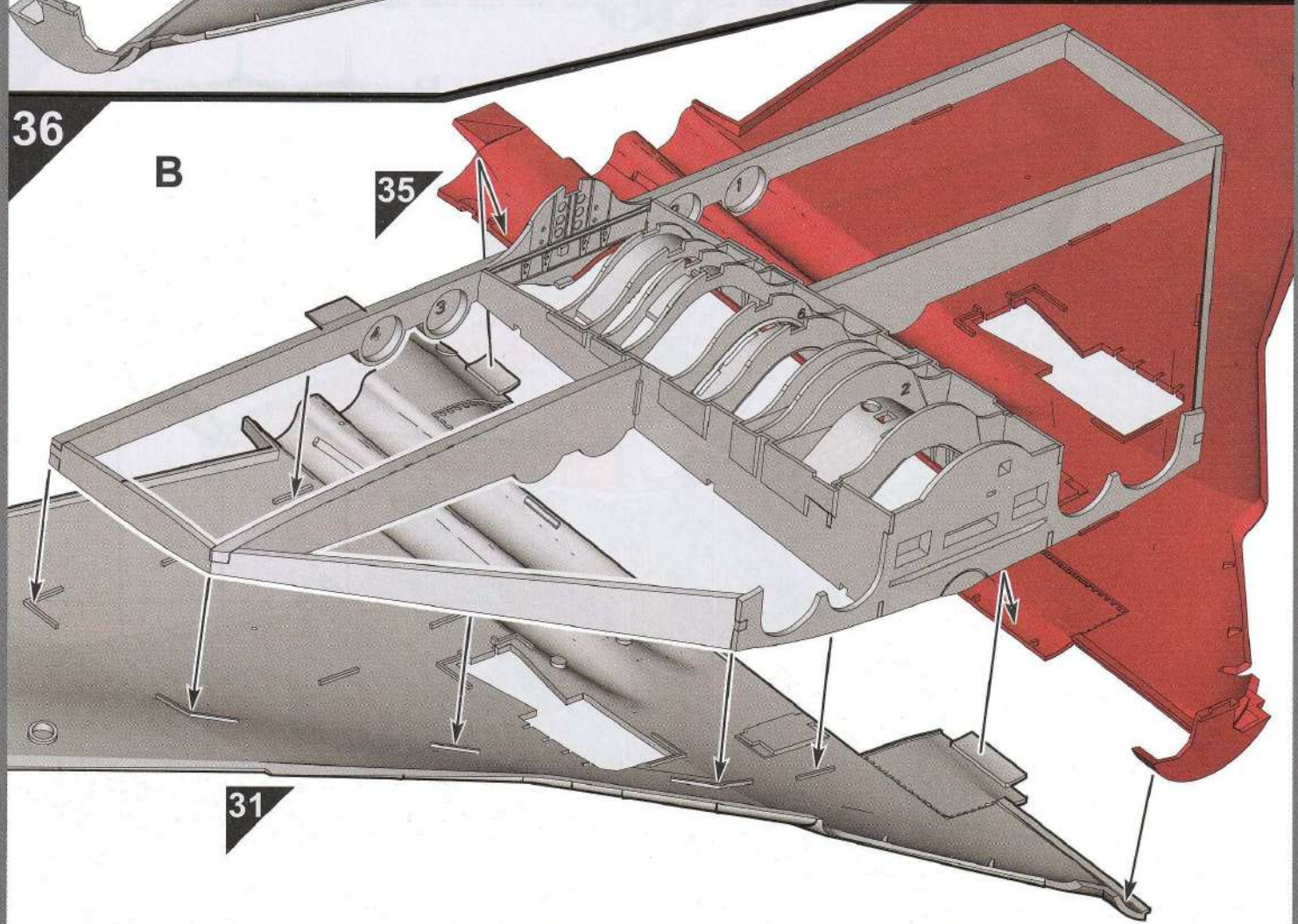
30

32

36

B

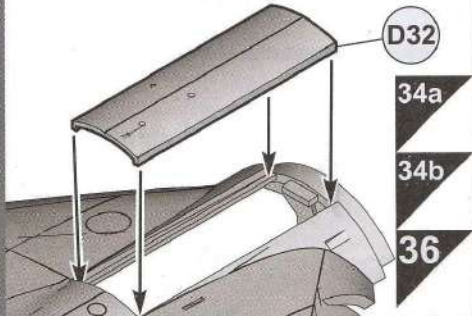
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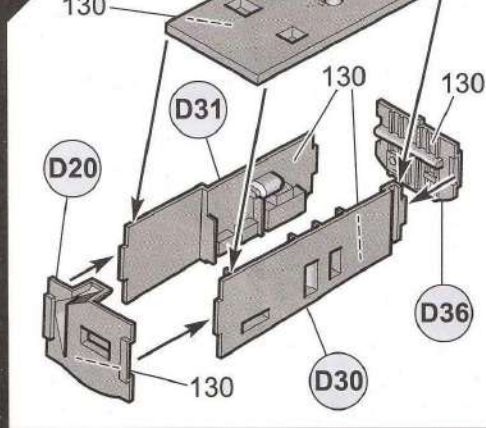
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37 ?

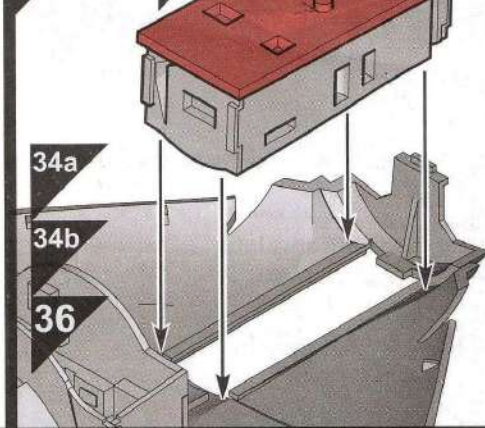
If building this model with undercarriage in the up position, fit part D32 in this step and miss out steps 38 to 45 and carry on from step 46 on page 14.



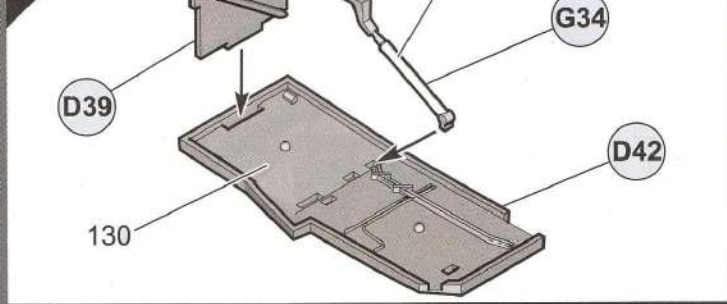
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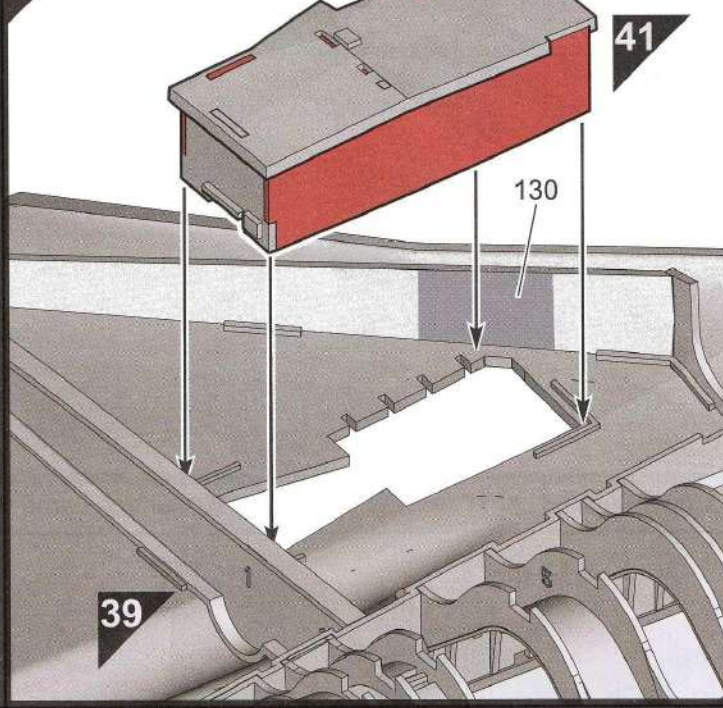
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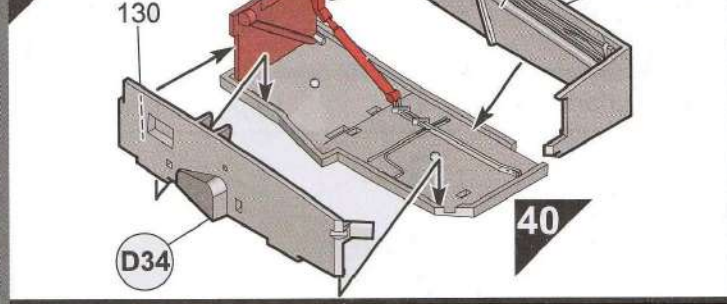
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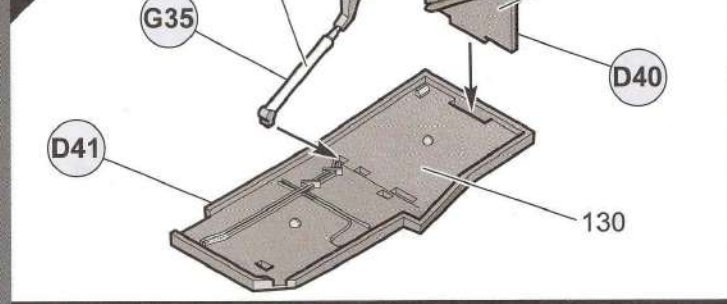
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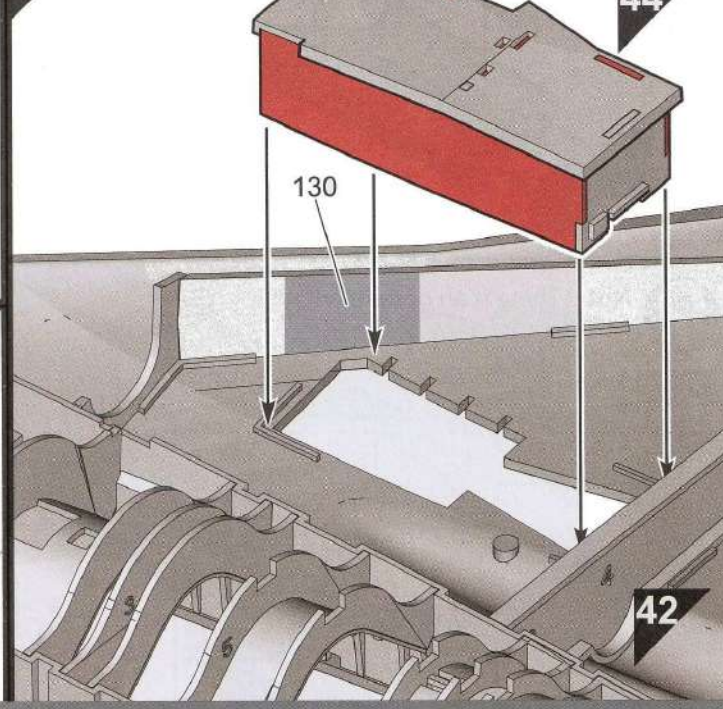
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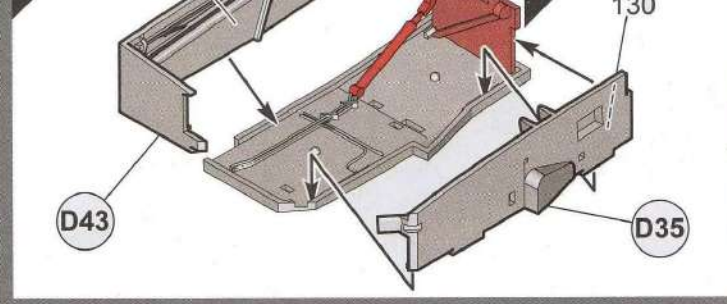
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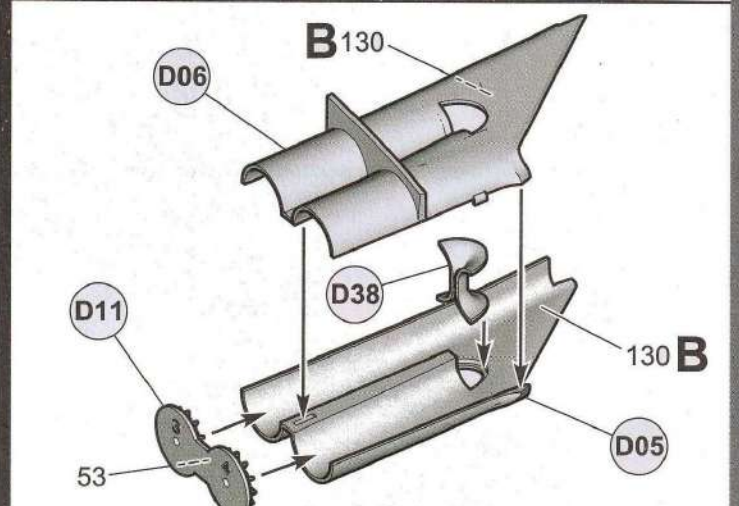
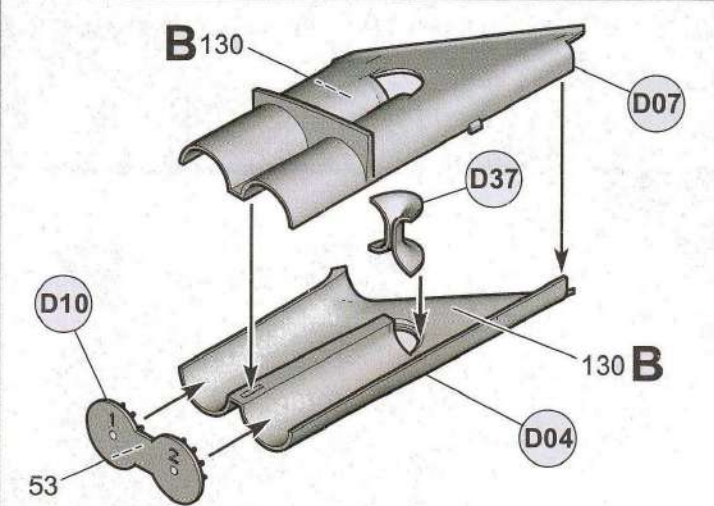
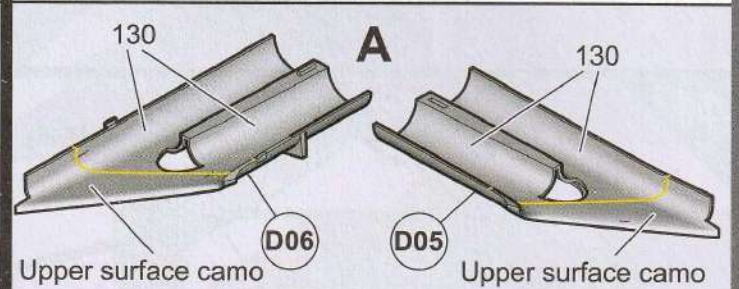
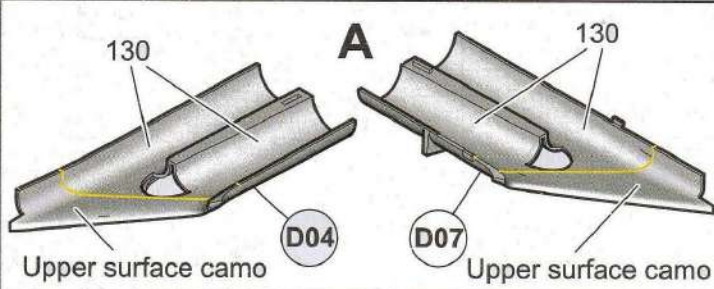
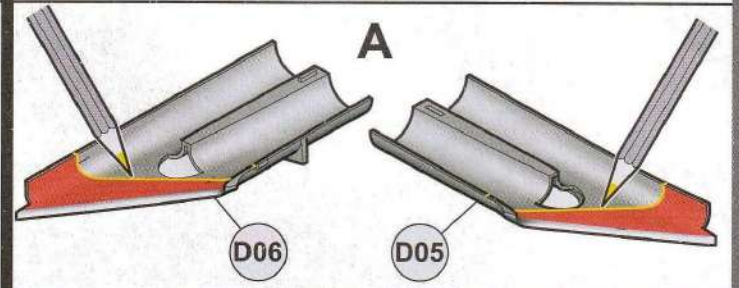
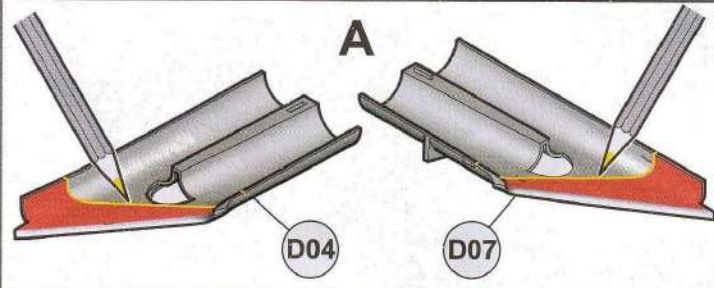
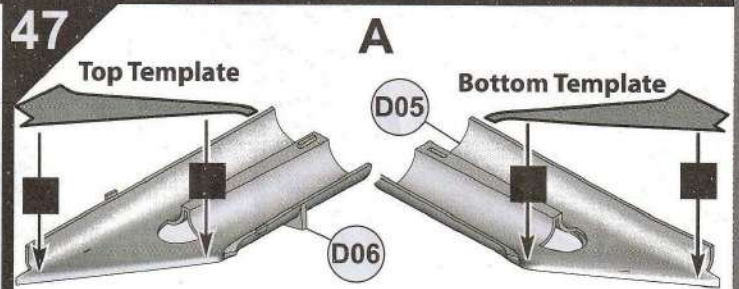
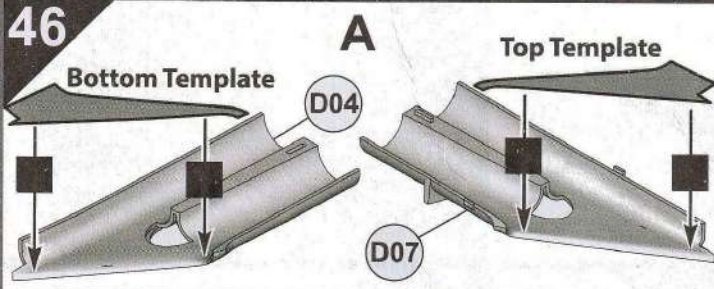
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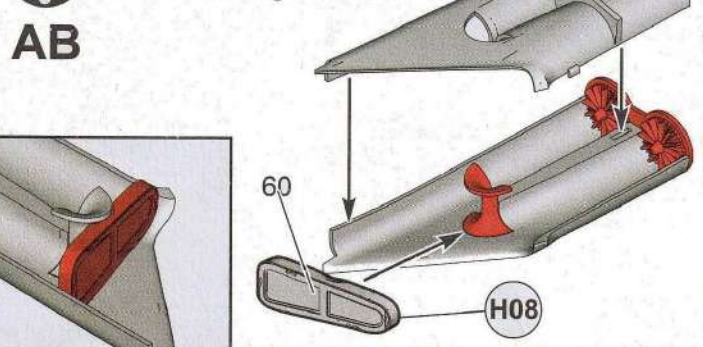
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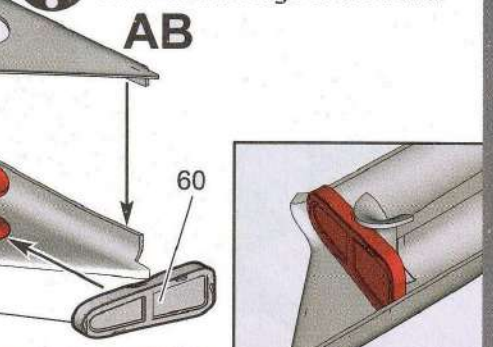
A **Note:** For the A scheme, before assembling the parts in Steps 46 and 47, cut-out and use the paper templates below to mark the front edge of the white painted area inside the engine air intakes D04, D05, D06 & D07.

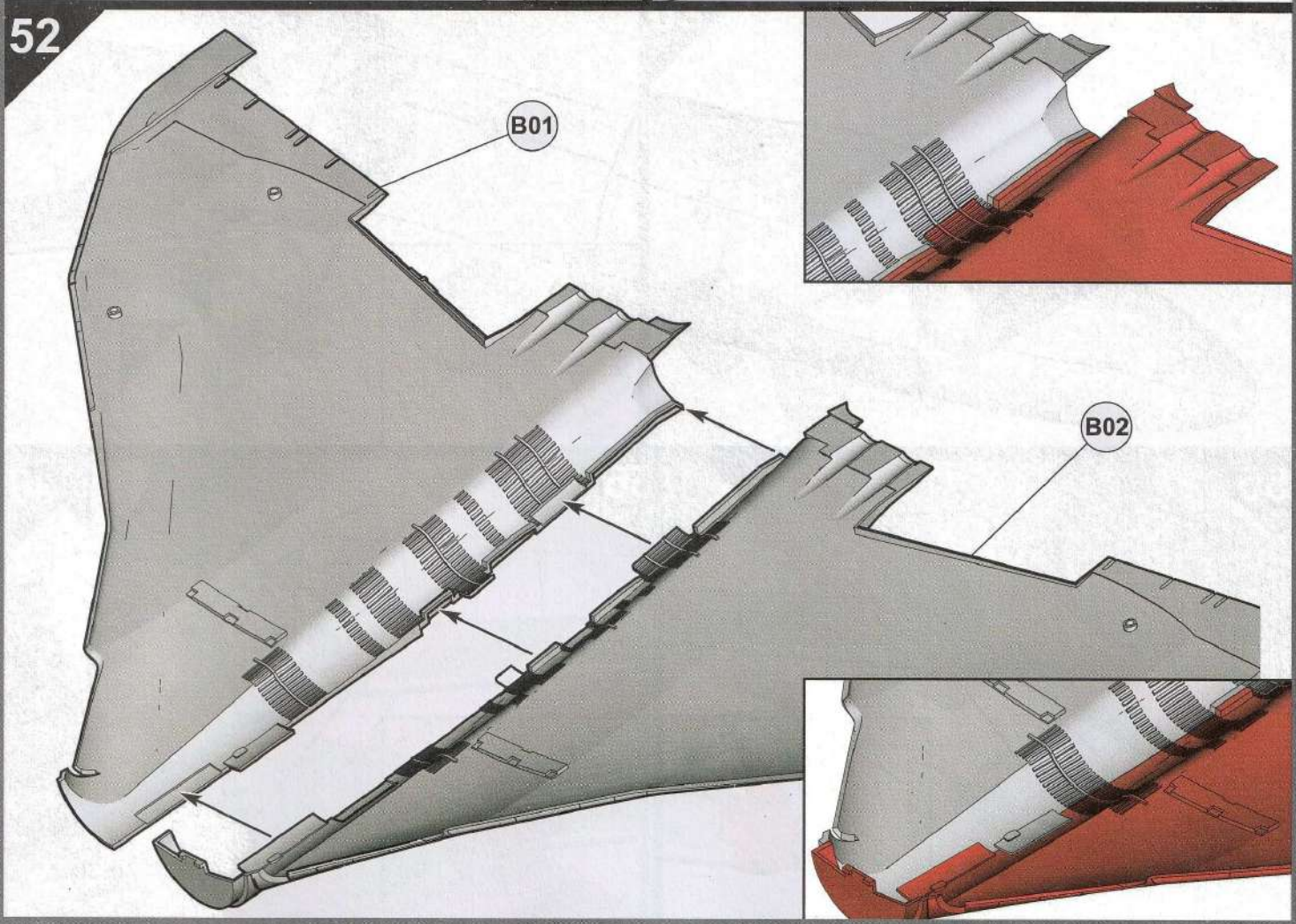
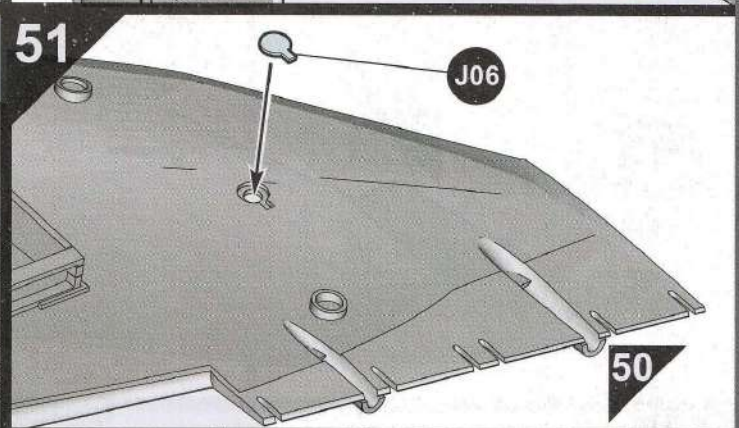
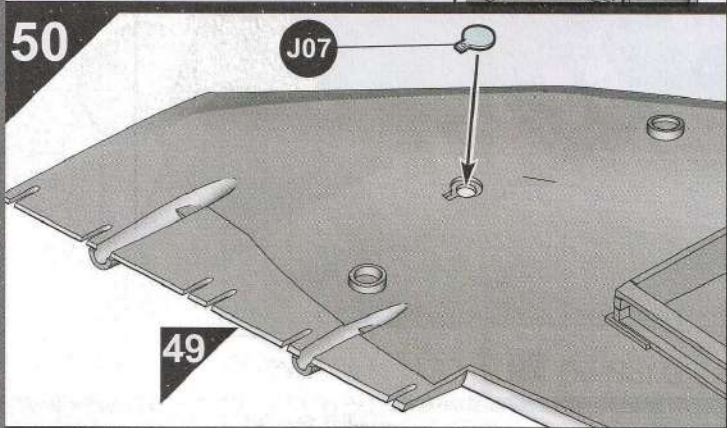
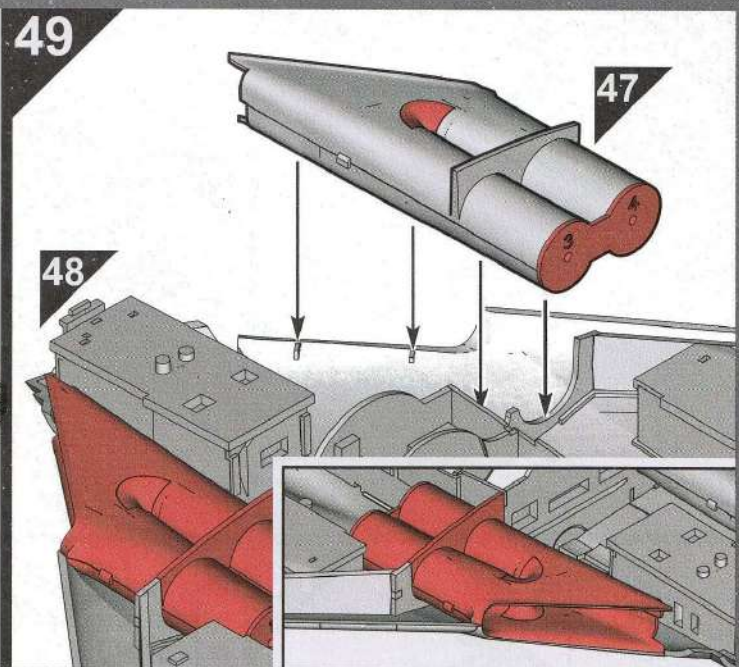
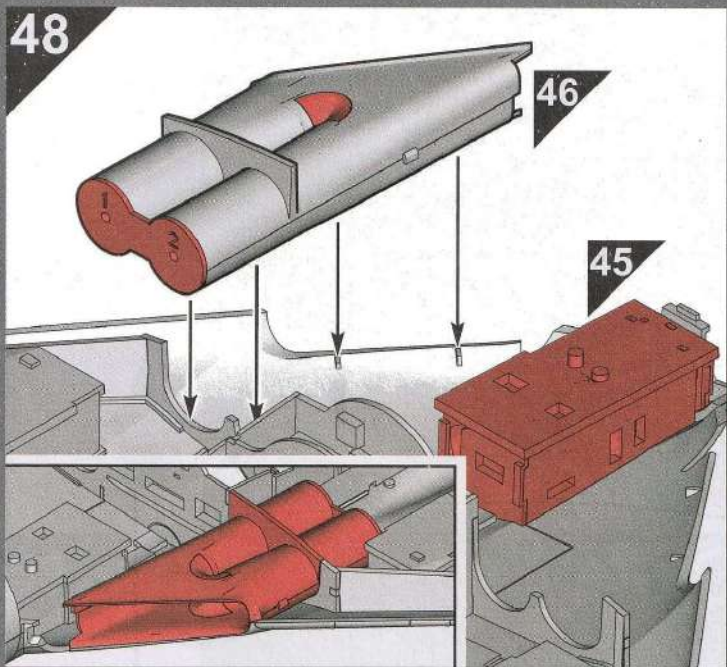


A **Note:** There is an option to fit the cover at this stage of the build.

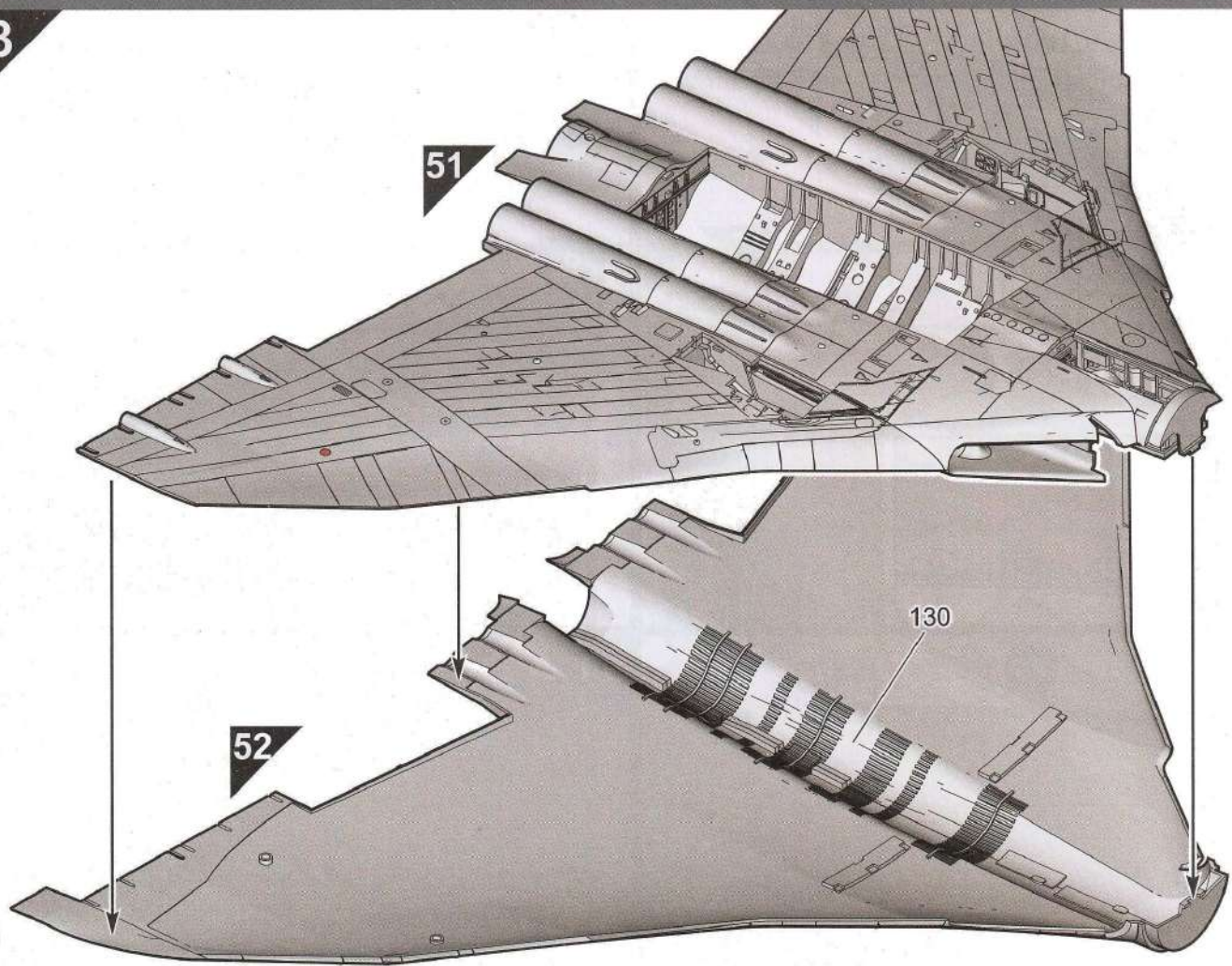


A **Note:** There is an option to fit the cover at this stage of the build.

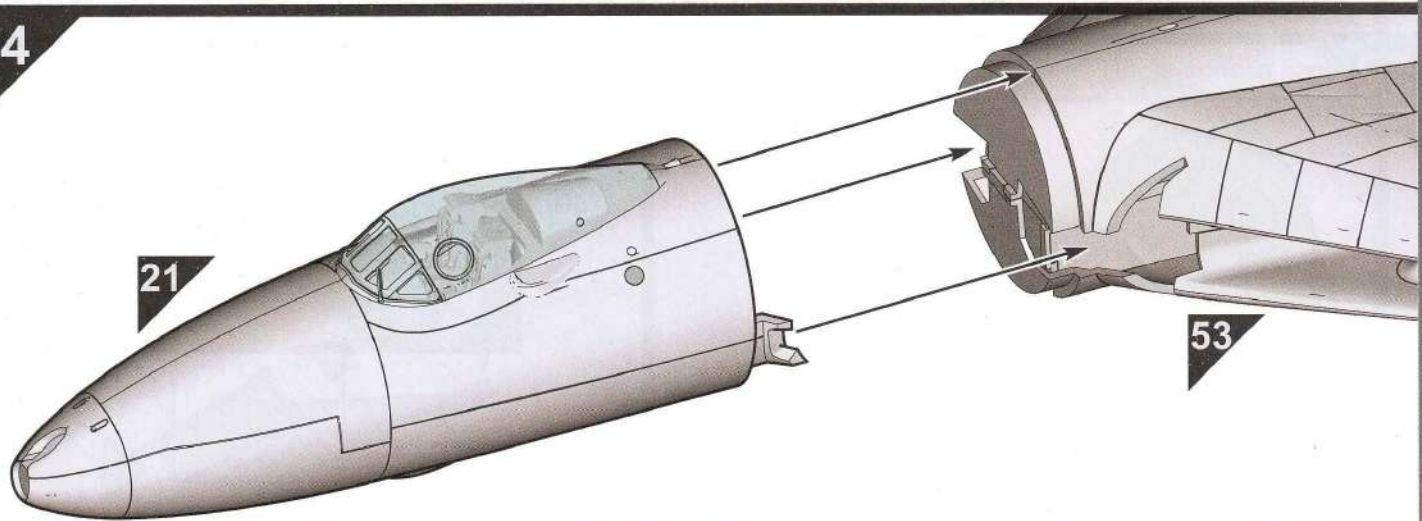




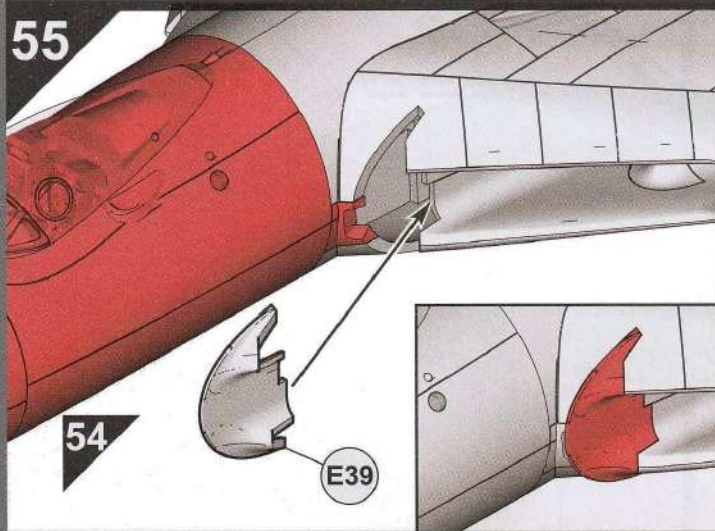
53



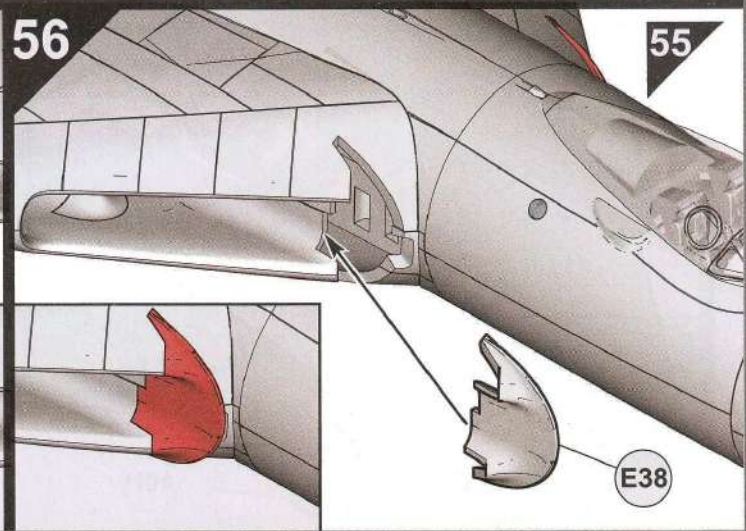
54

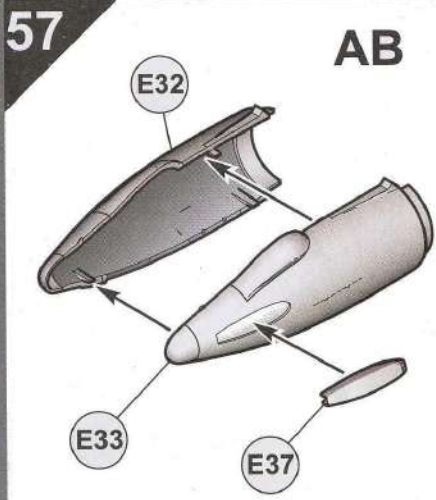


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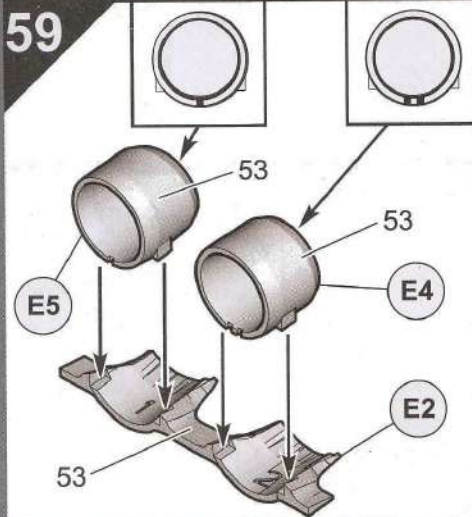
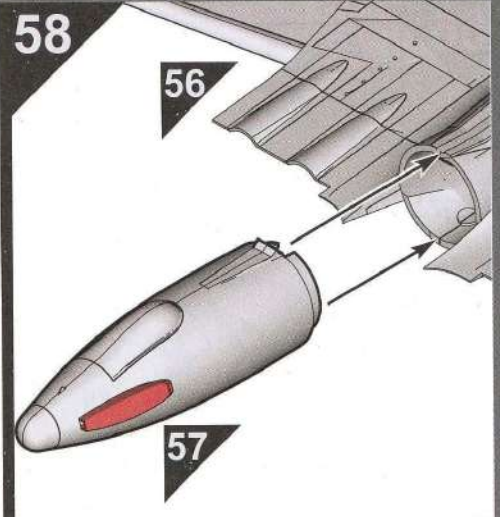
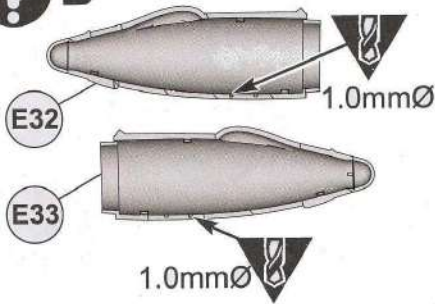


56

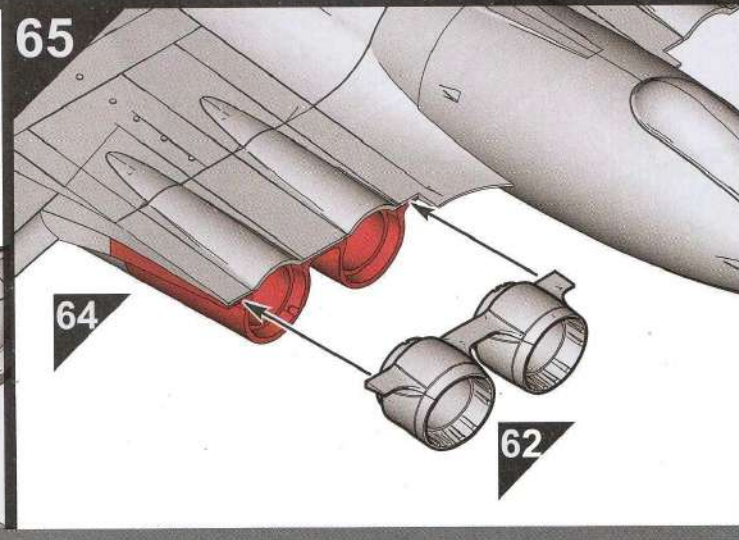
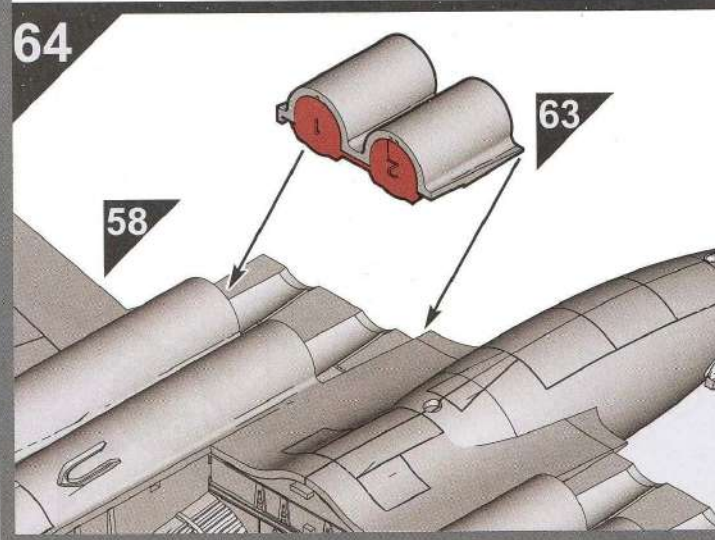
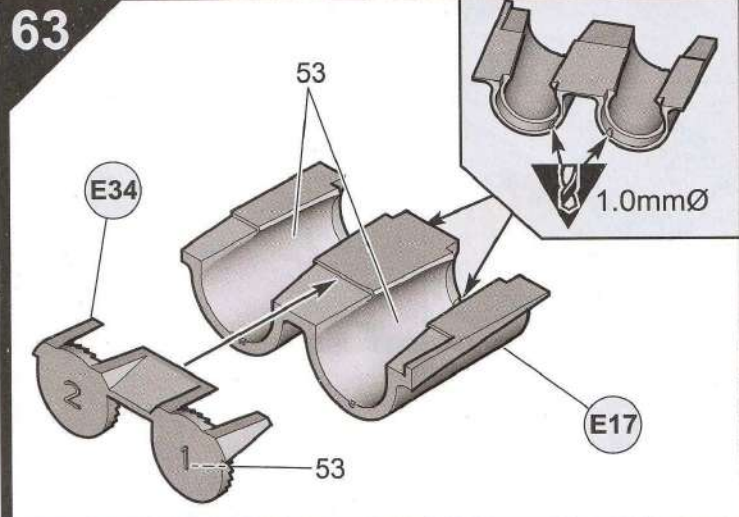
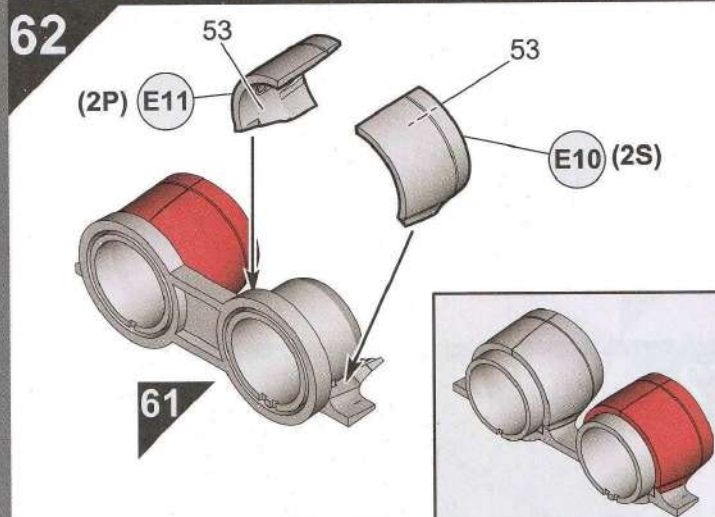
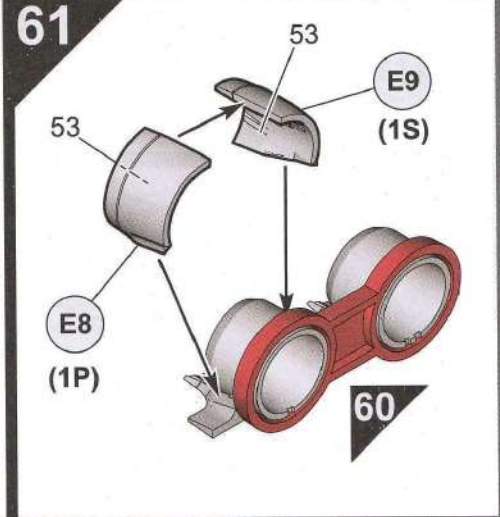
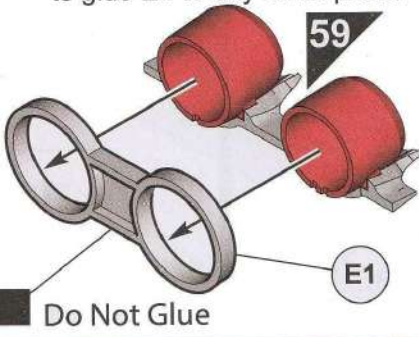


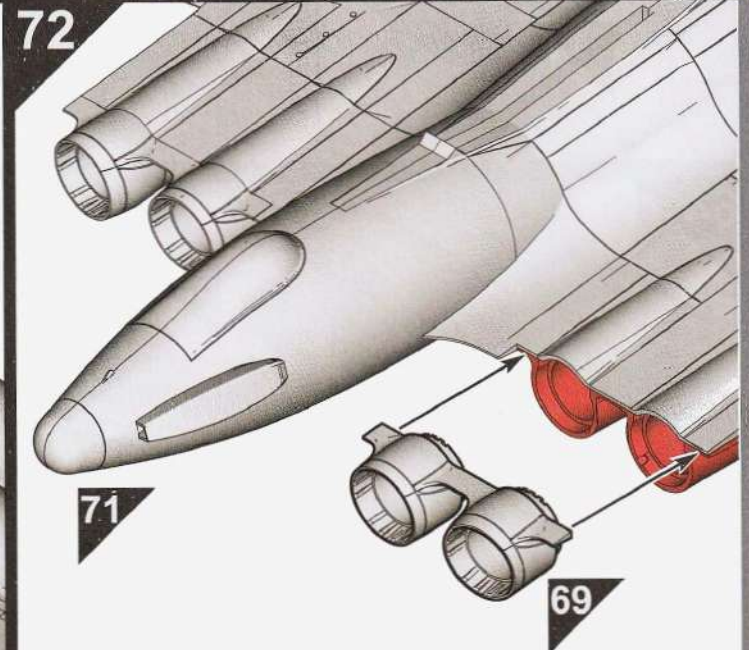
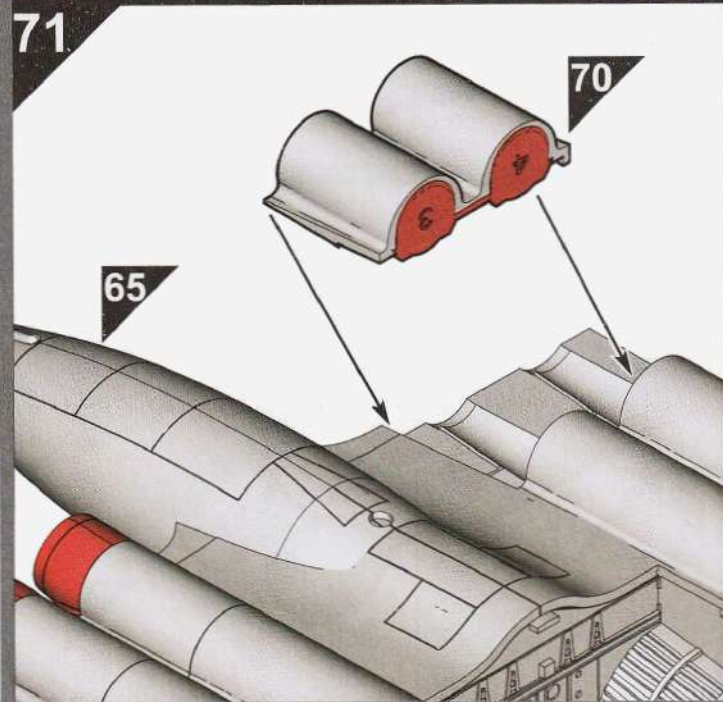
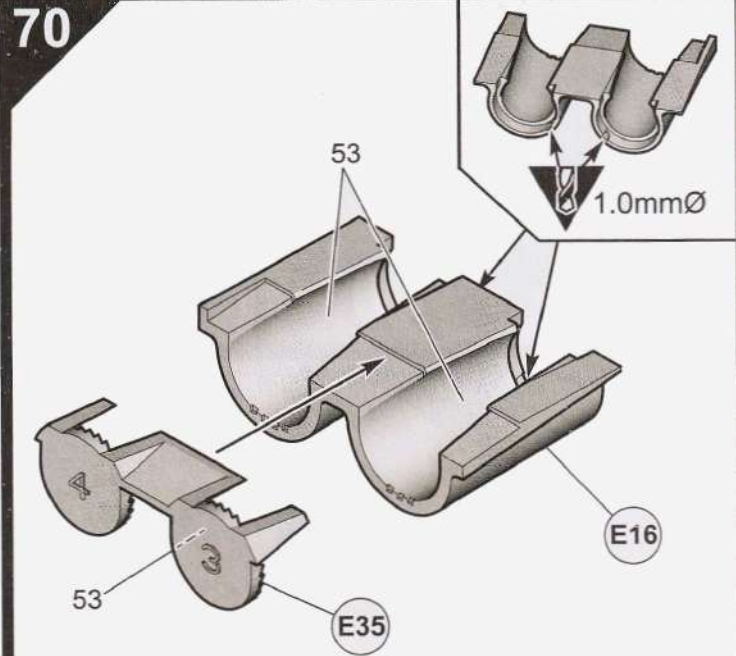
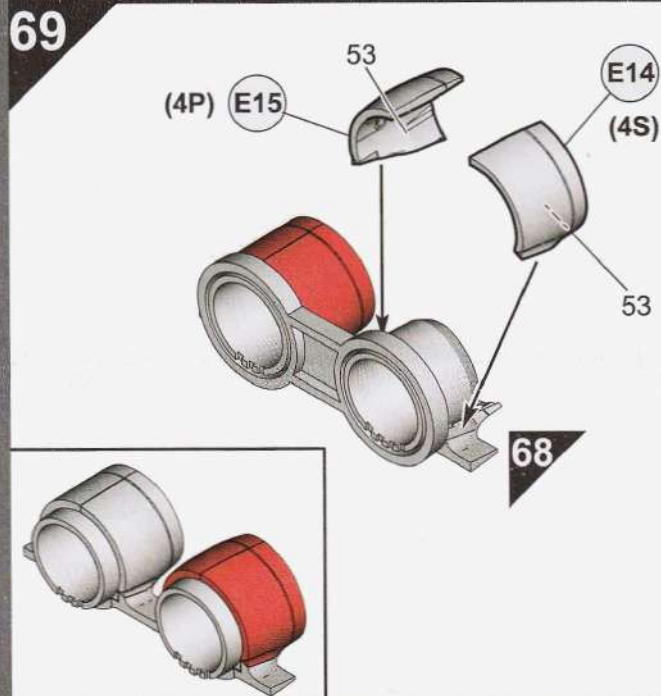
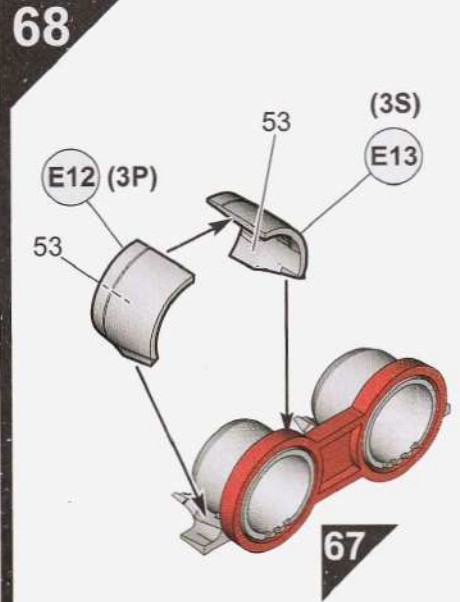
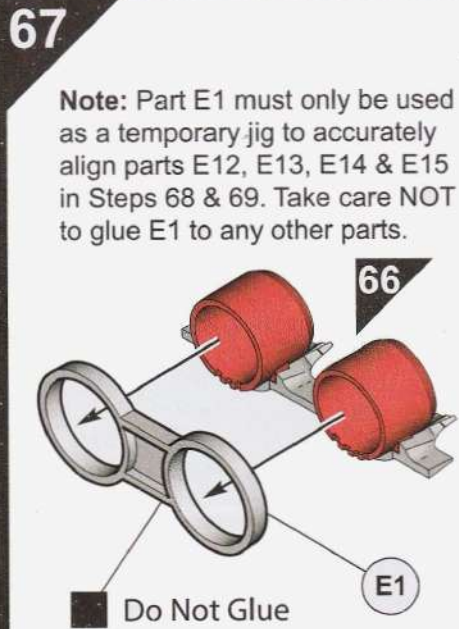
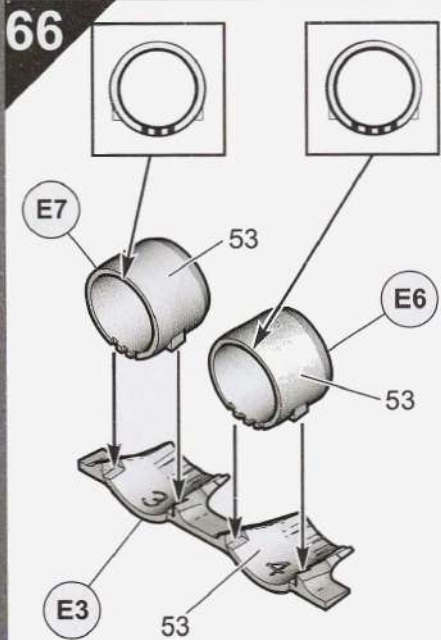


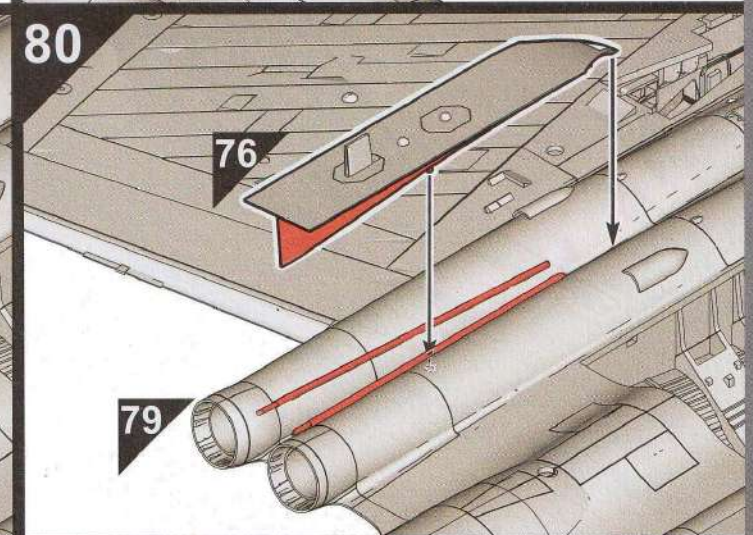
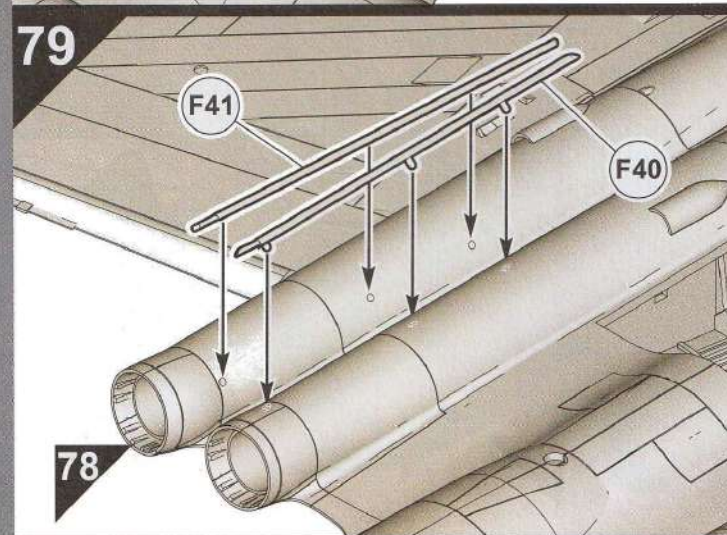
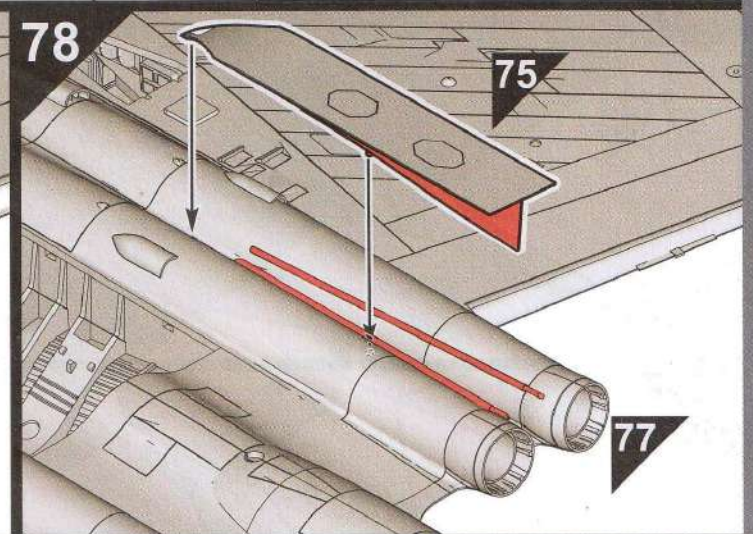
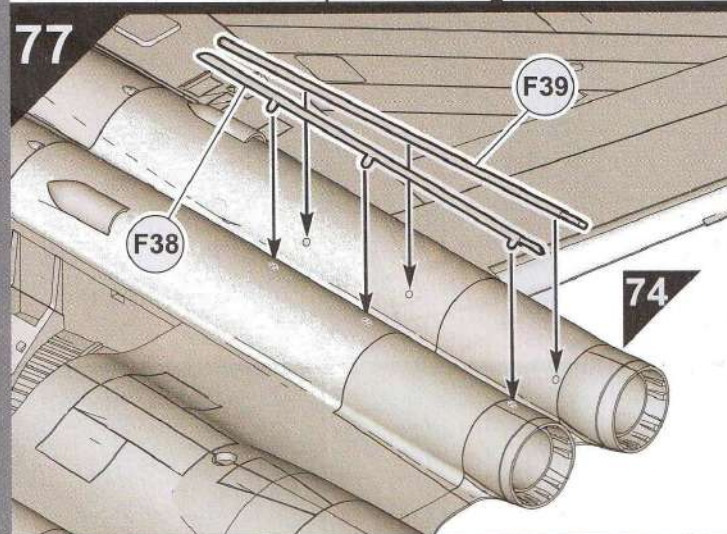
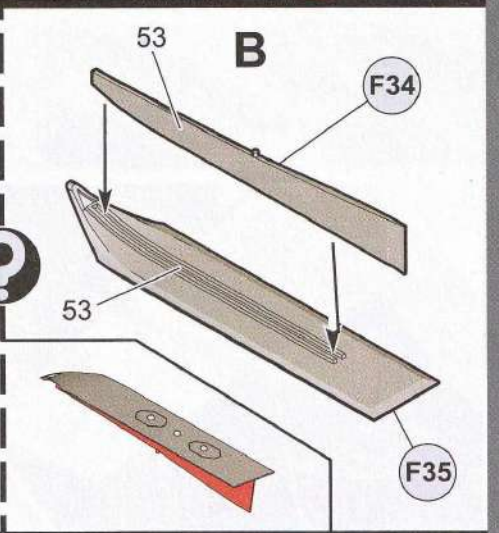
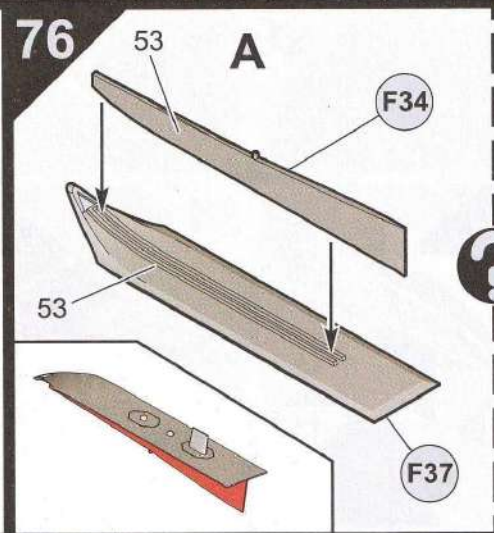
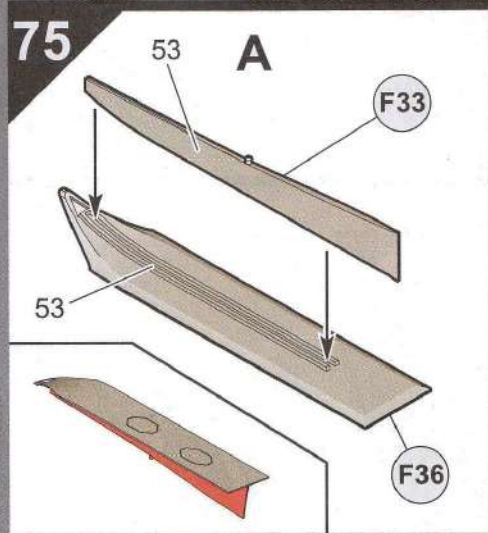
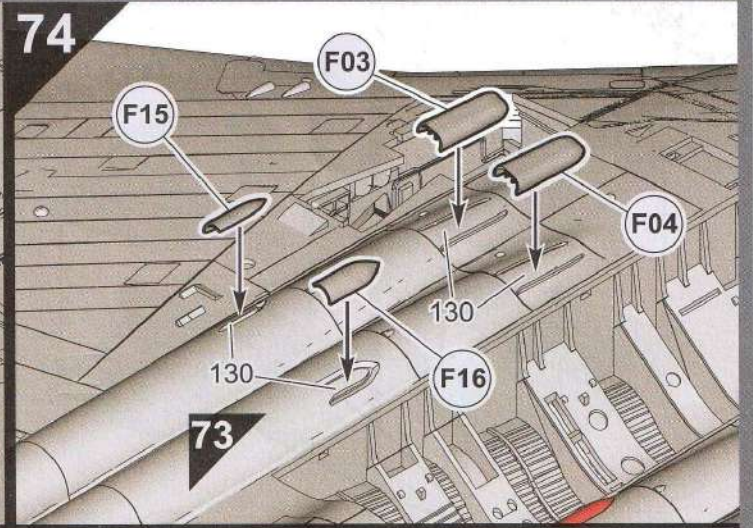
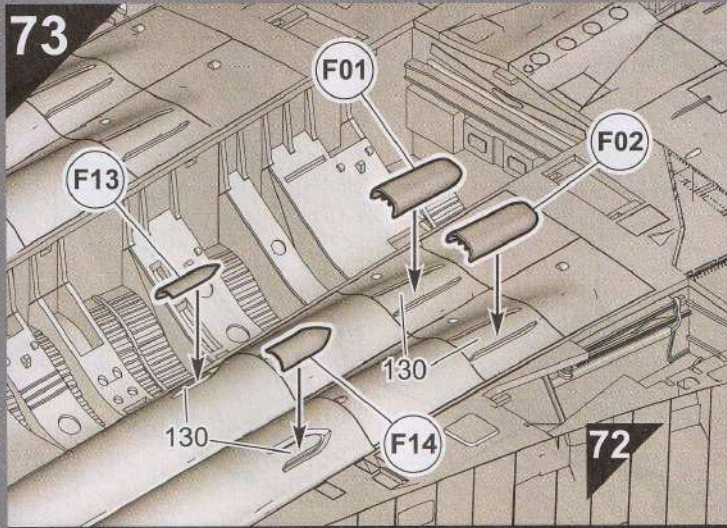
? B Refer to step 136 on page 28



60 **Note:** Part E1 must only be used as a temporary jig to accurately align parts E8, E9, E10 & E11 in Steps 61 & 62. Take care NOT to glue E1 to any other parts.

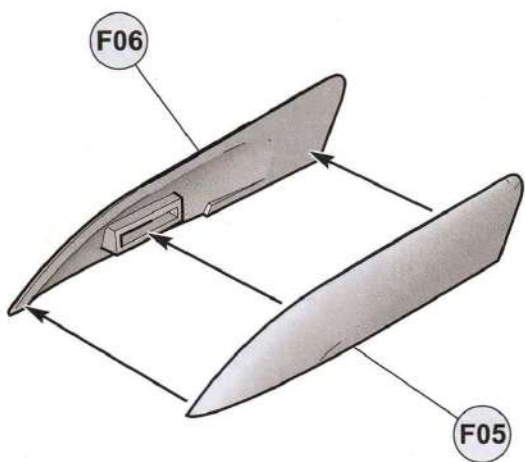




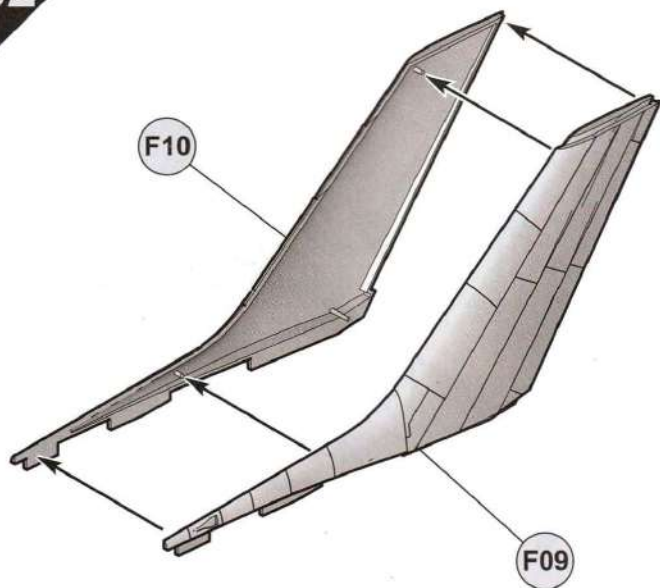


81

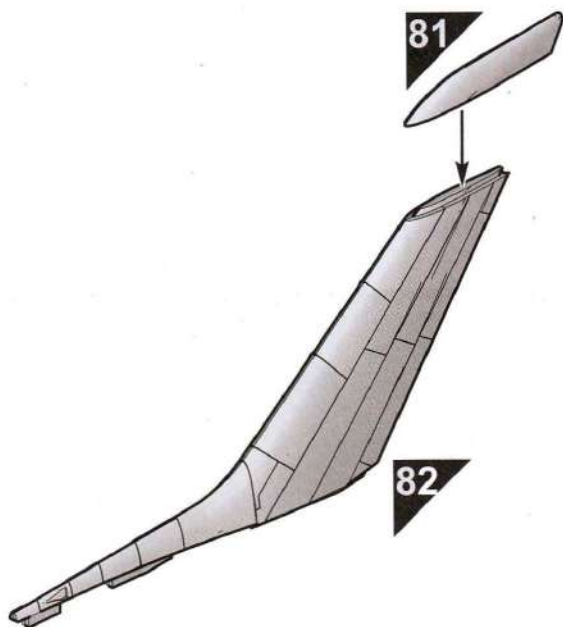
AB



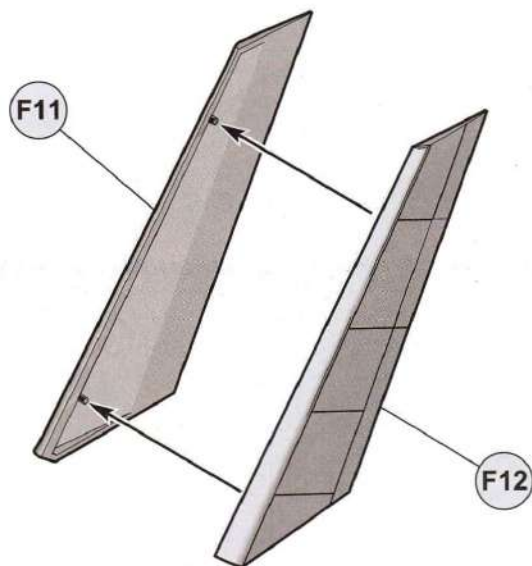
82



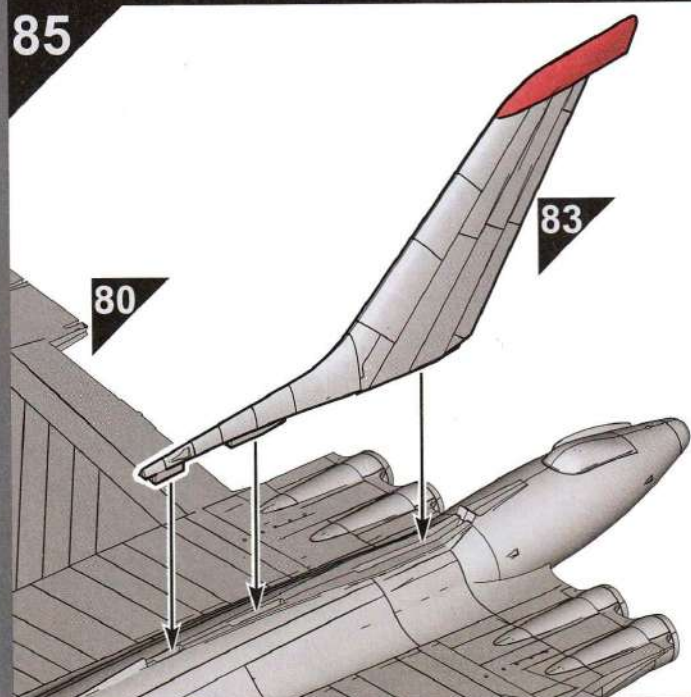
83



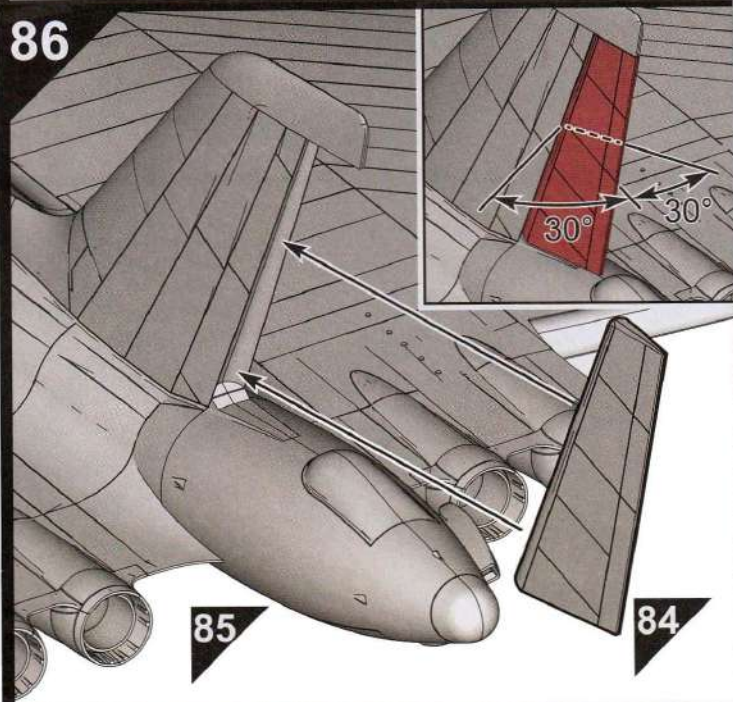
84

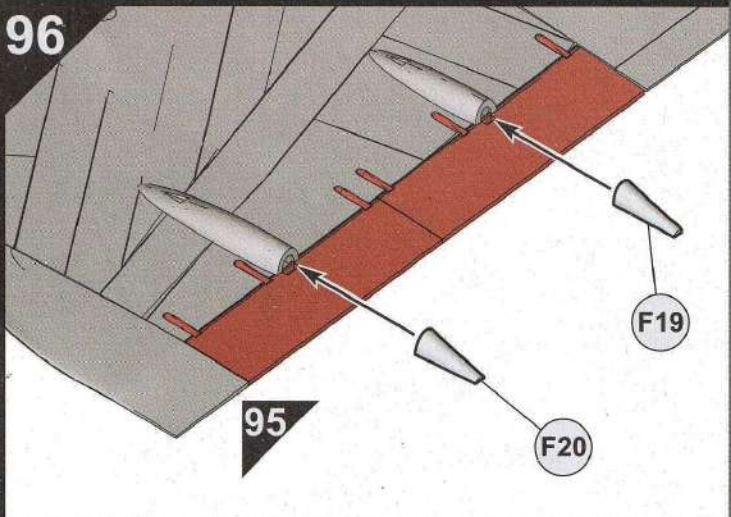
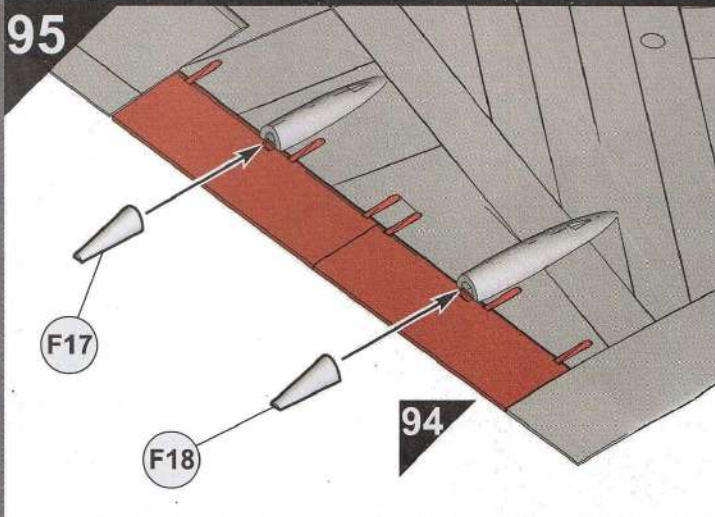
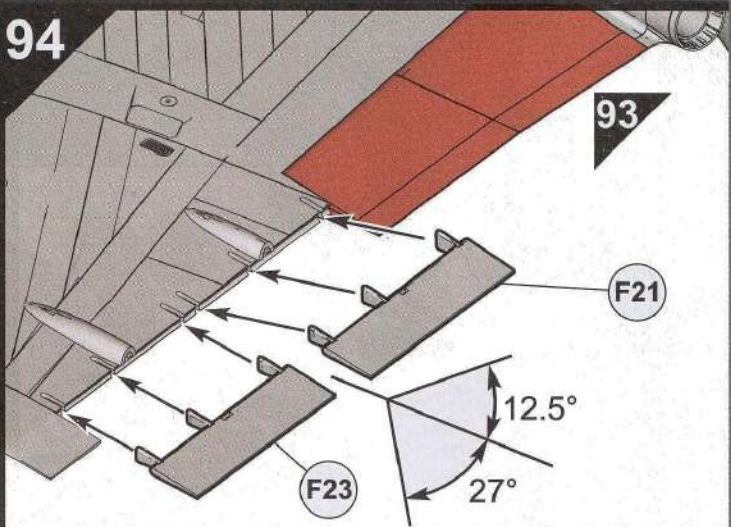
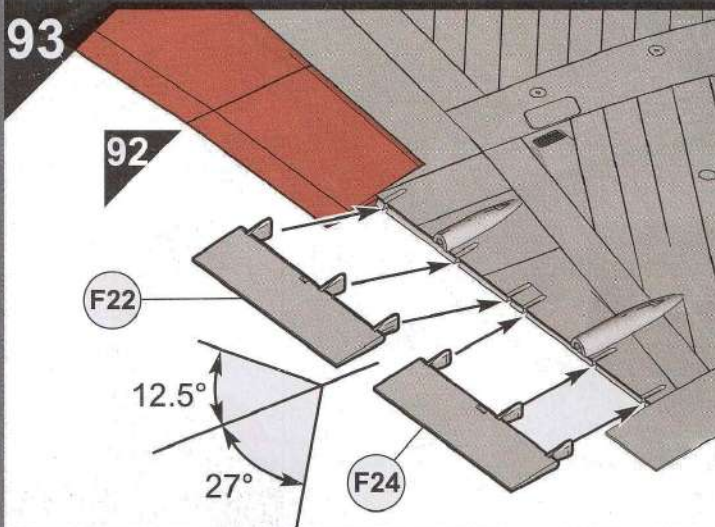
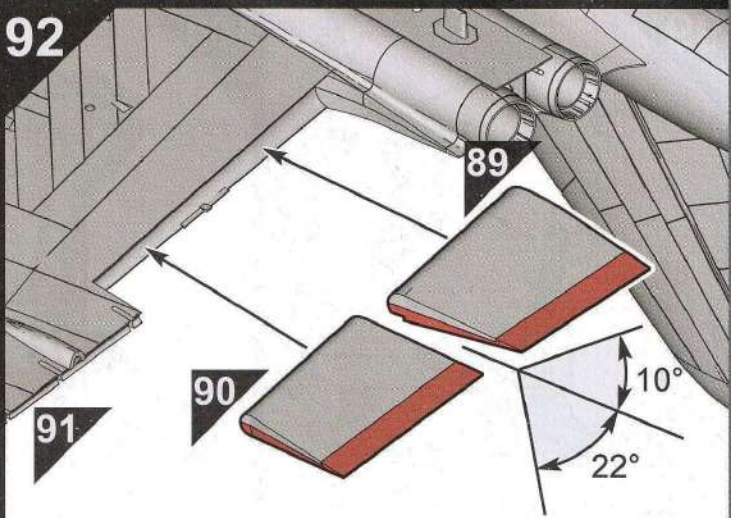
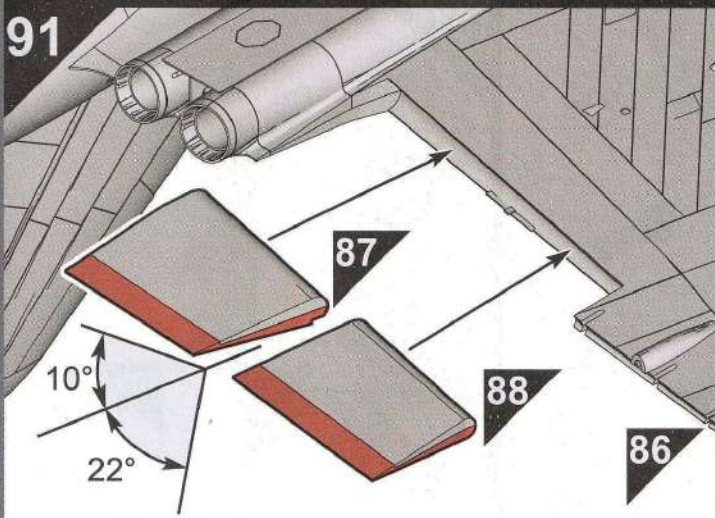
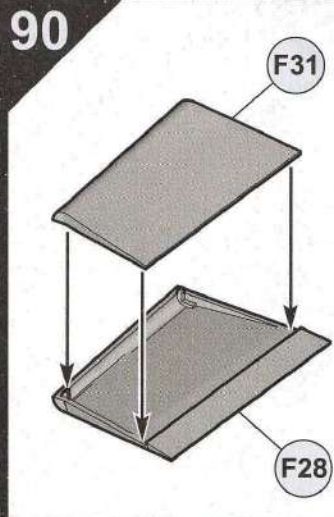
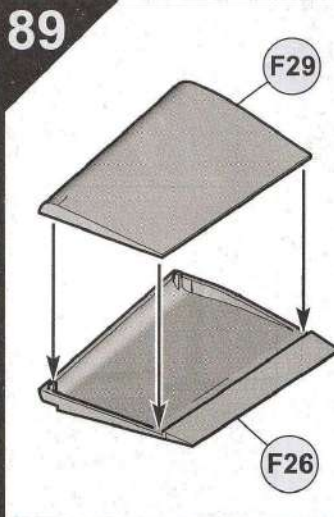
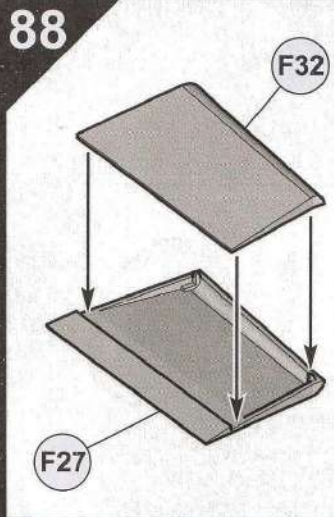
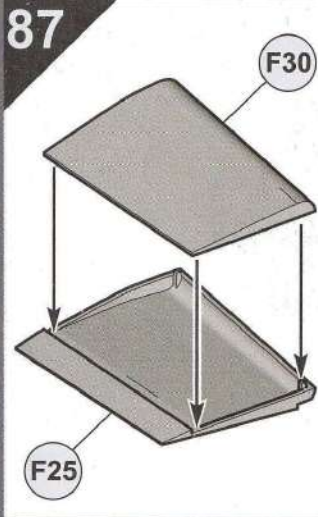


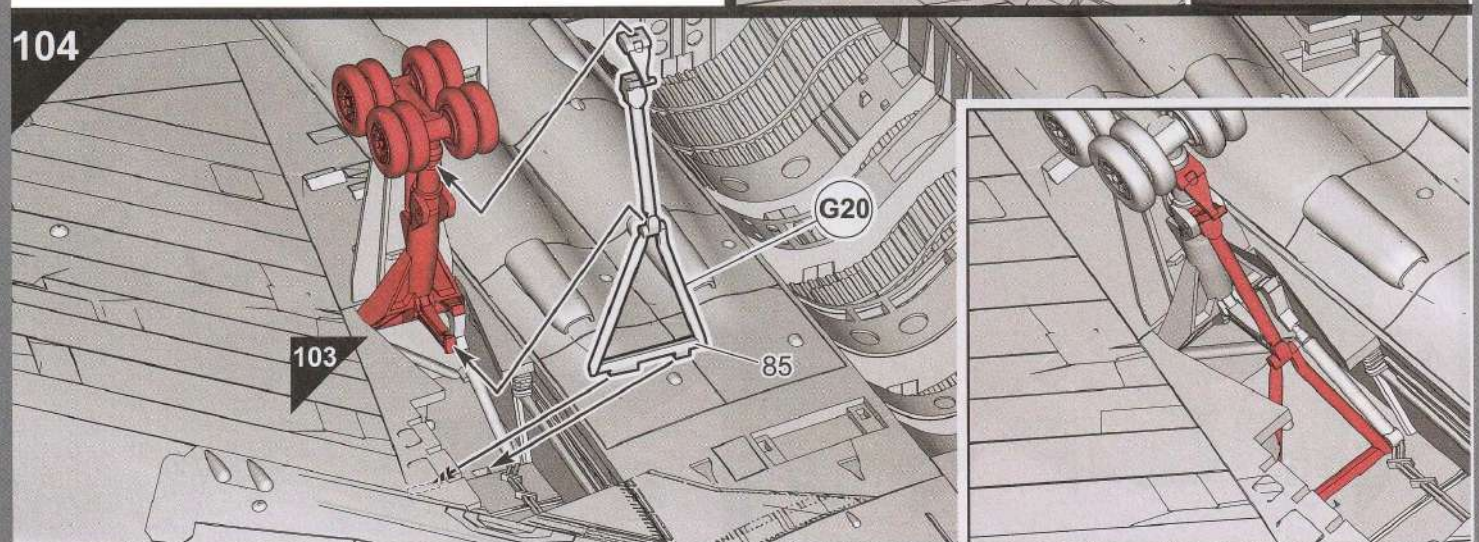
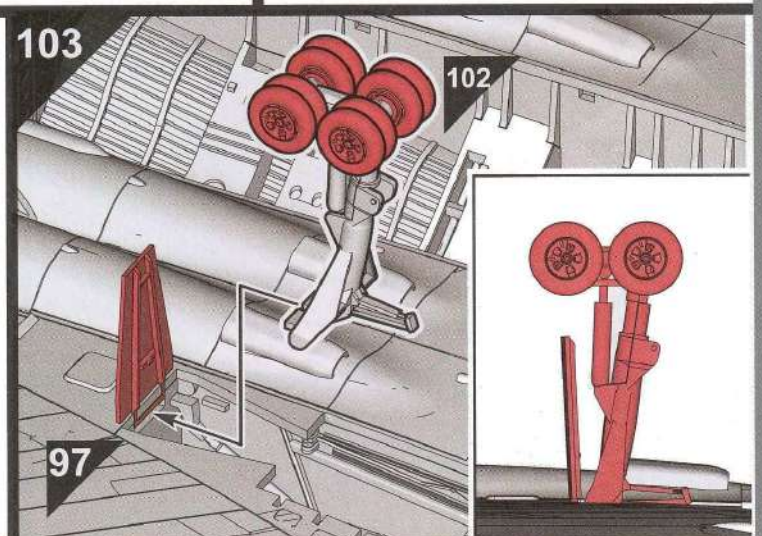
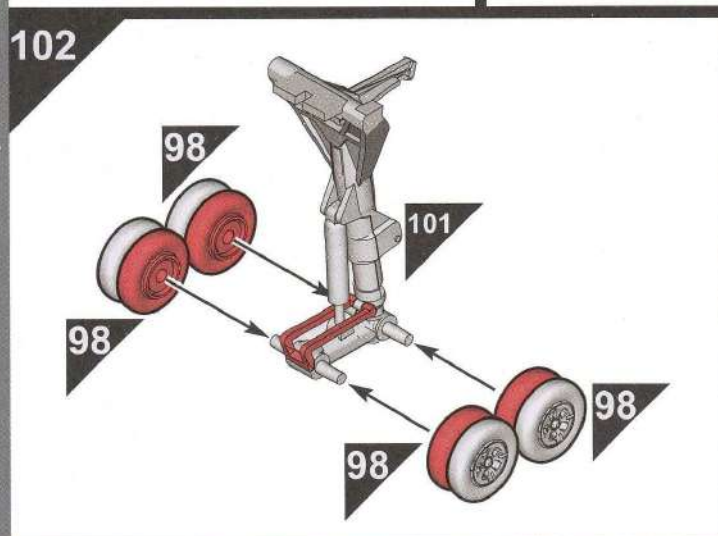
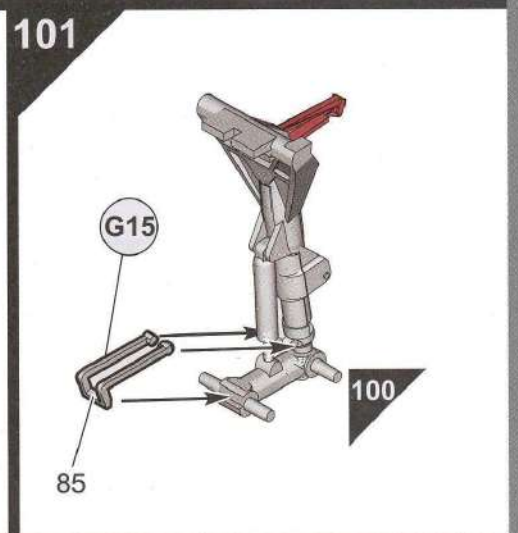
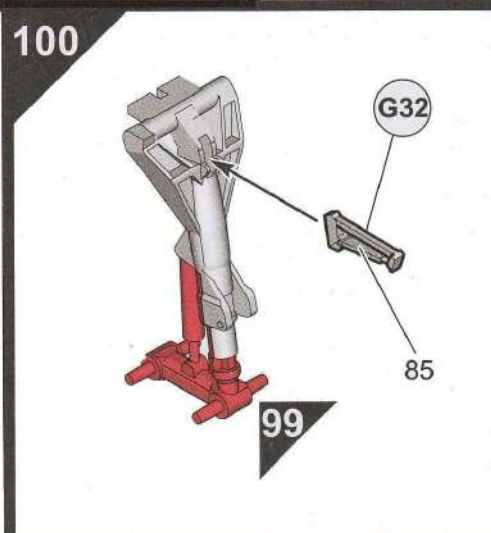
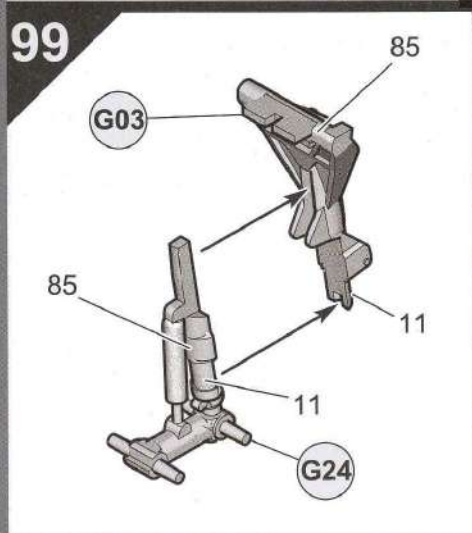
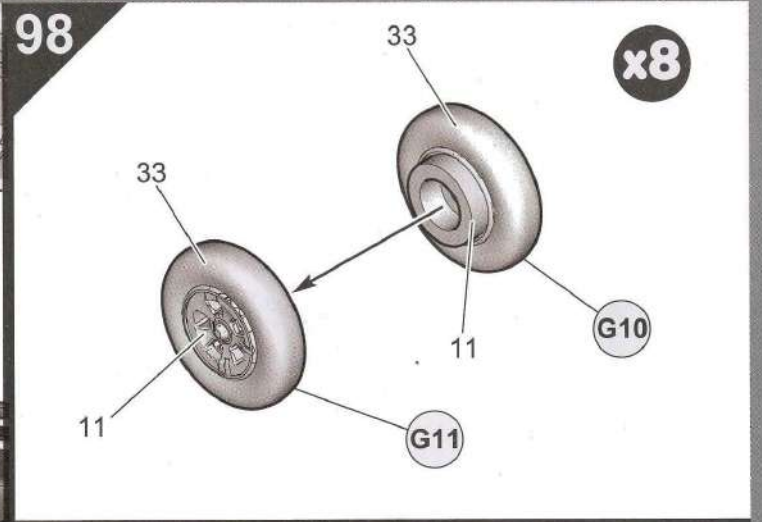
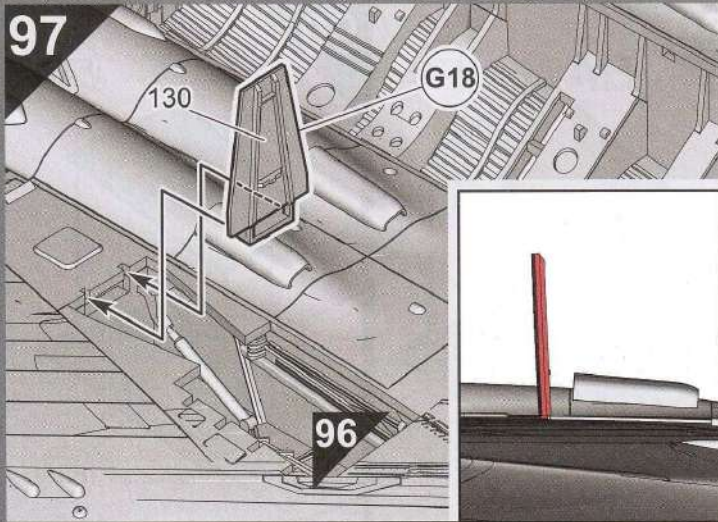
85

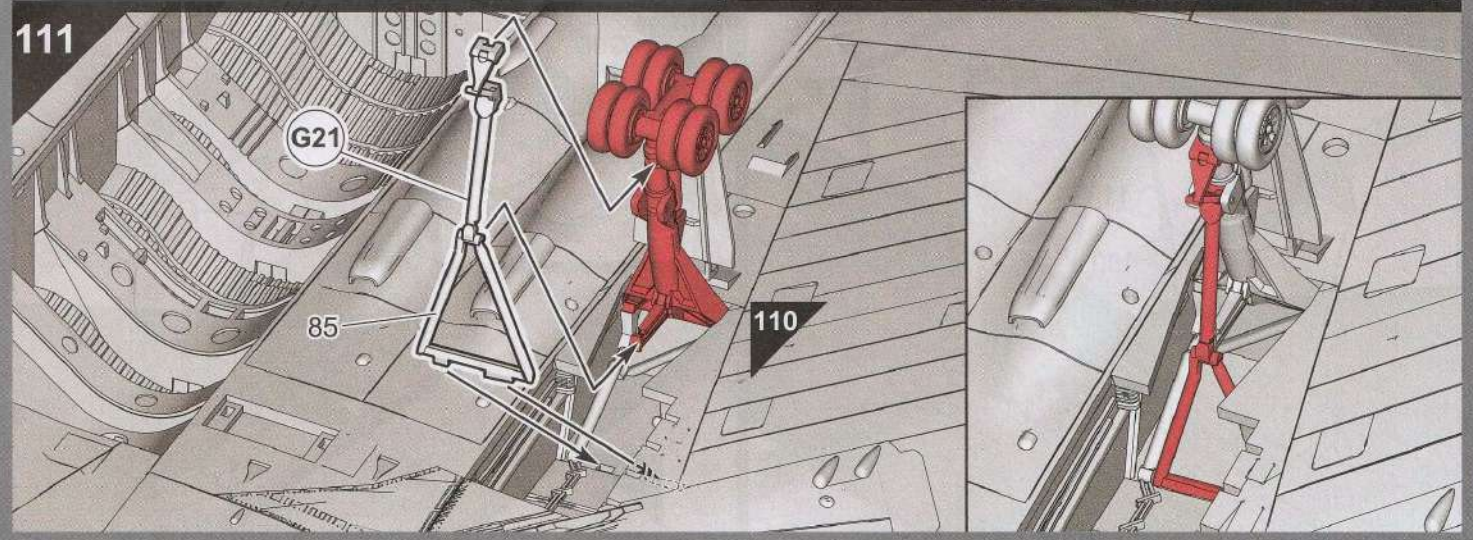
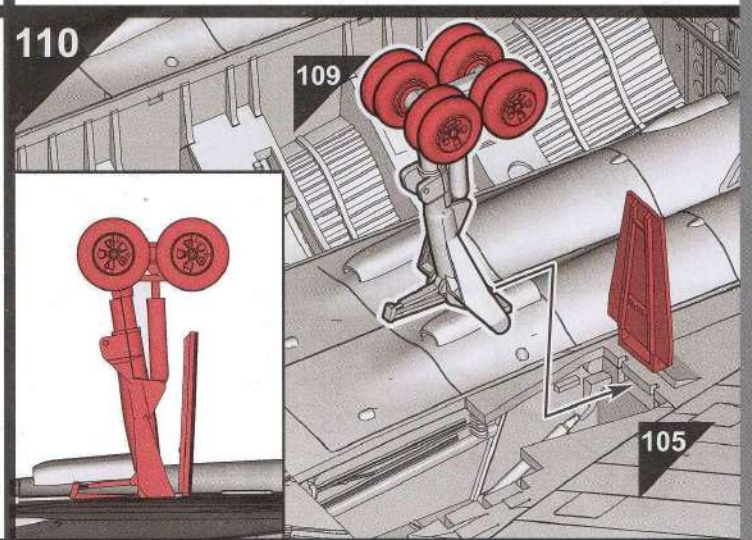
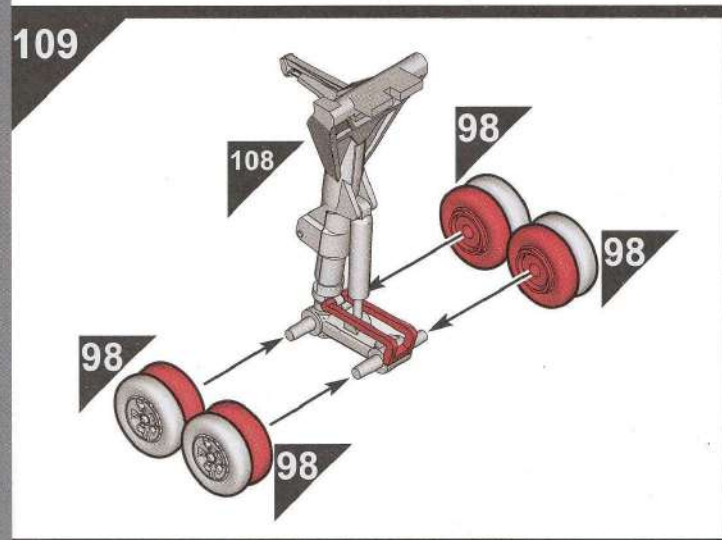
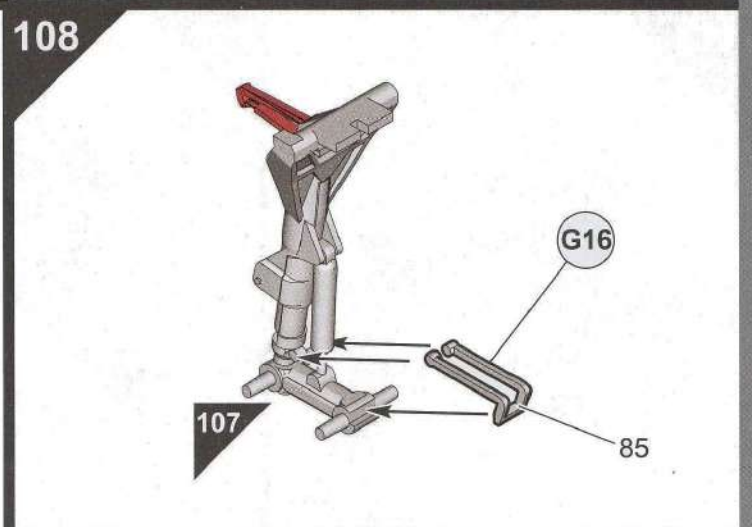
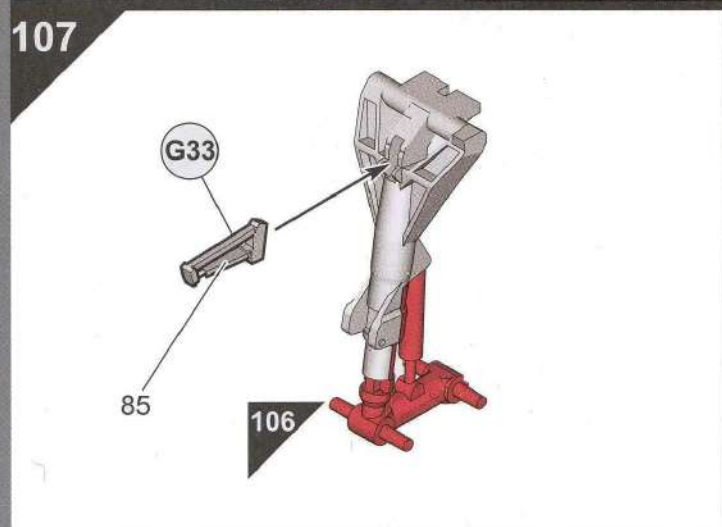
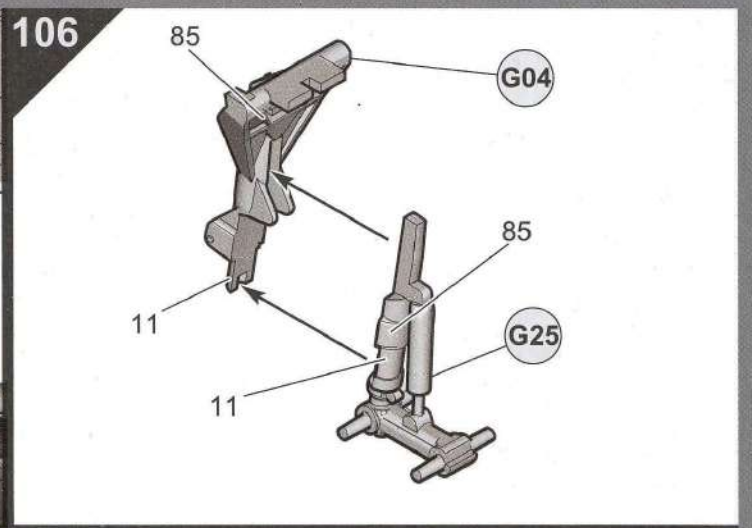
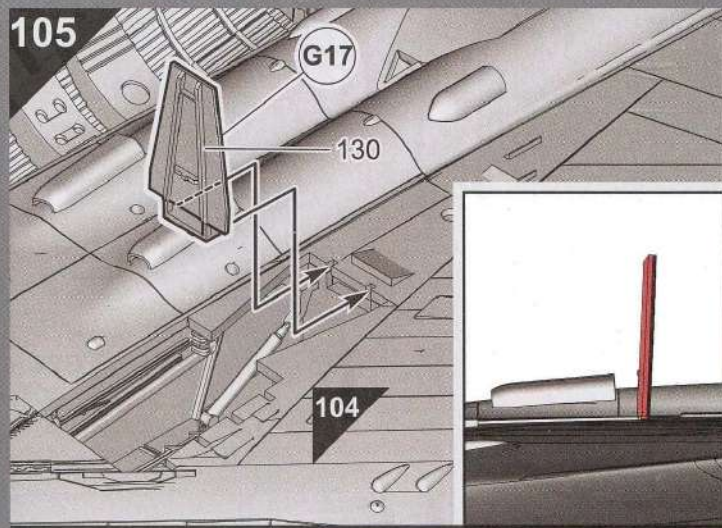


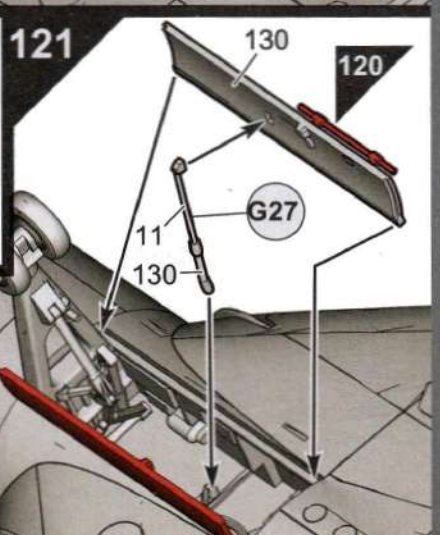
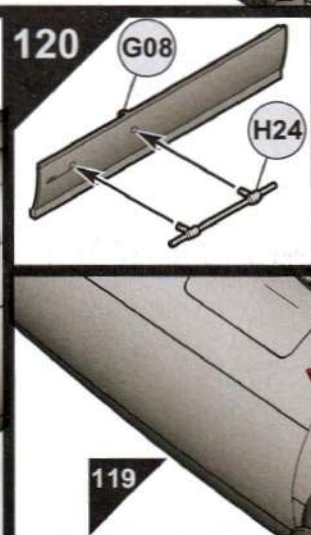
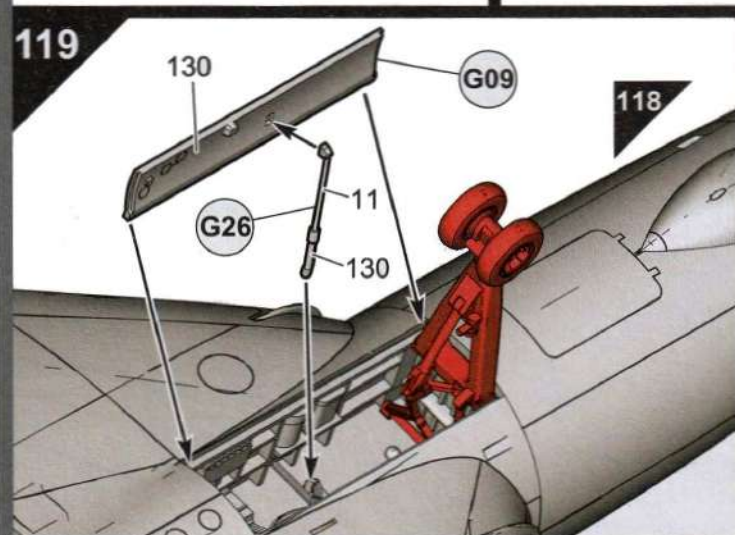
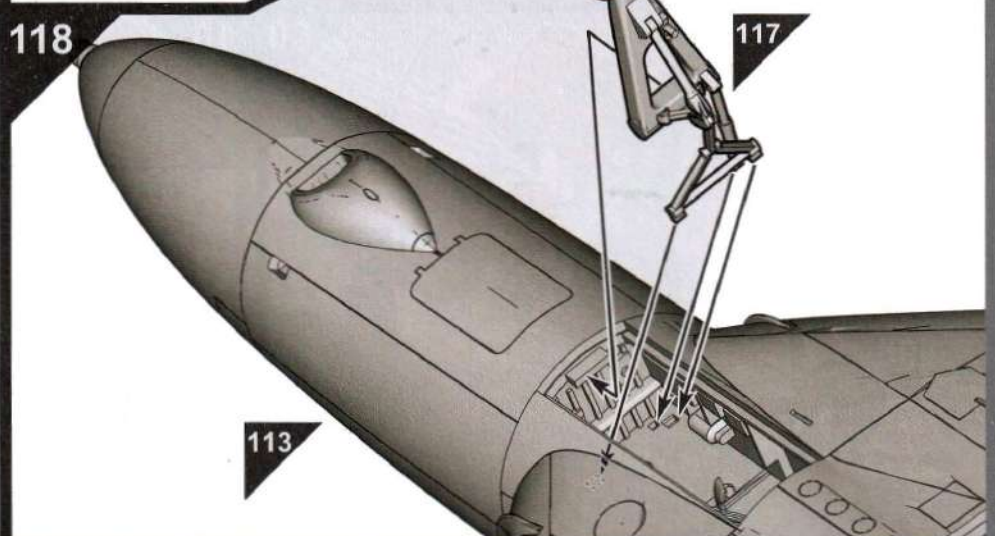
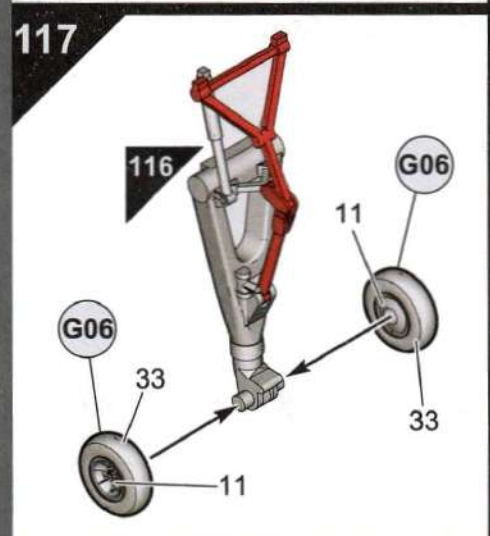
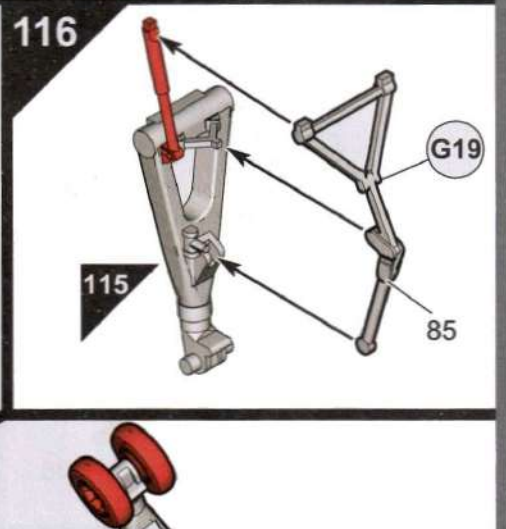
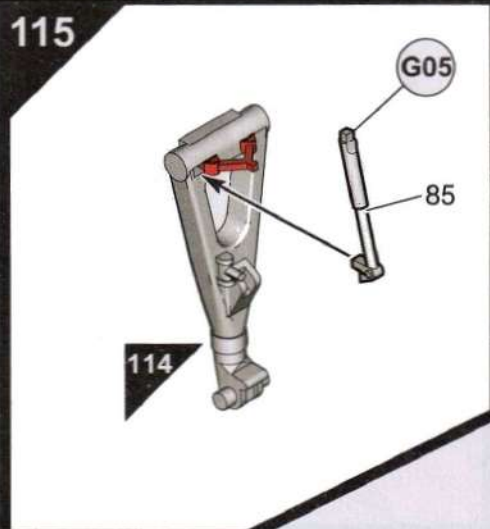
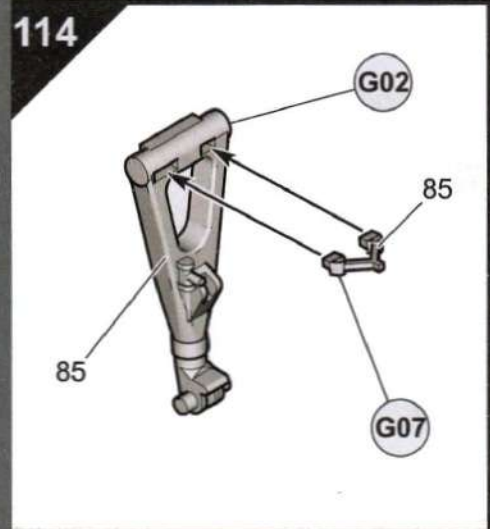
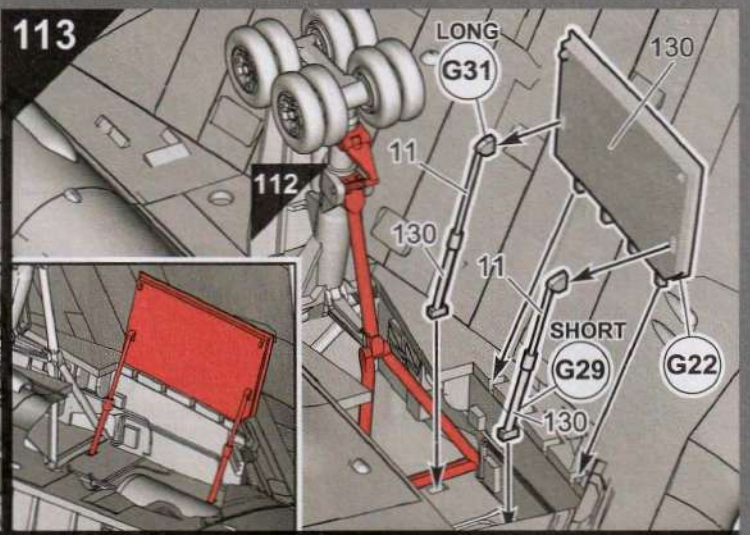
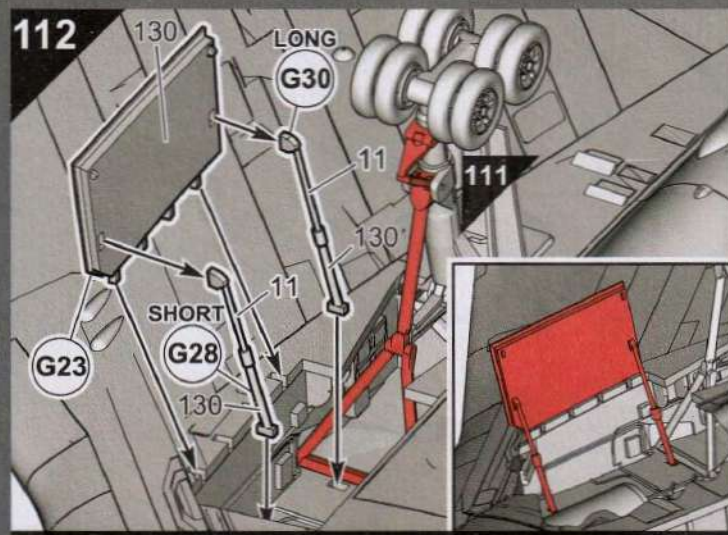
86

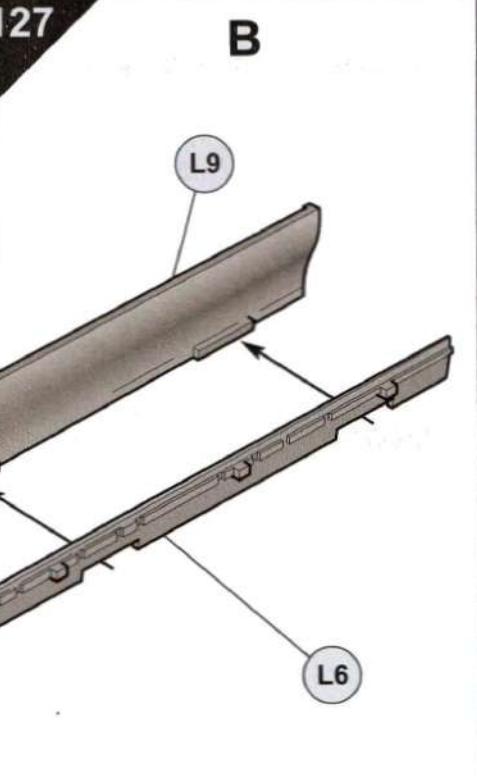
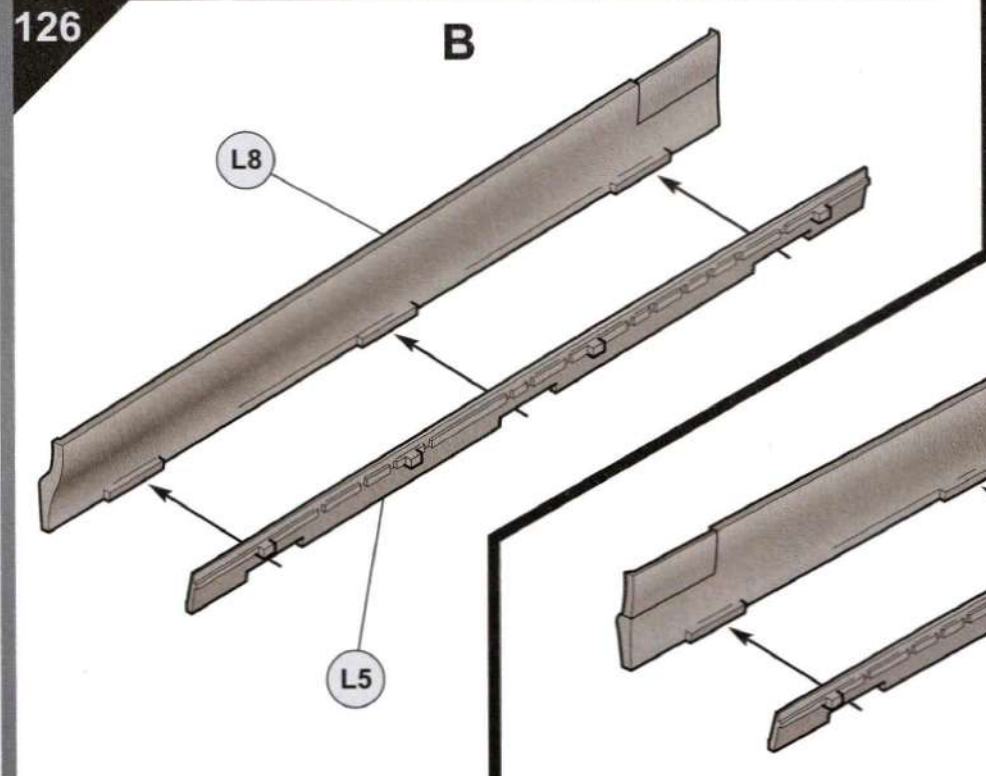
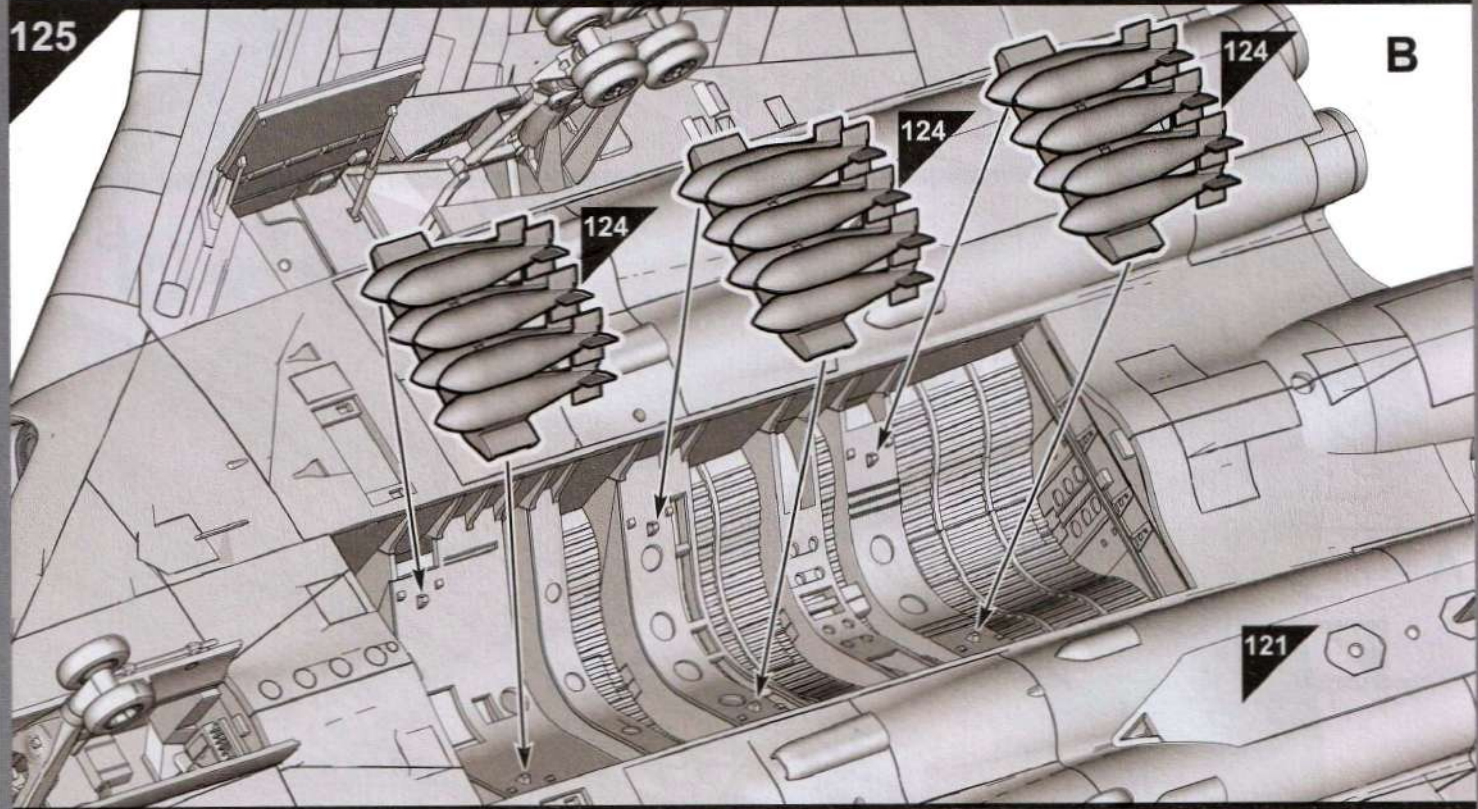
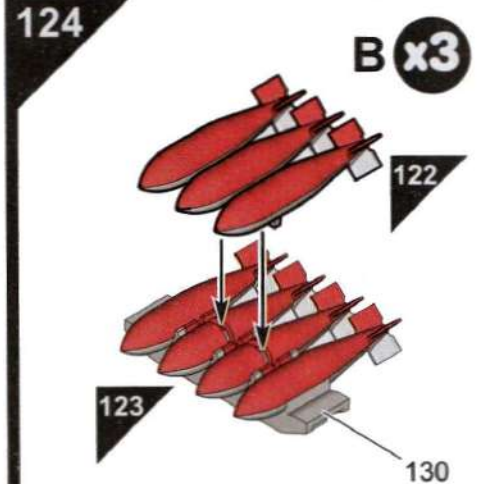
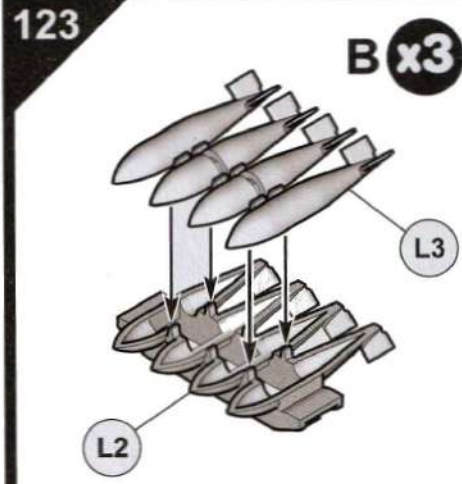
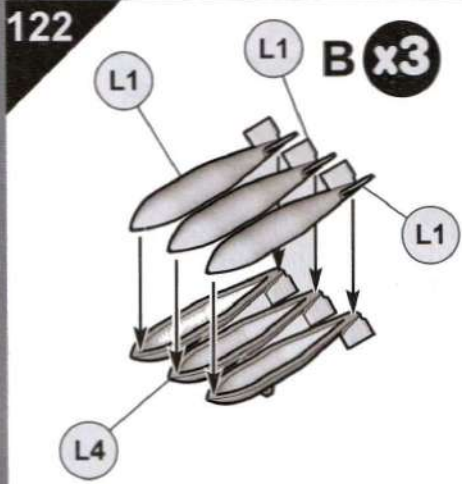






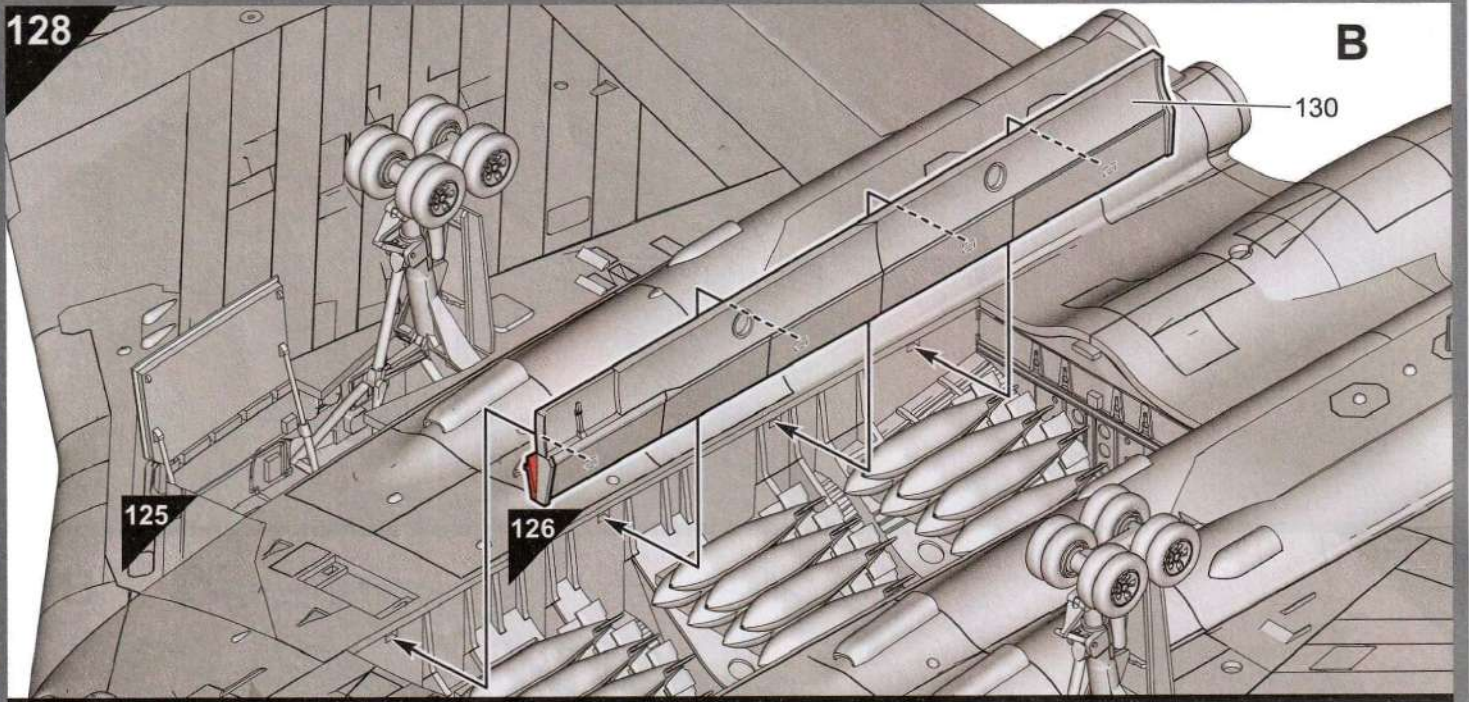






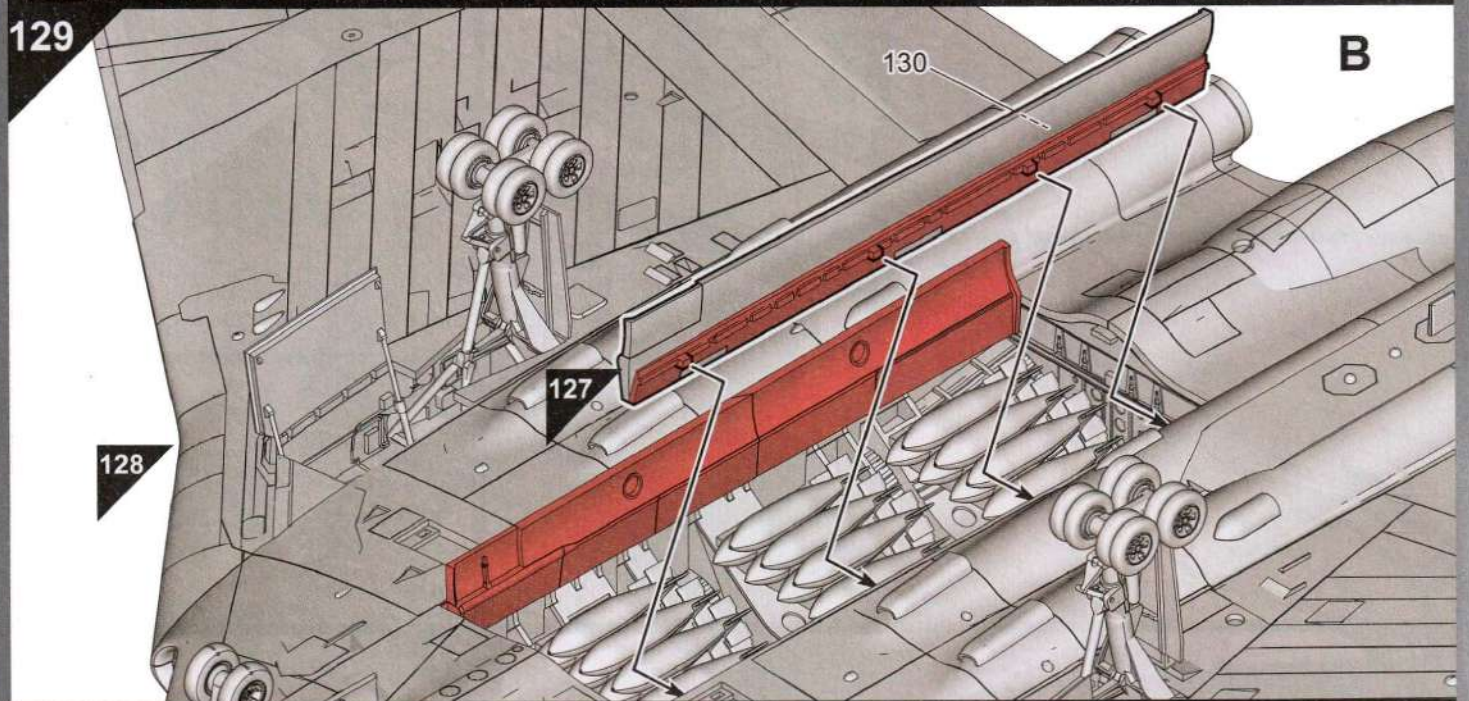
128

B



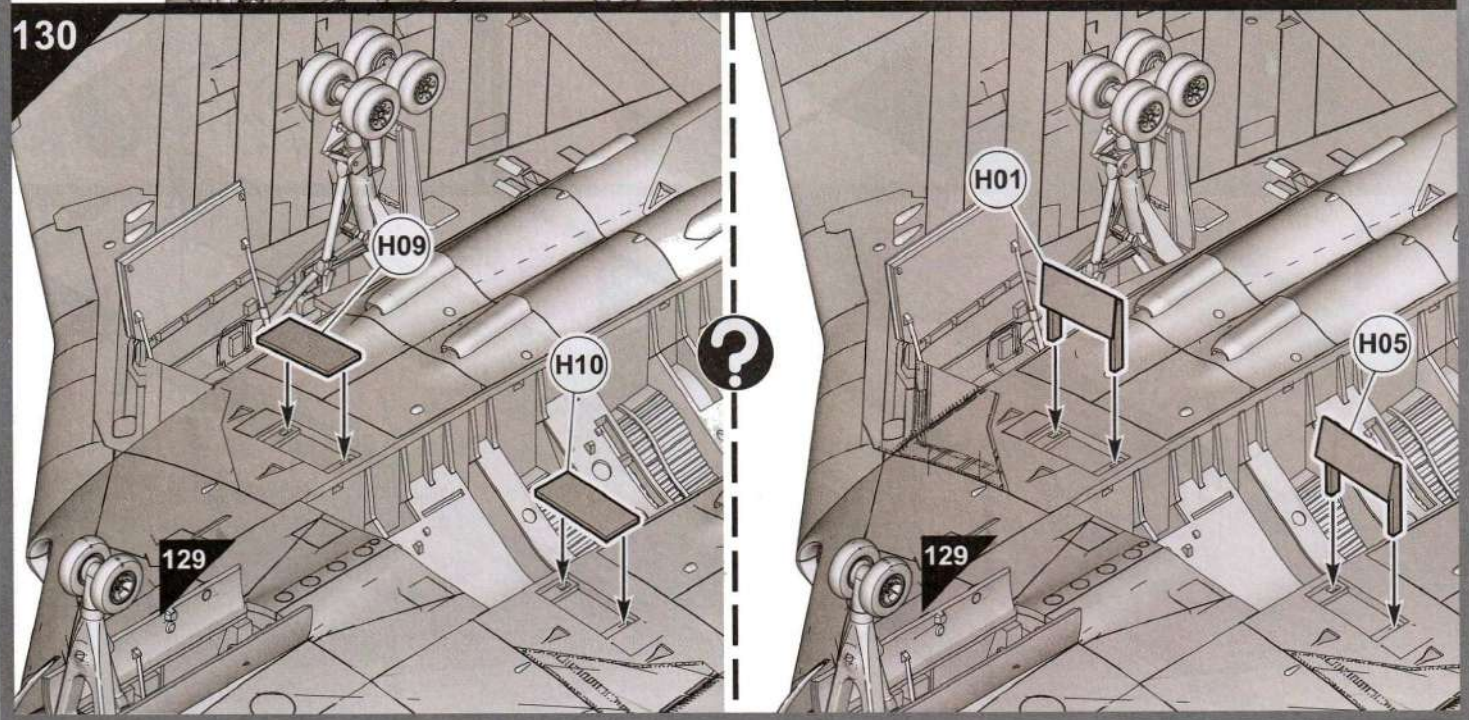
129

B

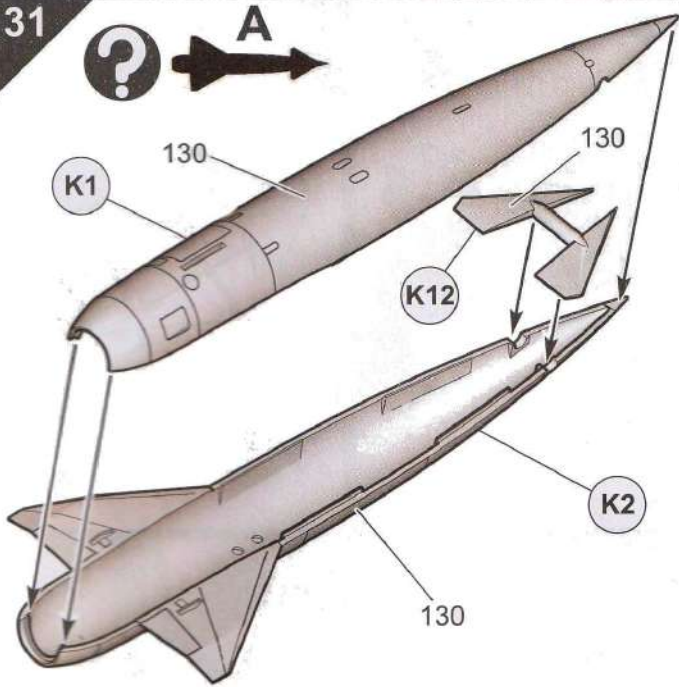


128

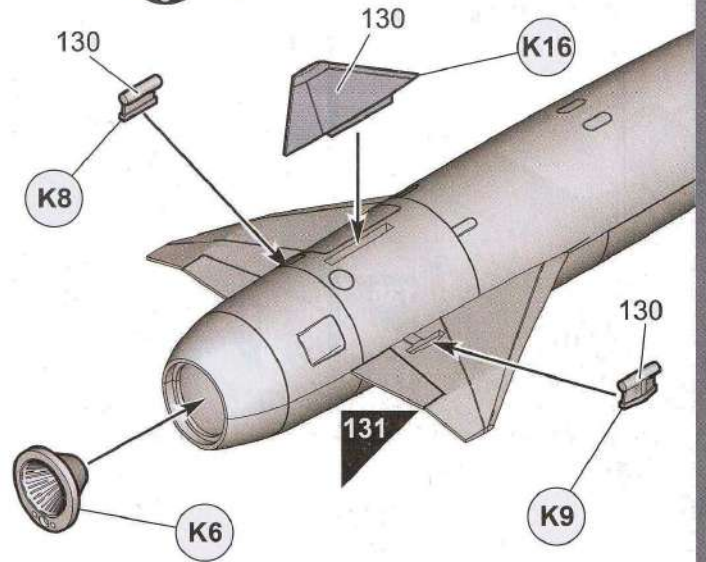
130



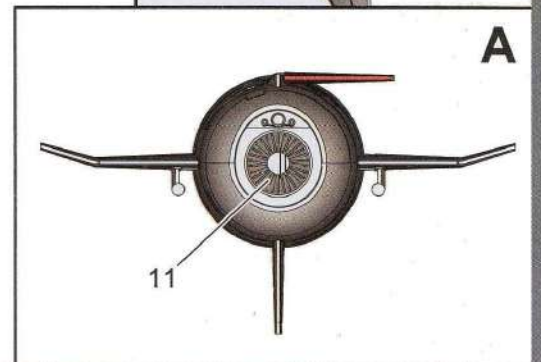
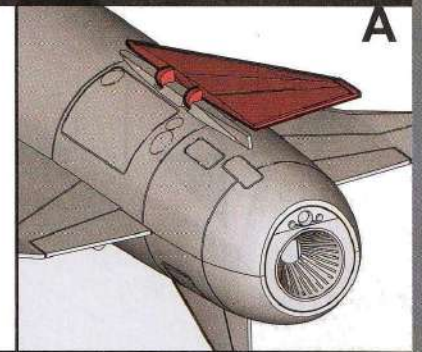
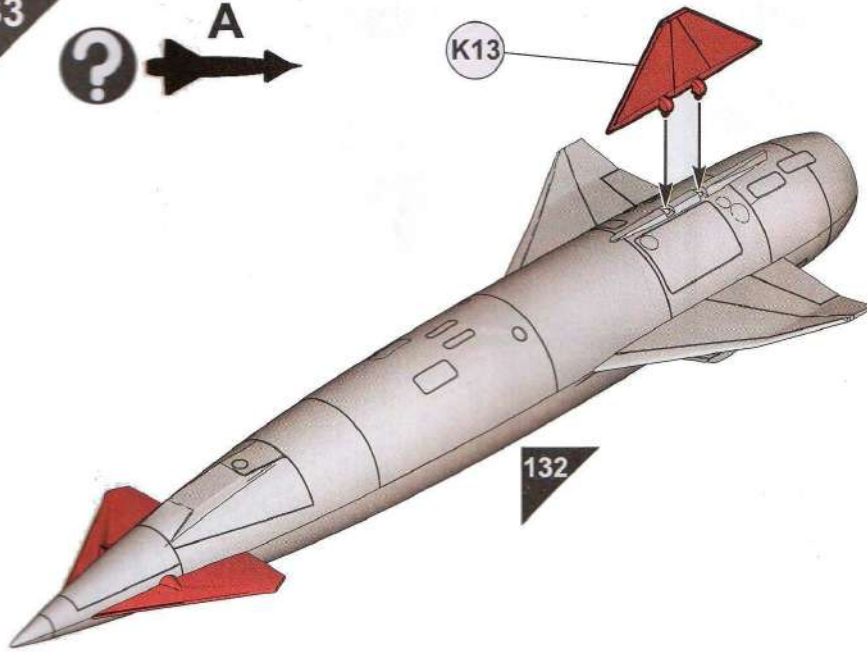
131



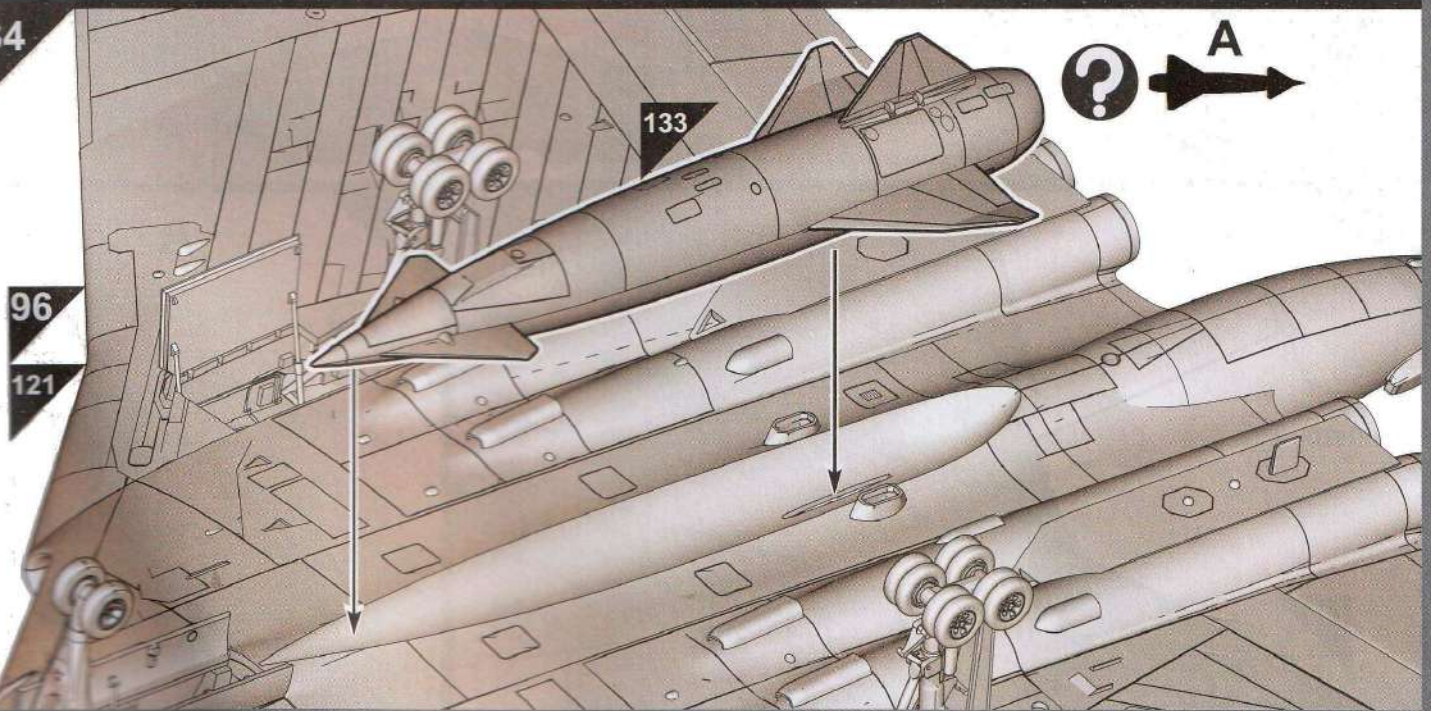
132

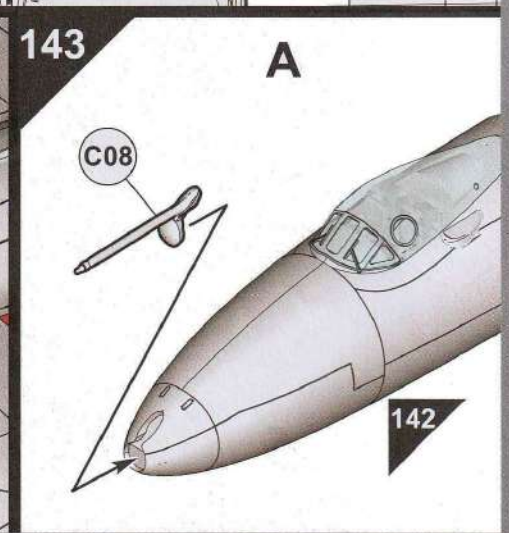
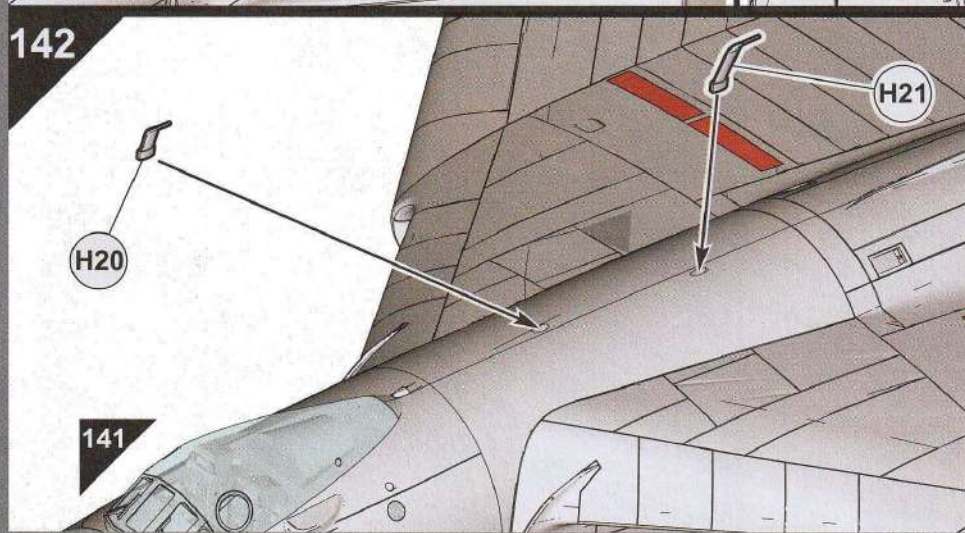
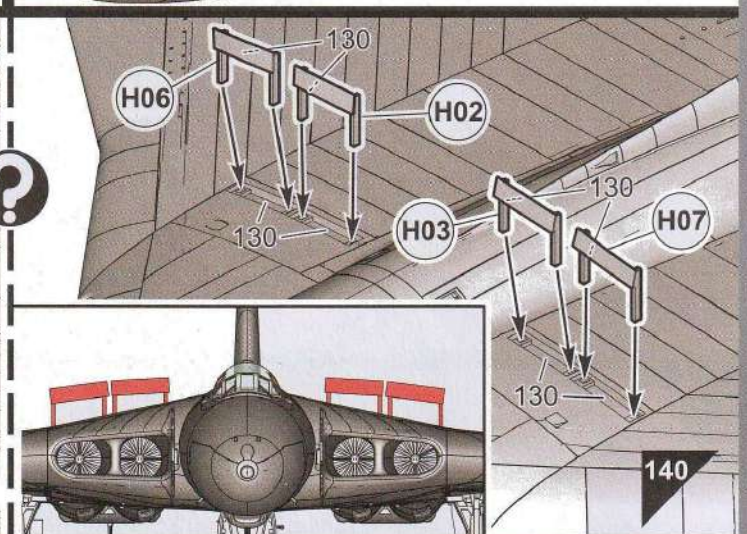
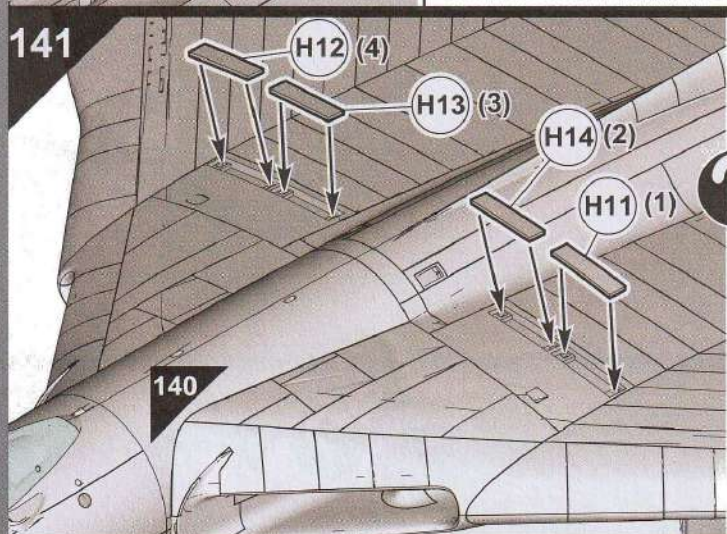
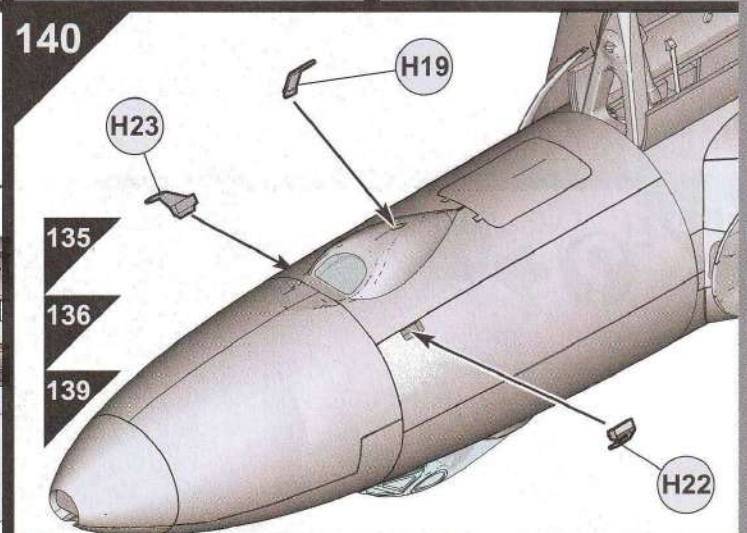
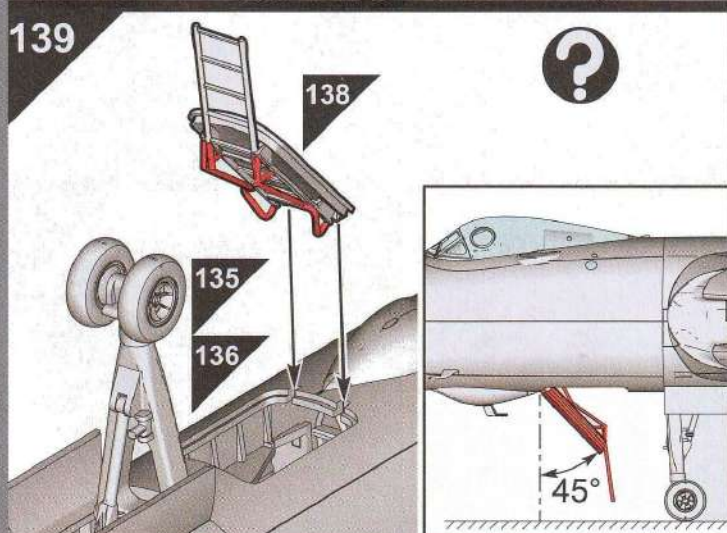
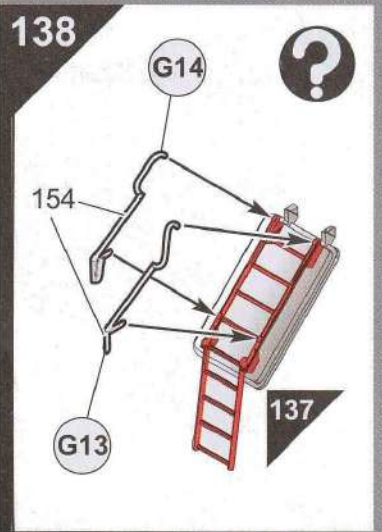
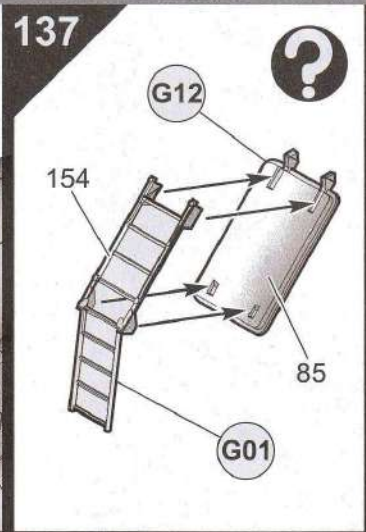
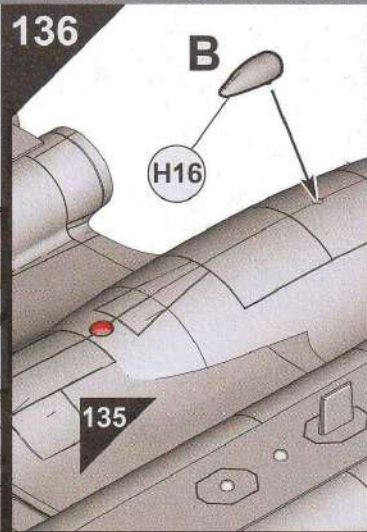
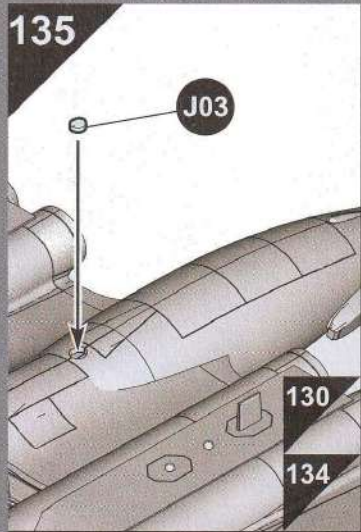


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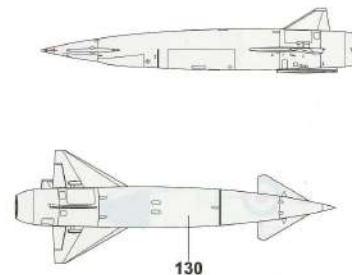
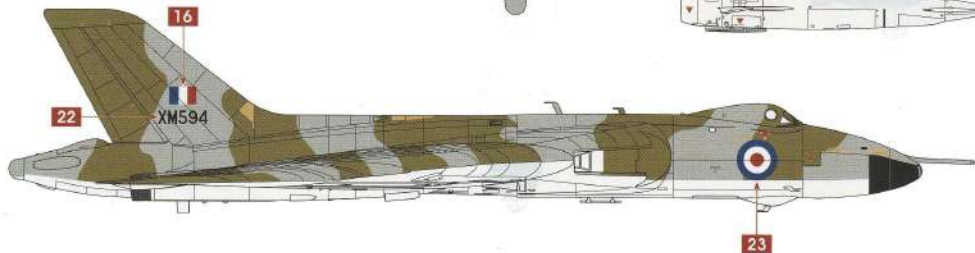
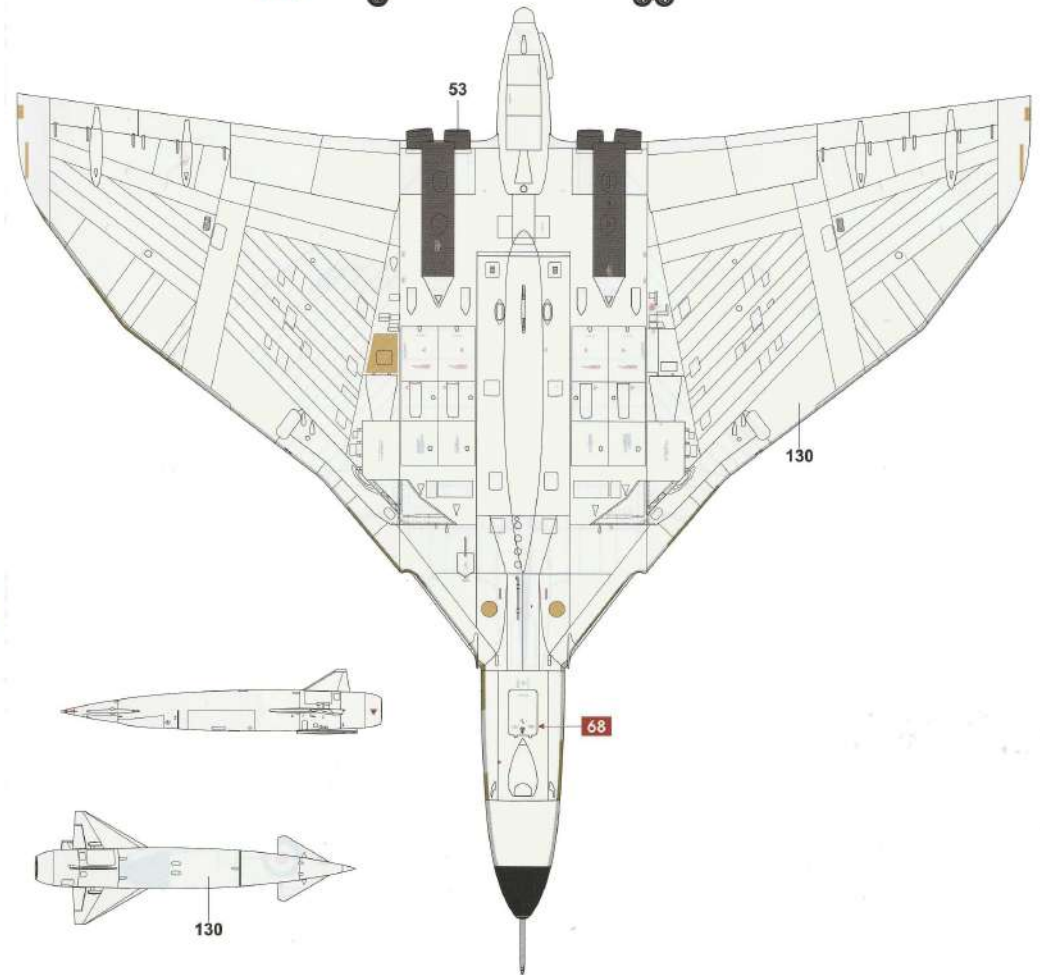
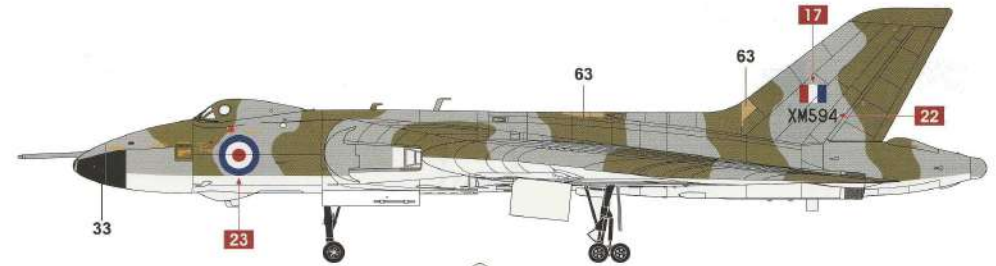
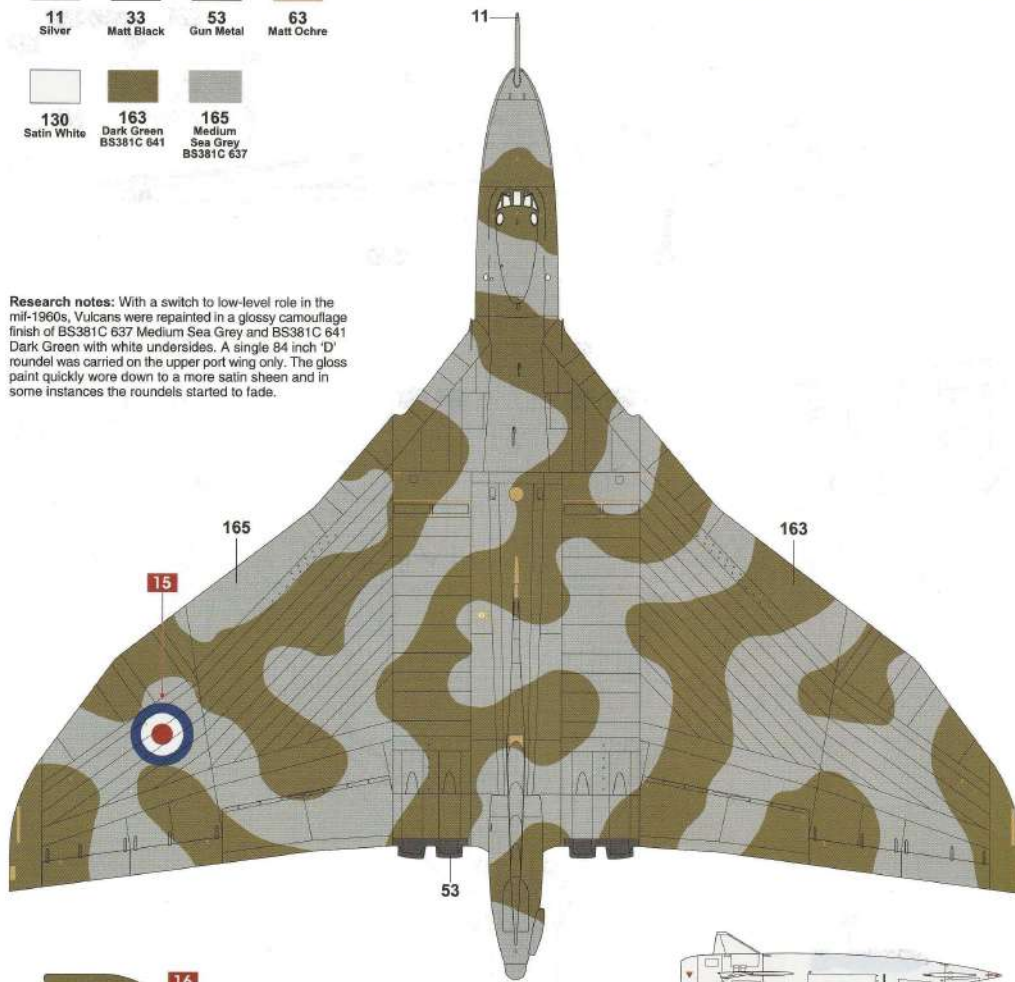
Avro Vulcan B.Mk.2

The Scampton Wing (Nos 27, 83 and 617 Squadrons), Royal Air Force Scampton, Lincolnshire, England, 1966.
Aircraft currently preserved at the Newark Air Museum.

Aircraft currently preserved at the Newark Air Museum.

			
11 Silver	33 Matt Black	53 Gun Metal	63 Matt Ochre
			
130 Satin White	163 Dark Green BS381C 641	165 Medium Sea Grey BS381C 637	

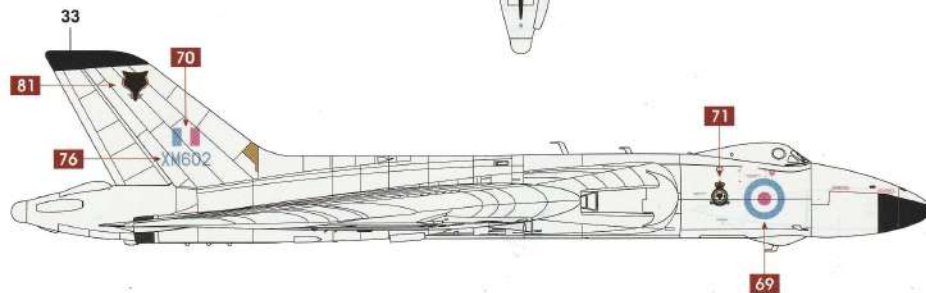
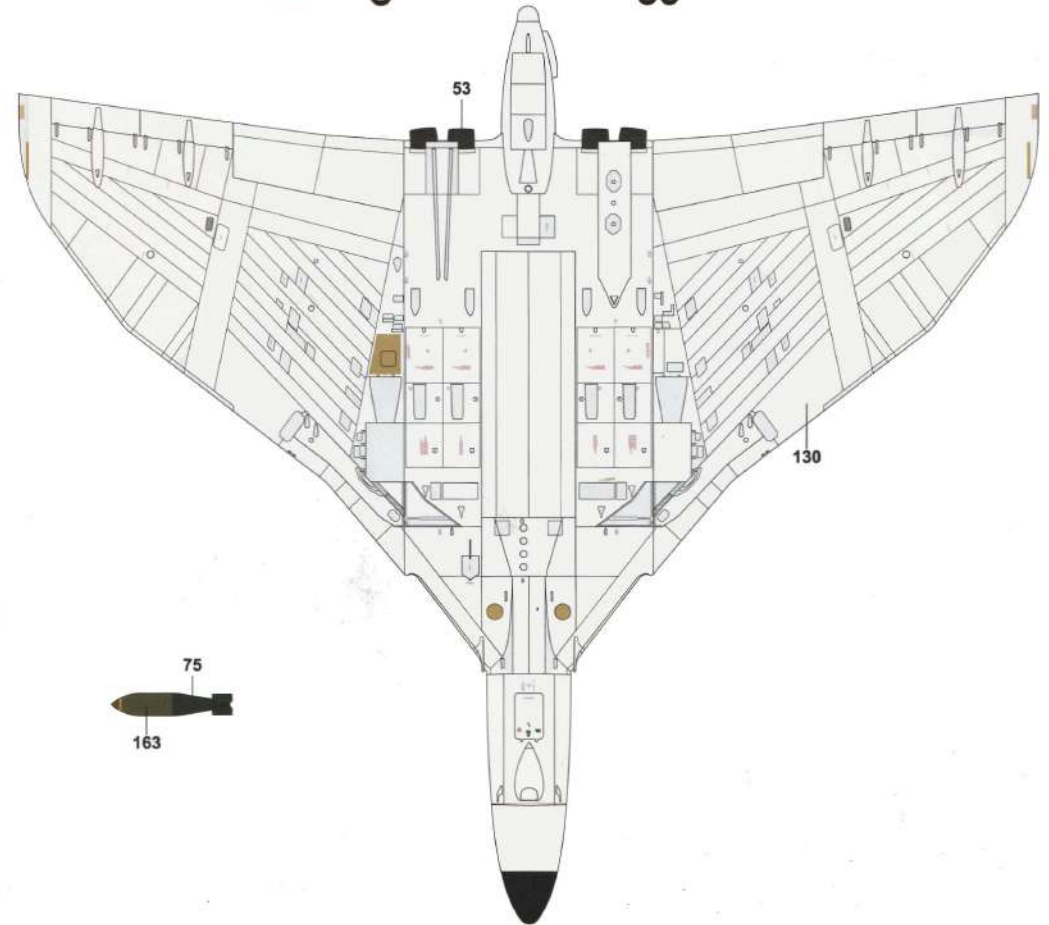
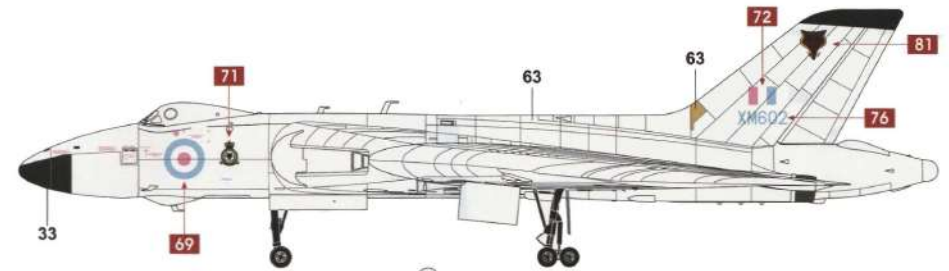
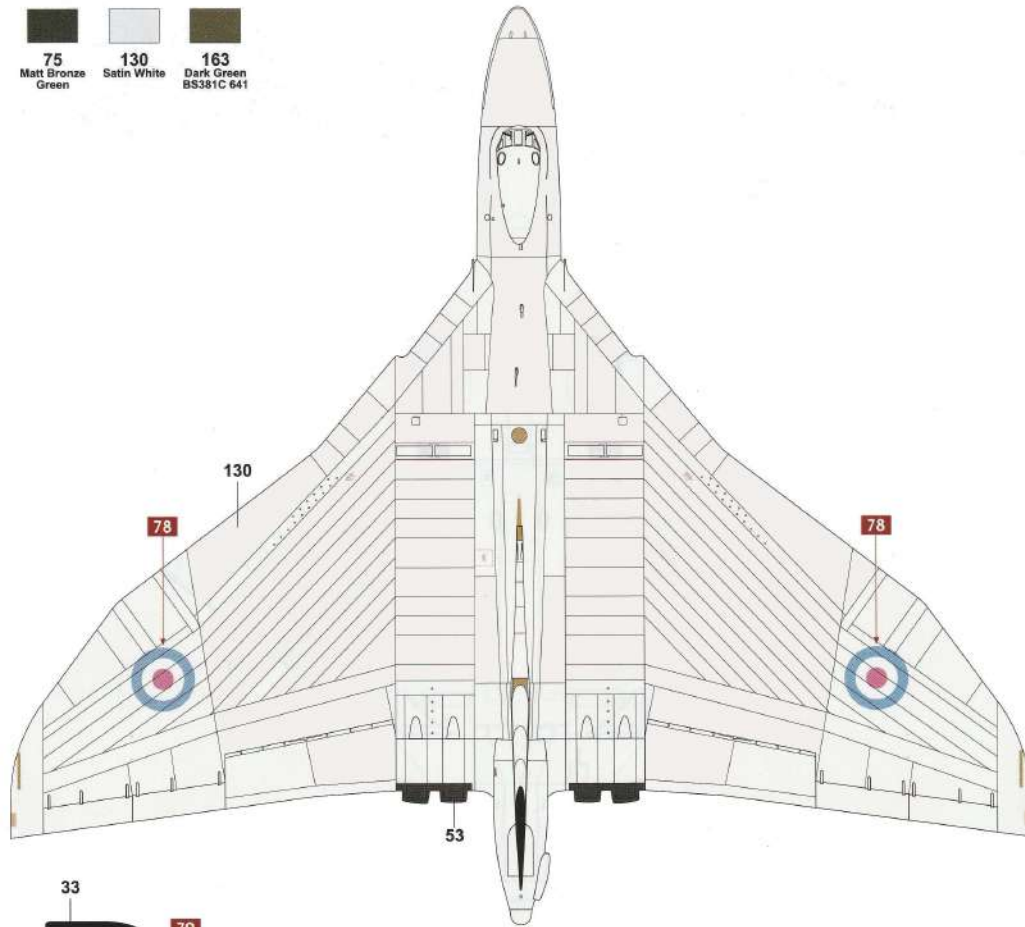
Research notes: With a switch to low-level role in the mid-1960s, Vulcans were repainted in a glossy camouflage finish of BS381C 637 Medium Sea Grey and BS381C 641 Dark Green with white undersides. A single 84 inch 'D' roundel was carried on the upper port wing only. The gloss paint quickly wore down to a more satin sheen and in some instances the roundels started to fade.



8 Avro Vulcan B.Mk.2

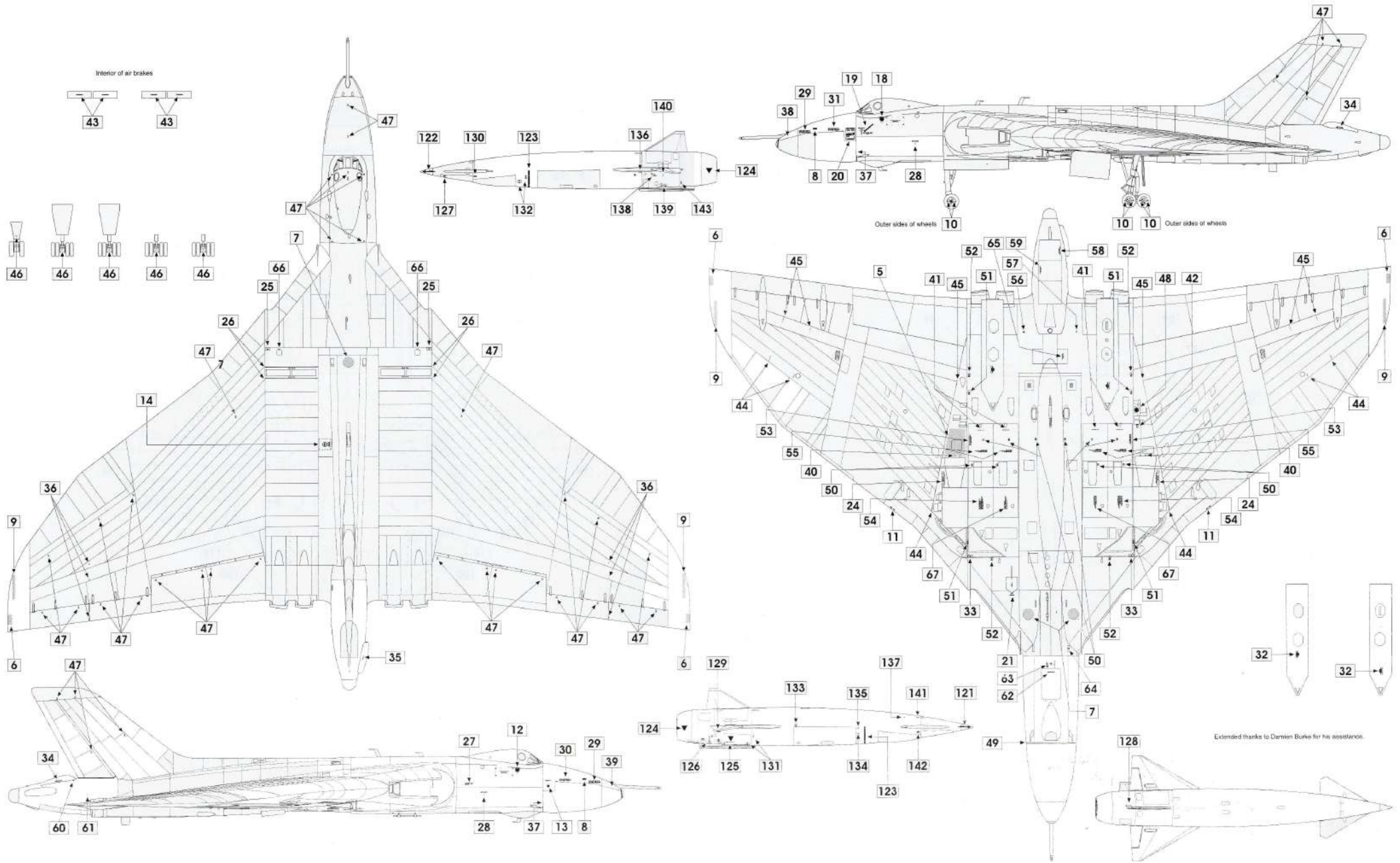
No. 12 Squadron, Royal Air Force Coningsby, Lincolnshire, England, 1963.
Nose section now preserved at the Avro Heritage Museum.

			
11 Silver	33 Matt Black	53 Gun Metal	63 Matt Ochre
			
75 Matt Bronze Green	130 Satin White	163 Dark Green BS381C 641	



Ⓐ Avro Vulcan B.Mk.2

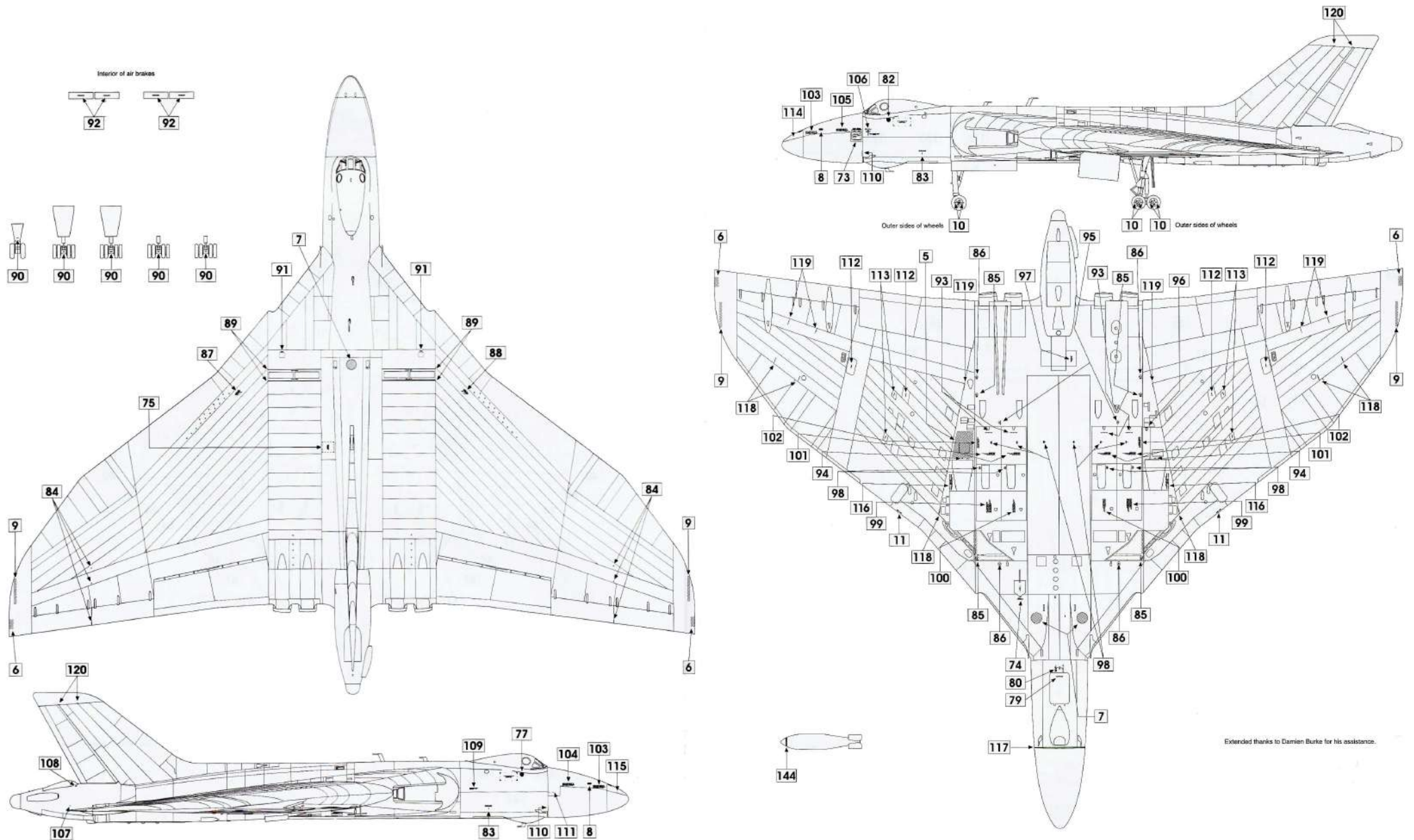
Position of stencil data



Extended thanks to Damien Burke for his assistance.

Avro Vulcan B.Mk.2

Position of stencil data



Extended thanks to Damien Burke for his assistance.