



# 1:72 Avro Vulcan B.2 Black Buck

A12013 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, with its huge delta wing profile, was without doubt one of the most distinctive aircraft ever to take to the skies. Built to satisfy an extremely demanding Air Ministry requirement for a fast, high altitude strategic bomber, capable of carrying a nuclear device, the Vulcan represented 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. When the 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. By the time of the Falklands conflict in 1982, the now venerable Avro Vulcan was facing retirement. The task of nuclear deterrent had been handed over to Royal Navy submarines and the writing was on the wall for the distinctive delta jet. However, the Argentine invasion of the Falkland Islands meant the RAF was to call upon the ageing bomber for one last task. The Vulcan was the only aircraft capable

**FR** Occupant une place importante dans l'histoire de l'aviation britannique d'après-guerre, l'Avro Vulcan, avec son énorme profil en aile delta, fut sans aucun doute l'un des avions les plus particuliers à avoir jamais évolué dans les cieux. Construit pour répondre à une demande extrêmement exigeante du ministère de l'Air, qui souhaitait disposer d'un bombardier stratégique rapide à haute altitude, capable de transporter un engin nucléaire, le Vulcan représentait une augmentation de 100 % des capacités de tous les bombardiers britanniques précédents. Lorsque le Vulcan a effectué son vol inaugural en août 1952, l'équipe d'Avro était en passe de présenter à la Royal Air Force non seulement le premier bombardier à aile delta au monde, mais également l'un des bombardiers d'attaque les plus efficaces du monde. Lorsque le Vulcan entre en service au sein du 83e escadron de la base RAF Waddington en juillet 1957, la Grande-Bretagne possède désormais le bombardier à capacité nucléaire le plus rapide du monde. Au moment de la guerre des Malouines en 1982, le désormais vénérable Avro Vulcan était sur le point de prendre sa retraite. La mission de dissuasion nucléaire avait été confiée aux sous-marins de la Royal Navy et le sort de cet avion à aile delta était jeté. Cependant, l'invasion argentine des îles Malouines a nécessité que la RAF fasse appel à ce bombardier vieillissant pour une dernière mission. Le Vulcan était

**DE** Die Avro Vulcan nimmt eine wichtige Position in der Nachkriegsgeschichte der britischen Luftfahrt ein. Mit ihrem riesenhaften Deltaflügelprofil war sie von der Form her zweifellos eines der differenziertesten Flugzeuge im Luftraum. Die Konstruktion der Maschine war auf äußerst anspruchsvollen Anforderungen des britischen Air Ministry für einen schnellen, in großen Flughöhen operierenden strategischen Bomber basiert. Sie sollte einen Nuklearsprengkörper tragen können und die Leistungsfähigkeiten 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 weltweit effektivsten Erdkampfbomber. Als die Vulcan vom RAF-Fliegerhorst Waddington im Juli 1957 vom Geschwader Nr. 83 in den Dienst übernommen wurde, besaß Großbritannien damit das schnellste für Atombomben geeignete Flugzeug der Welt. Als 1982 aber der Falklandkrieg ausbrach, war für die inzwischen veraltete Avro Vulcan die Zeit zum Abschied gekommen. Die Rolle der nuklearen Abschreckung war nämlich an die U-Boote der Royal Navy abgegeben worden, womit sich das Ende des markanten Deltajets abzeichnete. Die argentinische Invasion der Falkland-Inseln erforderte jedoch, dass die RAF zum allerletzten Mal auf den nun veralteten Bomber zurückgreifen musste. Die Vulcan war das einzige Flugzeug, das entsprechende Bombenlasten

of delivering a payload to the Islands from RAF Wideawake on Ascension Island even though it would require multiple mid-air re-fuelling. The Vulcans of the last three squadrons still using the bomber (Nos. 44, 50 & 101) conducted a series of raids codenamed 'Black Buck' between April and June, the most famous raid being 'Black Buck One' when XM607 managed to damage the runway at Port Stanley with one of its twenty-one bombs. This surprise attack prevented fast jets from using the airfield and was, at that time, the longest bombing raid in history.

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.

le seul avion capable d'emporter une charge utile jusqu'aux Malouines depuis la base RAF Wideawake sur l'île de l'Ascension, même s'il devait être ravitaillé en vol à plusieurs reprises. Les Vulcan des trois derniers escadrons utilisant encore le bombardier (44, 50 et 101) effectuèrent une série de raids sous le nom de code « Black Buck » entre avril et juin, le raid le plus célèbre étant « Black Buck One », lorsque le XM607 parvint à endommager la piste de Port Stanley avec l'une de ses 21 bombes. Cette attaque surprise a empêché les avions à réaction rapides d'utiliser l'aérodrome et a constitué à l'époque le plus long raid de bombardement de l'histoire.

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 conventionnelles de 450 kg.

vom auf der Insel Ascension gelegenen RAF-Militärflugplatz Wideawake nach den Falkland-Inseln bringen konnte, obwohl dabei mehrere Luftbetankungen erforderlich waren. Die Vulcans der letzten drei Geschwader, die den Bomber noch einsetzten (Nummer 44, 50 und 101), führten vom April bis zum Juni eine Reihe von Luftangriffen unter dem Decknamen „Black Buck“ aus. Am bekanntesten wurde dabei die Operation „Black Buck One“, als es der Vulcan XM607 gelang, die Landebahn des Flugplatzes bei Port Stanley mit einer ihrer 21 Bomben zu zerstören. Mit diesem Überraschungsangriff war es dann schnellen Düsenflugzeugen nicht mehr möglich, das Flugfeld nach dieser bis dahin streckenlängsten Flugattacke der Luftkriegsgeschichte zu benutzen.

Spezifikation:
Höchstgeschwindigkeit: Mach 0,93
Spannweite: 33,83 m
Länge: 32,16 m
Bewaffnung: 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.

### PLEASE NOTE:

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



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**ES** Ocupando una importante posición en la historia de la aviación británica de la postguerra, el Avro Vulcan, con su perfil con enormes alas en delta, fue sin duda uno de los aparatos más distintivos que jamás surcaron los cielos. Construido a partir de unas especificaciones extremadamente exigentes por parte del Ministerio del Aire para un bombardero estratégico de elevada velocidad y altitud, capaz de transportar dispositivos nucleares, el Vulcan supuso un aumento del 100% sobre la capacidad de cualquier bombardero británico anterior. Cuando el Vulcan realizó su primer vuelo en agosto de 1952, el equipo de Avro estaba a punto de ofrecer a la Royal Air Force no sólo el primer bombardero delta del mundo, sino también uno de los bombarderos de combate más eficaces del mundo. Con la entrada en servicio del Vulcan en el Escuadrón N.º 83 en la base de la RAF en Waddington en julio de 1957, Gran Bretaña poseía el bombardero con capacidad nuclear más veloz del mundo.

Cuando estalló el conflicto de las Malvinas en 1982, el ya venerable Avro Vulcan se veía abocado a la jubilación. La tarea de disuasión nuclear había pasado a los submarinos de la Royal Navy, y el distintivo reactor delta tenía los días contados. Sin embargo, la invasión de las Malvinas por parte de Argentina hizo que la RAF recurriera al anciano bombardero para una última misión. El Vulcan era el único

avión capaz de llevar una carga explosiva hasta las islas desde el navío *Widowmaker* de la RAF en Isla Ascensión, aunque esto supusiera varios repostajes en vuelo. Los Vulcan de los tres últimos escuadrones que aún lo utilizaban (N.º 44, 50 y 101) realizaron una serie de incursiones con el código 'Black Buck' entre abril y junio, el más famoso de los cuales fue el 'Black Buck One', cuando un XM607 logró dañar la pista de aterrizaje de Port Stanley con una de sus 21 bombas. Este ataque sorpresa impidió el uso del campo de vuelo por parte de reactores de alta velocidad y fue en ese momento la incursión aérea a mayor distancia de la historia.

**Especificación:**

Velocidad máxima: Mach 0,93

Envergadura: 33,83 m

Longitud: 32,16 m

Armamento: 1 misil nuclear Blue Steel o 1 bomba nuclear de caída libre o 21 bombas convencionales de 450 kg.

**SV** Avro Vulcan besitter en särskild plats i den brittiska efterkrigshistorien. Den enorma deltagningsprofilen var utan tvivel en av de mest utmärkande flygplanen som någonsin flugit. Vulcan tillverkades enligt mycket utmanande krav från det brittiska krigsministeriet på ett snabbt, strategiskt höghöjdsbombflygplan som kunde bära kärnvapen. Det innebar att prestandan ökade med 100 % jämfört med något tidigare brittiskt bombflygplan. När Vulcan gjorde sin jungfruflygning i augusti 1952 presenterade Avro-teamet inte bara Royal Air Force med världens första deltabombflygplan, utan även ett av världens mest effektiva attackflygplan. När Vulcan gick i tjänst i 83:e skvadronen på RAF Waddington i juli 1957 hade Storbritannien det snabbaste kärnvapenkompatibla bombflygplanet i världen.

Vid tiden för Falklandskriget 1982 närmade sig de värnadsvärda Avro Vulcan-planen pensionering. Uppgiften att bära de avskräckande kärnvapnen hade lämnats över till Royal Navys ubåtar och slutet närmade sig för det välkända deltabombflygplanet. Men Argentinas invasion av Falklandsöarna inbar att RAF ännu en gång fick bruk för det äldre deltabombflygplanet. Vulcan var det enda flygplanet som kunde transportera last till öarna från RAF *Widowmaker* på ön Ascension, även om det innebar flera lufttankningar. Vulcan-planen i de tre sista skvadronerna som fortfarande använde bombflygplanen

(44, 50 och 101) genomförde en serie räder med kodnamnet "Black Buck" mellan april och juni. Den mest kända räden var "Black Buck One", när XM607 lyckades skada landningsbanan på Port Stanley en av sina 21 bomber. Överraskningsattacker lyckades att förhindra jetplan från att använda flygfältet och var vid den tiden den längsta bomröden någonsin.

**Spekifikation:**

Maximal hastighet: Mach 0,93

Spännvidd: 33,83 m

Längd: 32,16 m

Beväpning: 1 × Blue Steel-kärnvapenmissil eller 1 × frifallande kärnvapenbomb eller 21 × konventionella bomber på 450 kg.

**ASSEMBLY INSTRUCTIONS**

**EN** Study drawings and practise assembly before cementing parts together. Carefully scrape paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decals cut sheet as required, dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts.

**FR** Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement toute peinture sur les surfaces à coller. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalcomanies, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser conjointement avec les illustrations sur la boîte. Ne convient pas aux enfants de moins de 36 mois - présence de petits éléments détachables.

**DE** Vor dem Zusammenkleben der Teile die Zeichnungen sorgfältig ansehen und die zu verklebenden Teile zur Vermeidung möglicher Fehler versuchsweise zusammenfügen. Dann an den Klebeflächen vorhandene Farbbeschichtung vor dem Zusammenkleben vorsichtig abkratzen. Alle Bestandteile sind mit Nummern versehen. Kleine Teile vor dem Zusammenbau bemalen. Abziehbilder wie gewünscht ausschneiden. Vor dem Anbringen einige Sekunden in warmes Wasser tauchen und dann vom Trägerpapier in ihre vorgesehene Position schieben. Dabei die Abbildungen auf der Schachtel beachten. Nicht für Kinder unter 36 Monaten geeignet, da abnehmbare bzw. lose angebrachte Kleinteile enthalten sind.

**ES** Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspar cuidadosamente la pintura en las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortarlas de la hoja, sumergirlas en agua tibia durante unos segundos y deslizarlas a la posición indicada. Utilizar en conjunción con la ilustración de la caja. No es adecuado para niños menores de 36 meses, ya que contiene piezas pequeñas que podrían soltarse.

**SV** Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa försiktigt bort färg från limmade delar. Alla delarna är numrerade. Måla smådelarna före färgsättning. Sätt fast deklarna genom att klippa arket, doppa i varmt vatten några sekunder och låta baksidan glida på plats som bilden visar. Använd enligt bildanvisningarna på kartongen. Rekommenderas ej för barn under 3 år. Innehåller löstagabara smådelar.

**NL** Tekeningen bestuderen en delen in elkaar zetten alvorens deze te lijmen. Lak voorzichtig van lijmvlakken afschrapen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor aanbrengen van stickers, gewenste stickers uit het vel knippen, een paar seconden in warm water dompelen en dan van het schutblad af op afgebeelde plaats schuiven. Hierbij afbeelding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

**PO** Przed przystąpieniem do sklejania przestuduj uważnie rysunki i przeźwicz skłókanie części. Ostrożnie zeskrób ze sklejanych powierzchni farbę. Wszystkie części są ponumerowane. Drobné części pomaluj przed ich złożeniem. Celem przeniesienia kalkomanii wytnij ją z arkusza, zanurz na kilka sekund w letniej wodzie i suń z podłoża na wymagane miejsce. Używaj w połączeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbiernych części, nieopowiednie dla dzieci poniżej 3 lat.

**IT** Studiare i disegni ed esercitarsi a montare i vari pezzi prima di fissarli con la colla. Raschiare con cura le tracce di vernice dalle superfici da incollare. Tutti i pezzi sono numerati. Verniciare i pezzi di piccole dimensioni prima di montarli. Per applicare le decalcomanie, ritagliare il foglio nel modo richiesto, immergere in acqua calda per alcuni secondi, quindi staccare la decalcomania dalla carta di supporto e posizionarla nel punto desiderato. Usare le decalcomanie come indicato nell'illustrazione riportata sulla confezione. Non adatto a bambini di età inferiore a 36 mesi per la presenza di componenti di piccole dimensioni che potrebbero staccarsi.

**PT** Estudiar atentamente os desenhos e experimentar a montagem. Raspar cuidadosamente as superfícies de modo a eliminar pintura antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes de colar. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois deslizar e aplicar no respectivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenas peças destacáveis.

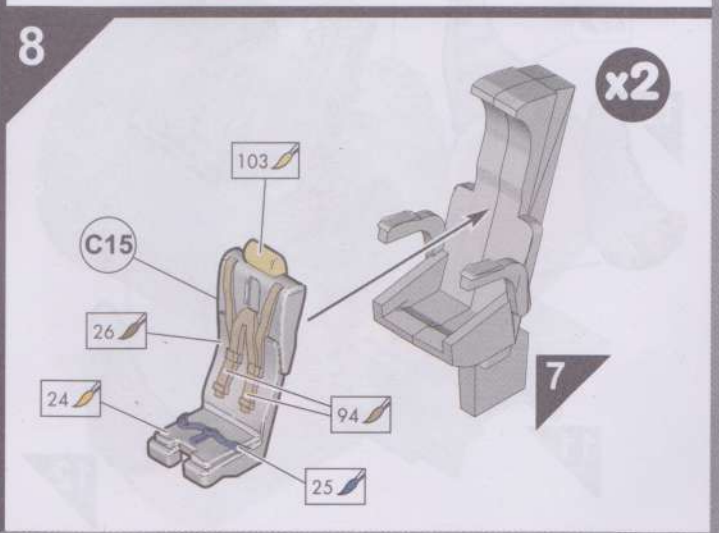
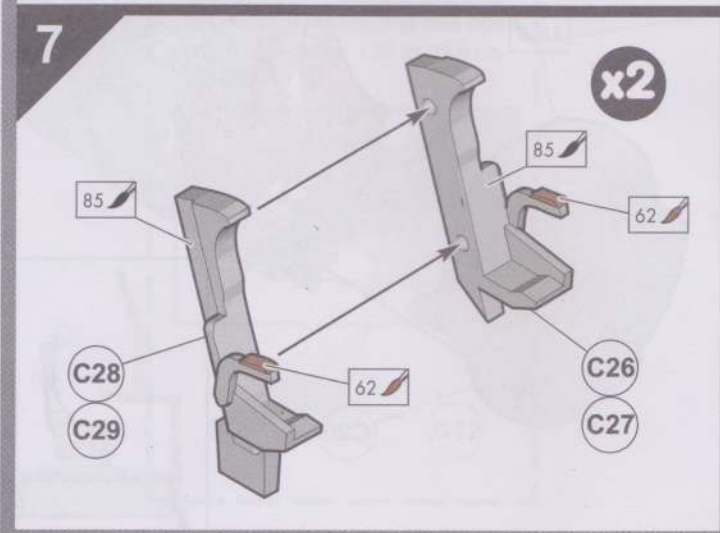
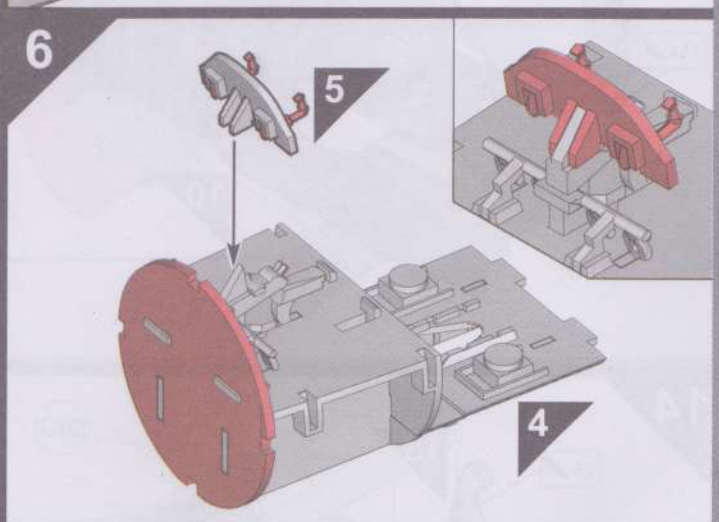
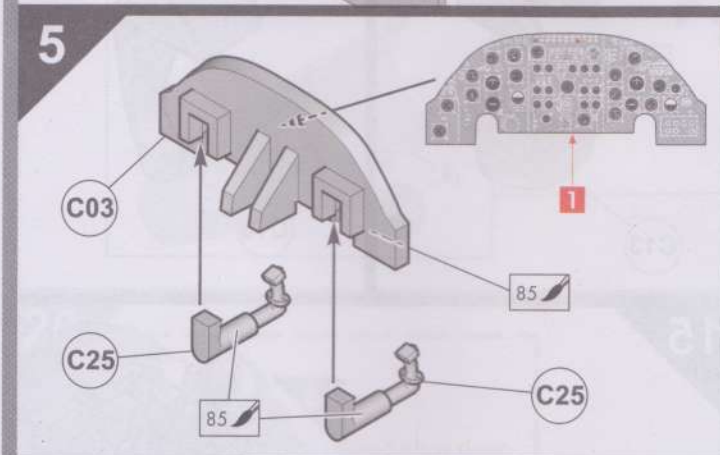
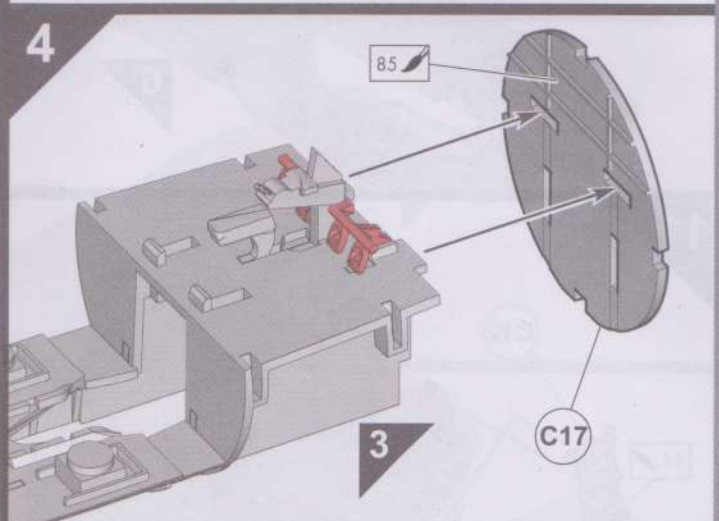
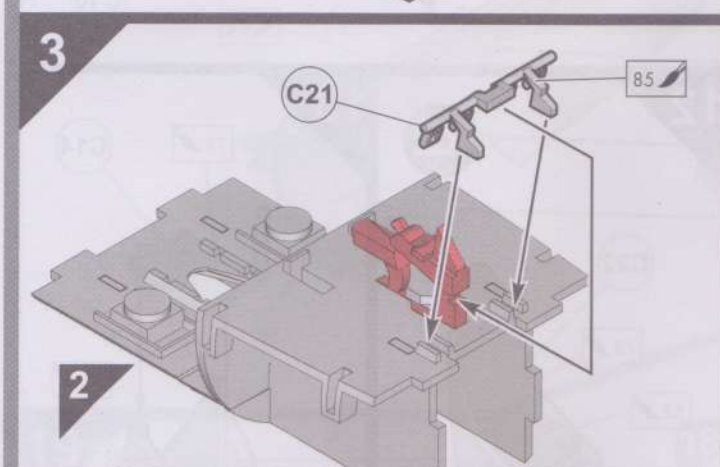
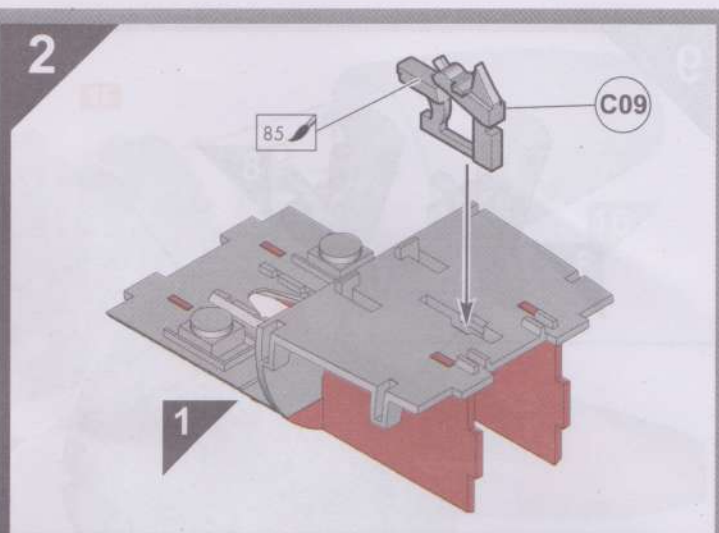
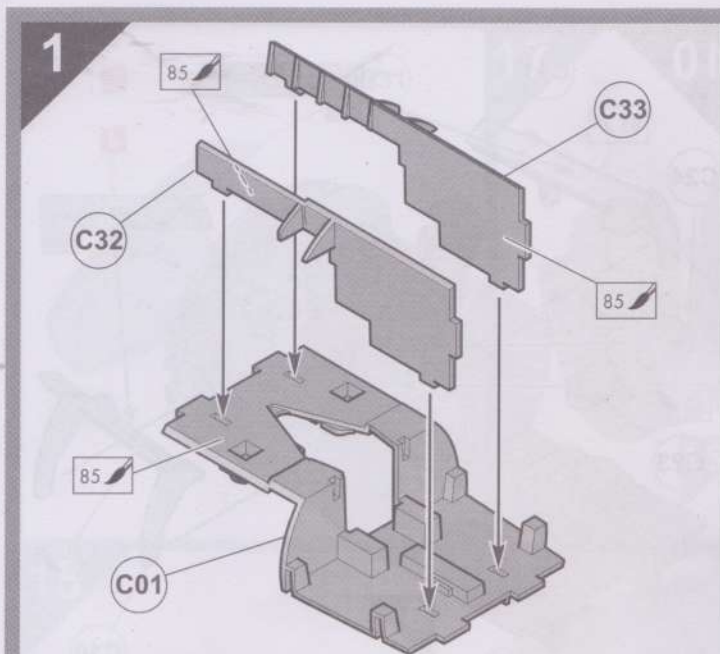
**EL** Μελετήστε προσεκτικά τα σχέδια και επεξεργαστείτε για πρώτη φορά το κομμάτι χωρίς να το συγκολλήσετε. Αφαιρέστε επιμελώς την πλαστική βαφή από τις επιφάνειες τις οποίες θα συγκολλήσετε. Όλα τα κομμάτια είναι αριθμημένα. Χρωματίστε τα μικρά κομμάτια πριν από τη συγκομιδή τους. Για να κολλήσετε τις χρωκομανίες, κόψτε γύρω από το σχέδιο όπως απαιτείται, βυθίστε το μερικά δευτερόλεπτα σε ζεστό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, απελευθώνοντας τη μεμβράνη που το καλύπτει. Λάβετε υπόψη ότι τα περιγράφοι την εικονογράφηση του κομματιού. Ακατάλληλο για παιδιά ηλικίας κάτω των 36 μηνών λόγω ύπαρξης μικρών κομματιών που αποσπώνται.

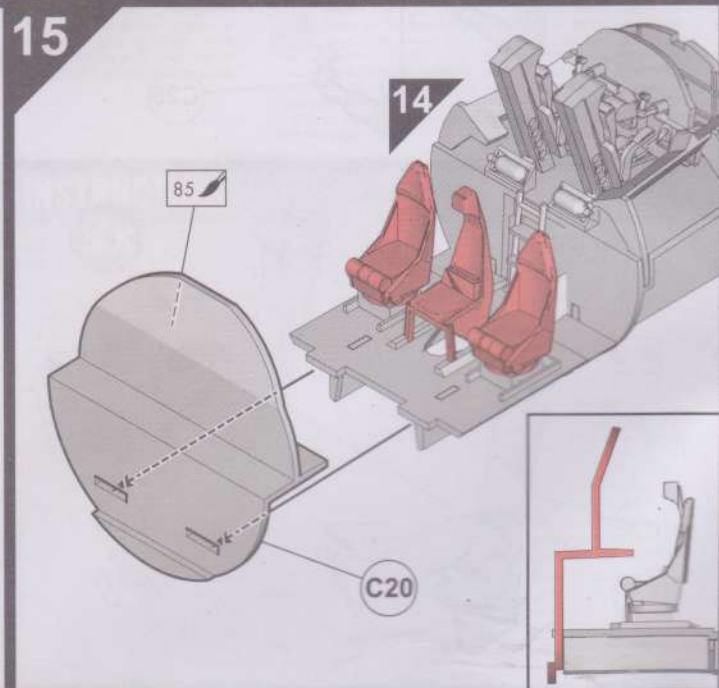
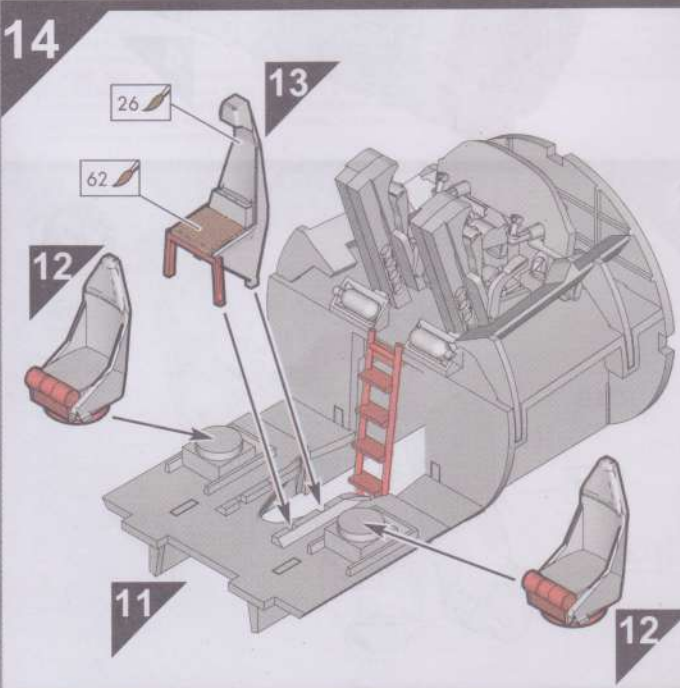
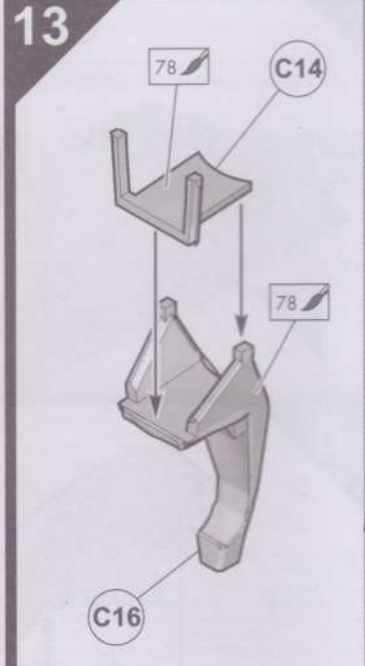
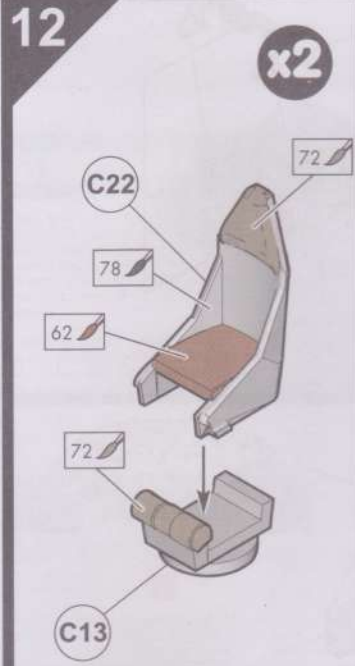
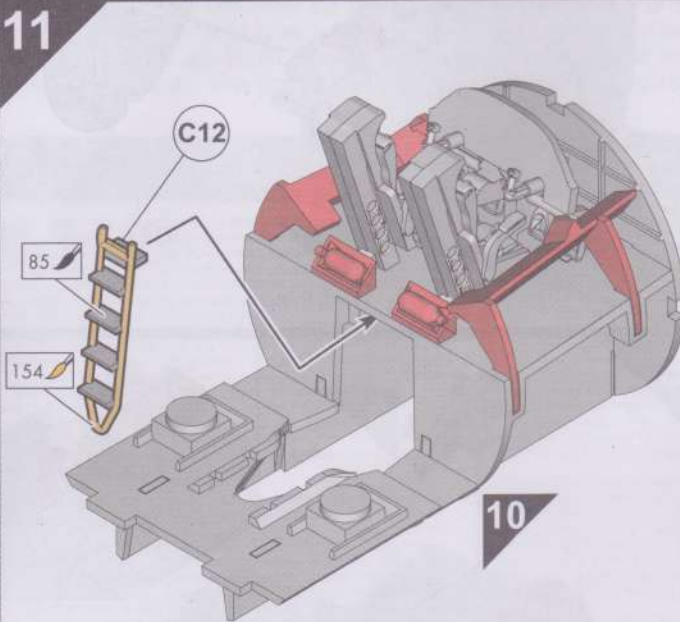
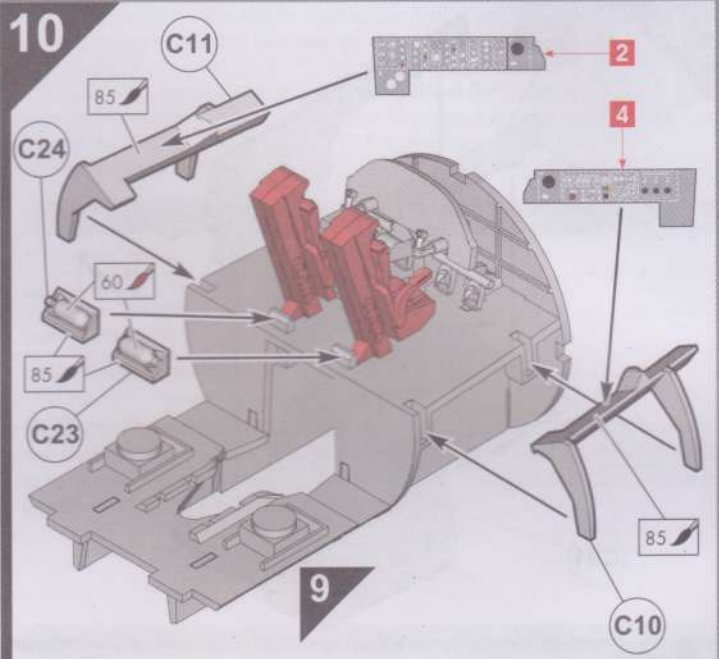
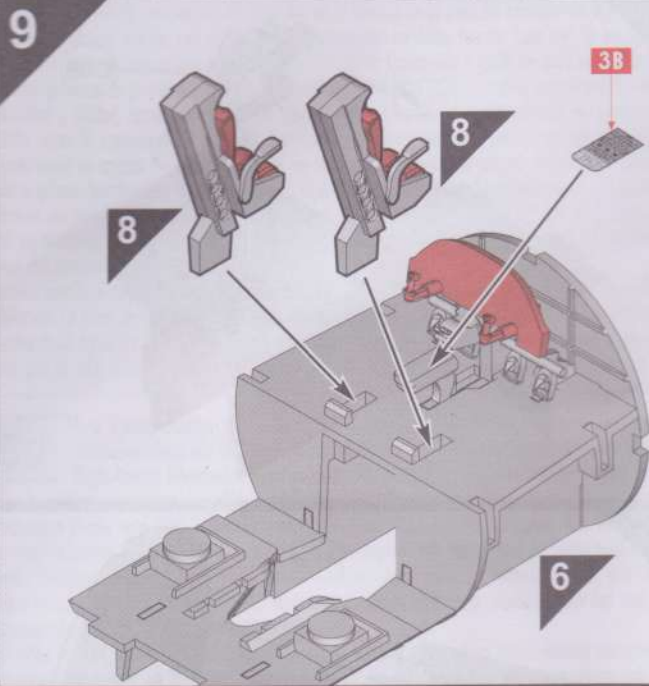
**FI** Tutustu piirroksiin ja harjoittele kokoamista, ennen kuin limmaat osat yhteen. Raaputa maali varovasti pois limmattavilta pinnolta. Kaikki osat on numeroitu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämisessä leikkaa ne arkista tarpeen mukaan. Kaista kuvia lämpimään veteen muutama sekunti ajaksi, anna kalkaroiden liukua kuvalle osotelteen kotelossa. Käytetään yhdessä laatikon kuvituksen kanssa. Ei sovelleta alle kolmevuotiaalle lapsille. Paljon irroteltavia pikoja.

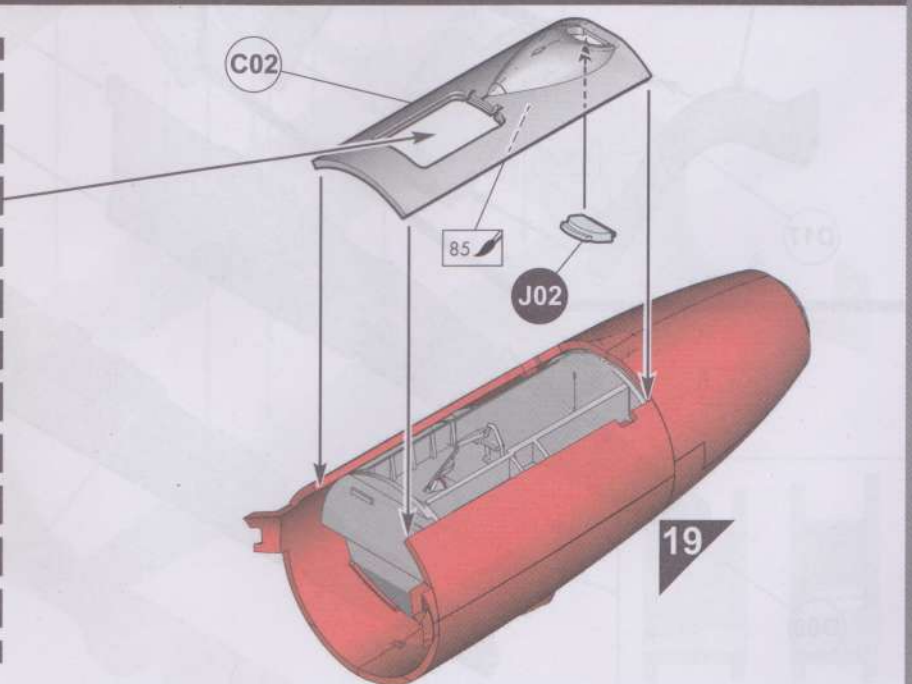
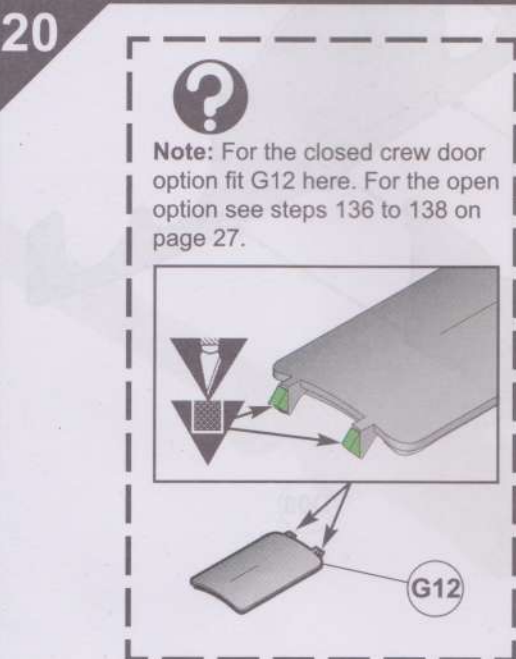
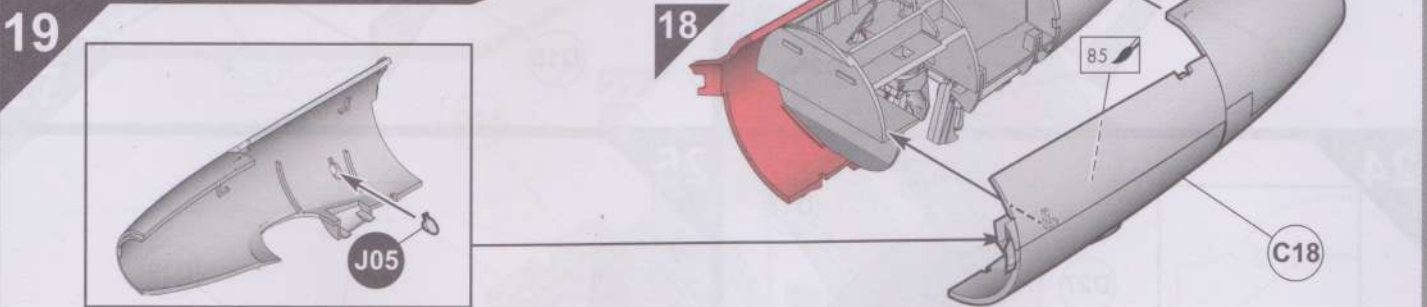
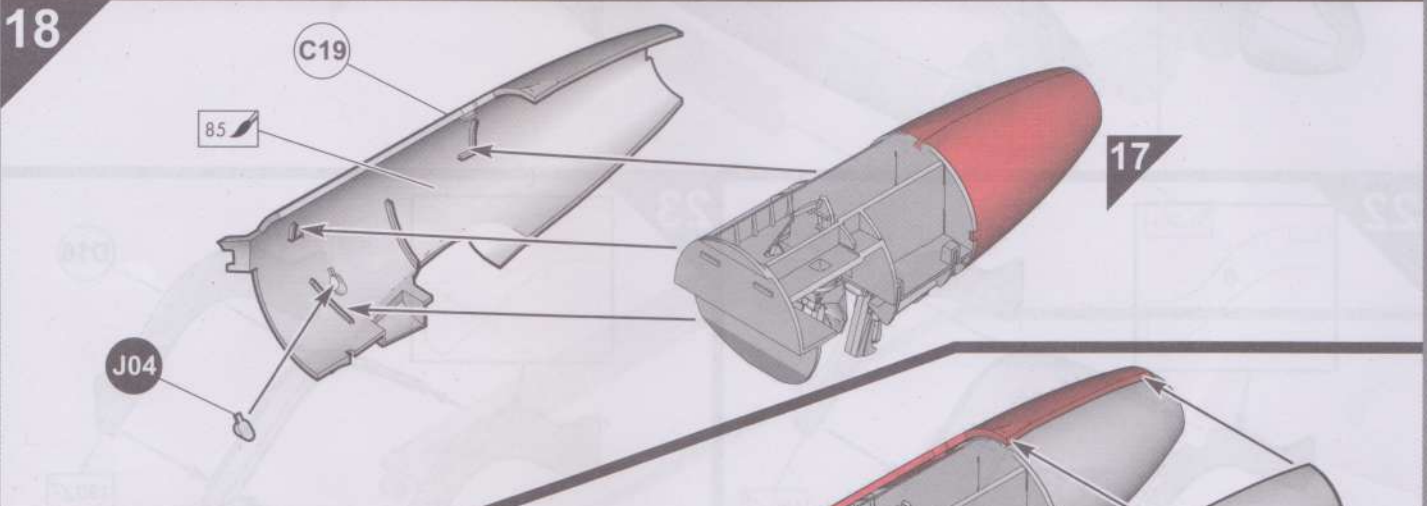
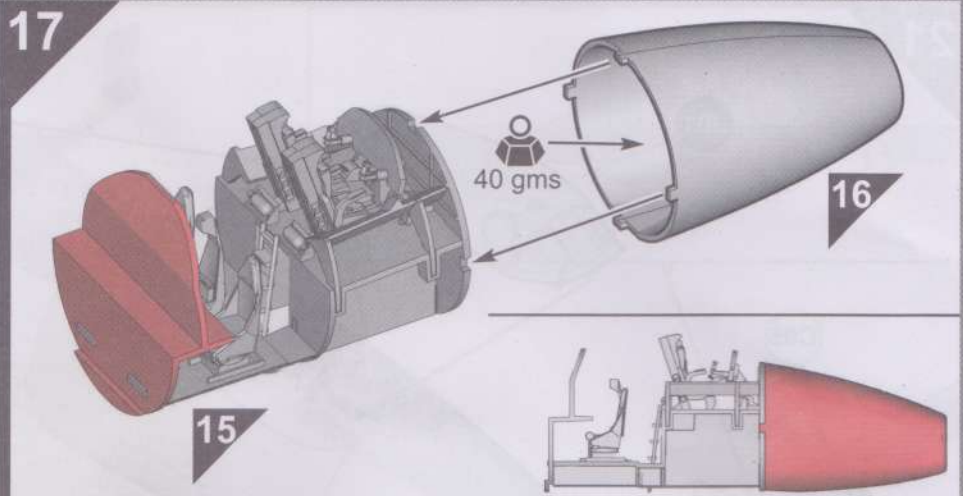
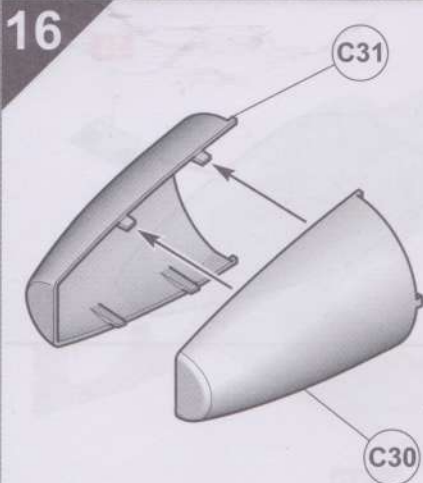
**DA** Studér tegningerne nøje og forsøg at sætte delene sammen, inden de klæbes sammen. Skrab forsigtigt malingen af de overflader, der skal klæbes sammen. Alle dele er nummererede. Små dele skal males, før de monteres. Overføringsbillederne påføres ved at klippe dem ud af arkst, som påkrævet, dyppe dem i varmt vand i nogle få sekunder, hvorefter underlaget glides af i de viste positioner. Påføres ifølge illustrationerne på æsken. Ikke egnet til børn under 3 år på grund af tilstedeværelse af små aftagelige dele.

**ASSEMBLY ICON INSTRUCTIONS**

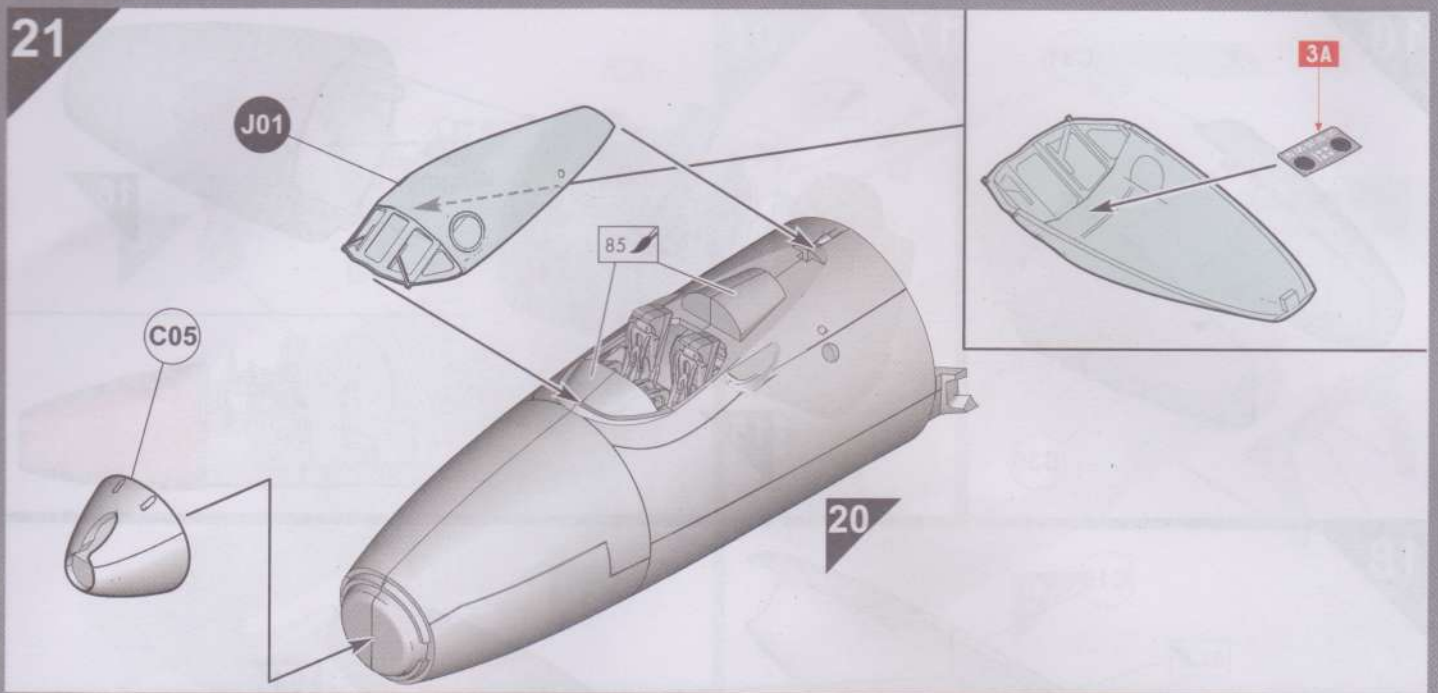
<p>Assembly phase Phase de montage Montagephase Fase de montaje Montieringsfasen Fase di montaggio Montagephase Fase de montagem Montieringsfase Faza skladania Φάση συναρμολόγησης</p>	<p>Cement Coller Kleben Pegar Limma Incollare Lijmen Colar Klebes Limaa Kleić Συγκολλήστε</p>	<p>Do not cement together No pas coller Nicht kleben No pegar Limma inte Non incollare Niet lijmen Nào colar Sival ikke klebes Älä limaa Nie kleić Μη συγκολλήσετε</p>	<p>Indicates final location Indique l'emplacement final Zeigt Endposition Indica la ubicación definitiva Angezeigt ultimontierungsplatz Sede di montaggio finale Geeft uiteindelijke locatie aan Indica localização final Visar endelig placering Osoittua lopulliseen sijaan Oznacza miejsce docelowe Υποδεικνύει τελική τοποθεσία</p>	<p>Alternative part(s) provided Autres(s) pièce(s) fournie(s) Ersatzteil(e) mitgeliefert Se incluye(n) pieza(s) alternativa(s) Alternativ(a) del(ar) ingår Uno o più componenti alternativi forniti Alternatieve onderdelen meegeleverd Peças(s) alternativa(s) fornecida(s) Alternativ(e) del(e) medföljer Vaihtoehtoiset osat peikkauksessa Dotęgne części zamiennie Παρέχονται εναλλακτικά κομμάτια</p>	<p>Repeat this operation Répéter l'opération Wiederholen Vorgang wiederholen Repeatir Operación Lisäksi toistetaan Ripetere l'operazione De verichting herhalen Repeter a operação Manevren gentages Toista toimenpidettä Powtórzć ó operację Επαναλάβετε τη διαδικασία</p>	
<p>Decals Décalcomanies Abziehbild Calcomanias Dekaler Decalcomanie Bildoverføring Sticker Kalkomanie Χρωκομανίες</p>	<p>Crystal part Pièce cristal Kristallteil Pieza de cristal Kristalideli Pezzo cristallo Kristallen onderdeel Peça de cristal Kryształowy Kristalliosa Część kryształowa Κομμάτι κρυστάλλου</p>	<p>Weight Lastar Lastar Beschweren Lastar Belasta Applicare un peso Verzwaren Lastar Påfør vægt Asela vastapaino Obciążć balastem Επιθέστε βάρος</p>	<p>Remove by filing Enlever avec une lime Abfräsen Eliminar con lima Ta bort genom att fila Rimuovere con la lima Verwijderen door afvijlen Remove limando Fjern ved at file væk Poista vilkkaamalla Usun aç przy użyciu pilnika Αφαιρέστετε Αιμόριοντος με Αιμό</p>	<p>Drill or pierce Perçer Durchbohren Perforar Bora Trapanare o forare Boren of doorboren Furar Gennembor Poraa tai puhkaise Wywierć ó lub przedziurawić Τρυπήστε</p>	<p>Glue Dekleber Schwaben Colar Skar Teglar Spjeden Colar Skar Lestikas Pojawiacz Klebst</p>	<p>Humbrol paint number No peinture Humbrol Humbrol-Farbennummer No de pintura Humbrol Humbrol färg nummer No vernice Humbrol Humbrol verfnummer No de pintura Humbrol Humbrol målningsnummer Humbrol-malain numero Nr farby Humbrol Νομόρο χρωματισμού Humbrol</p>



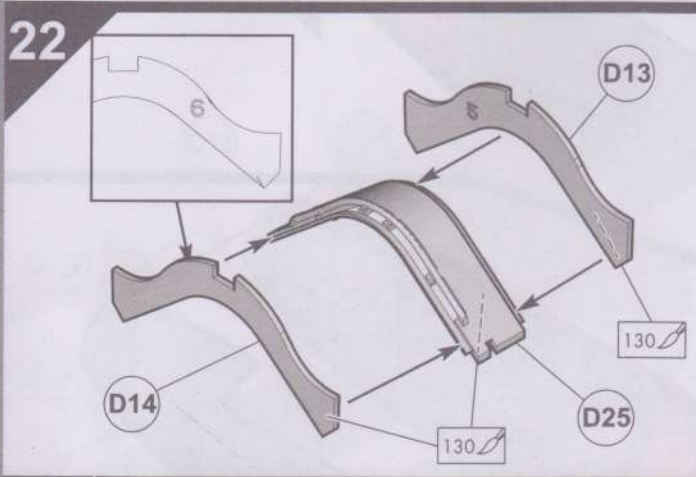




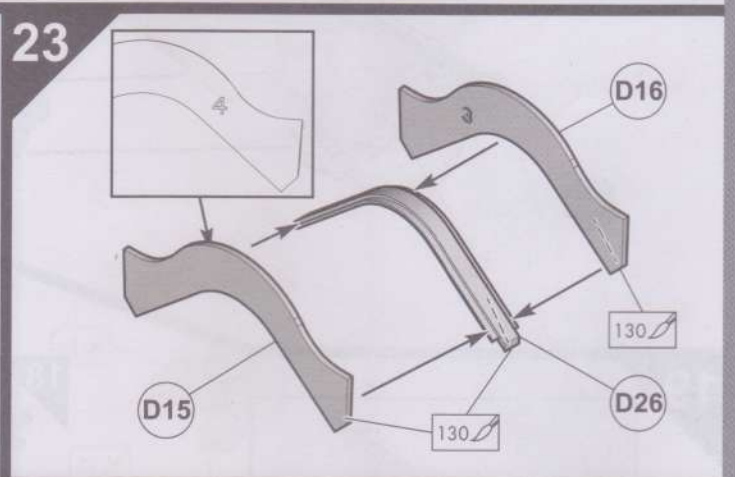
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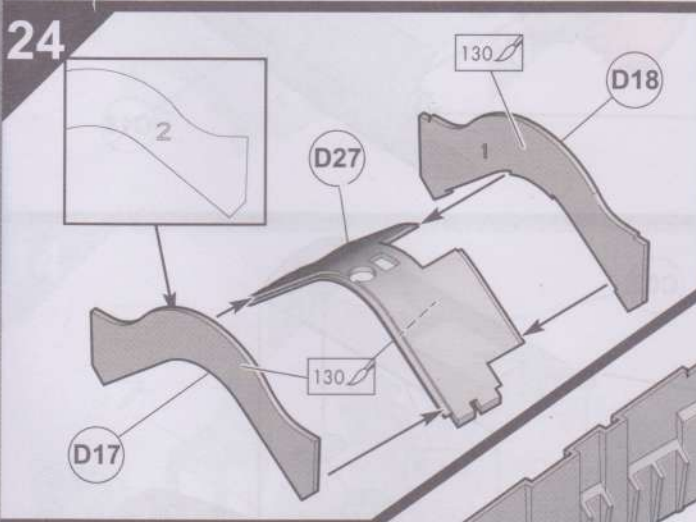
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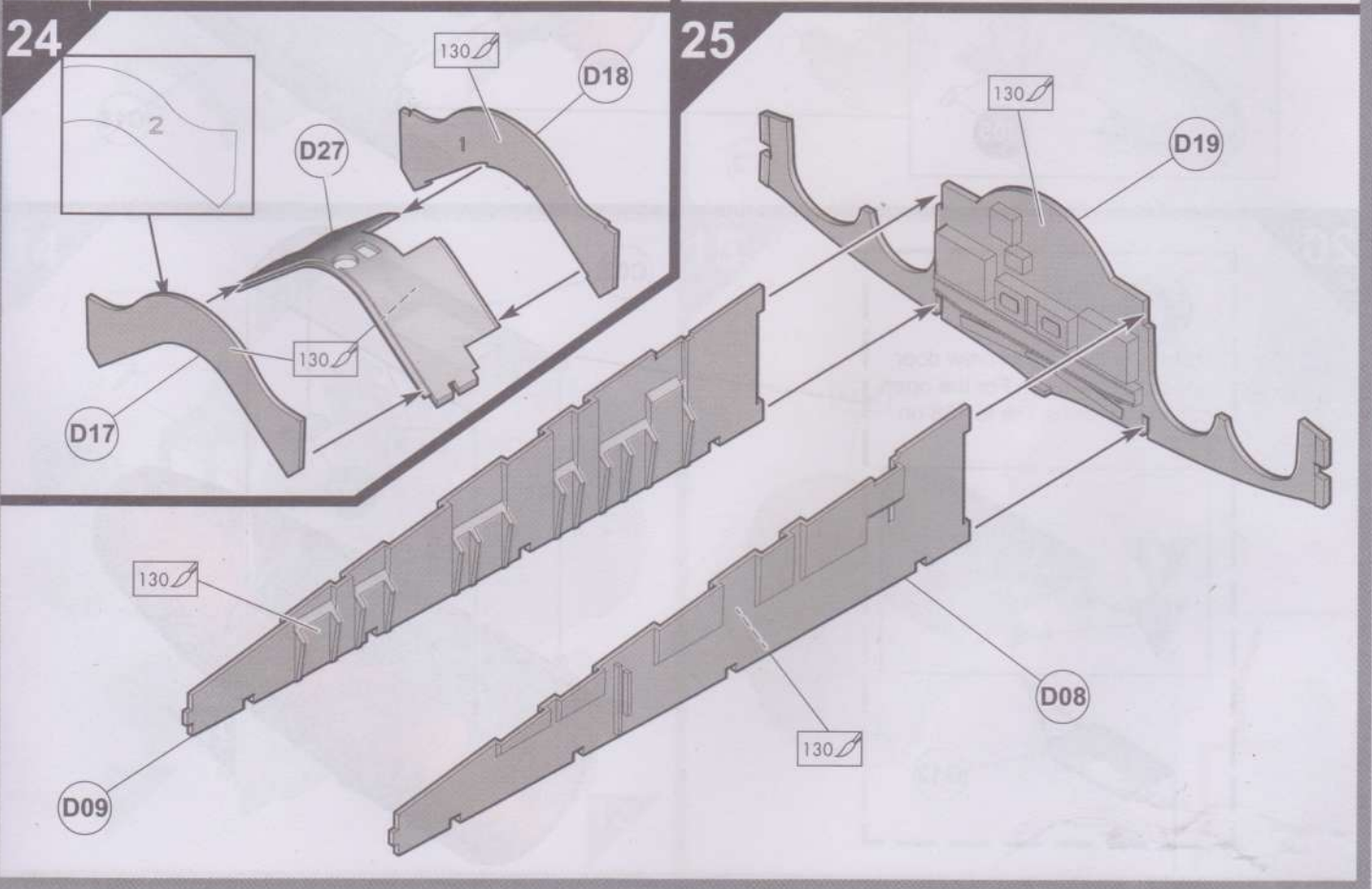
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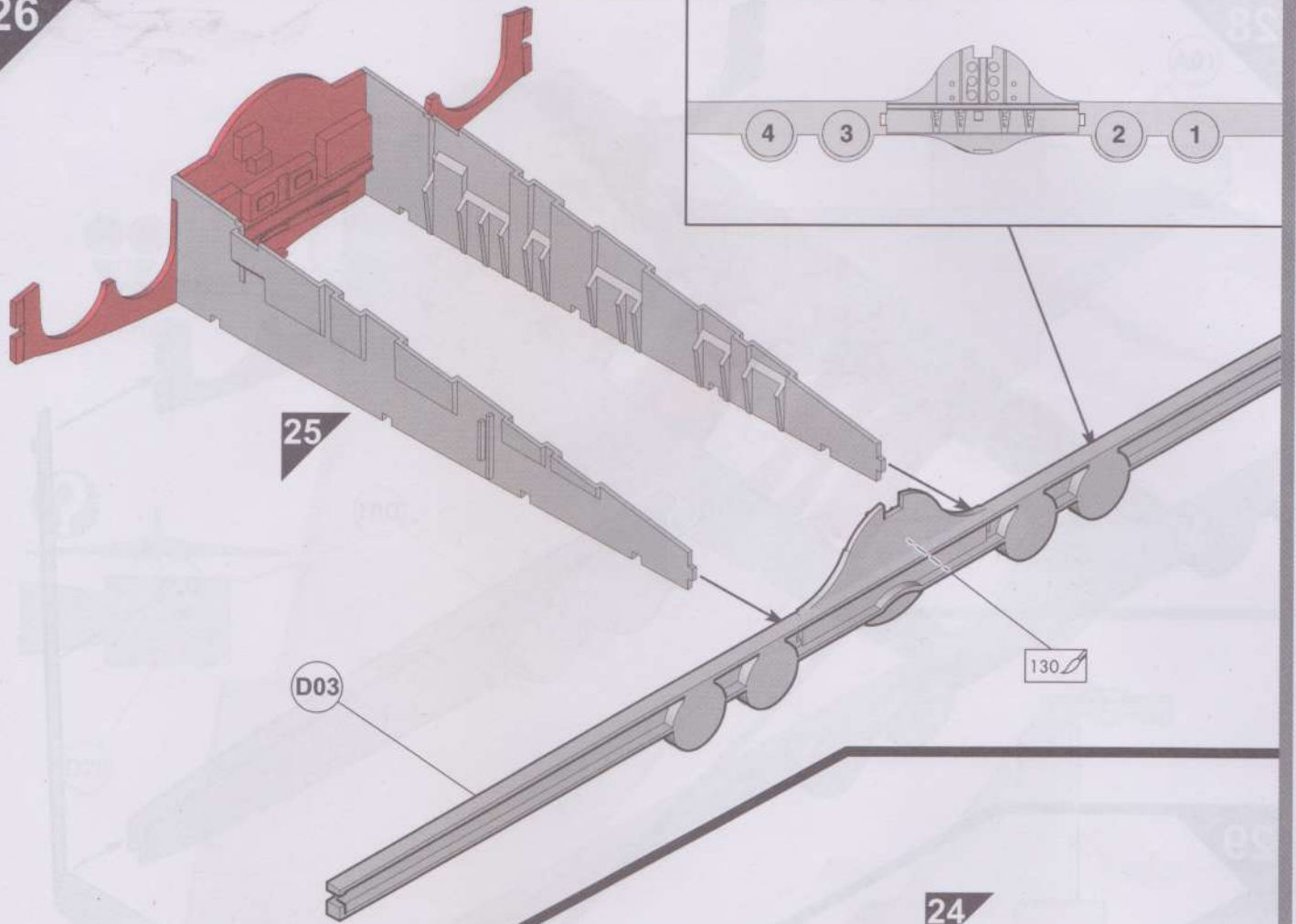
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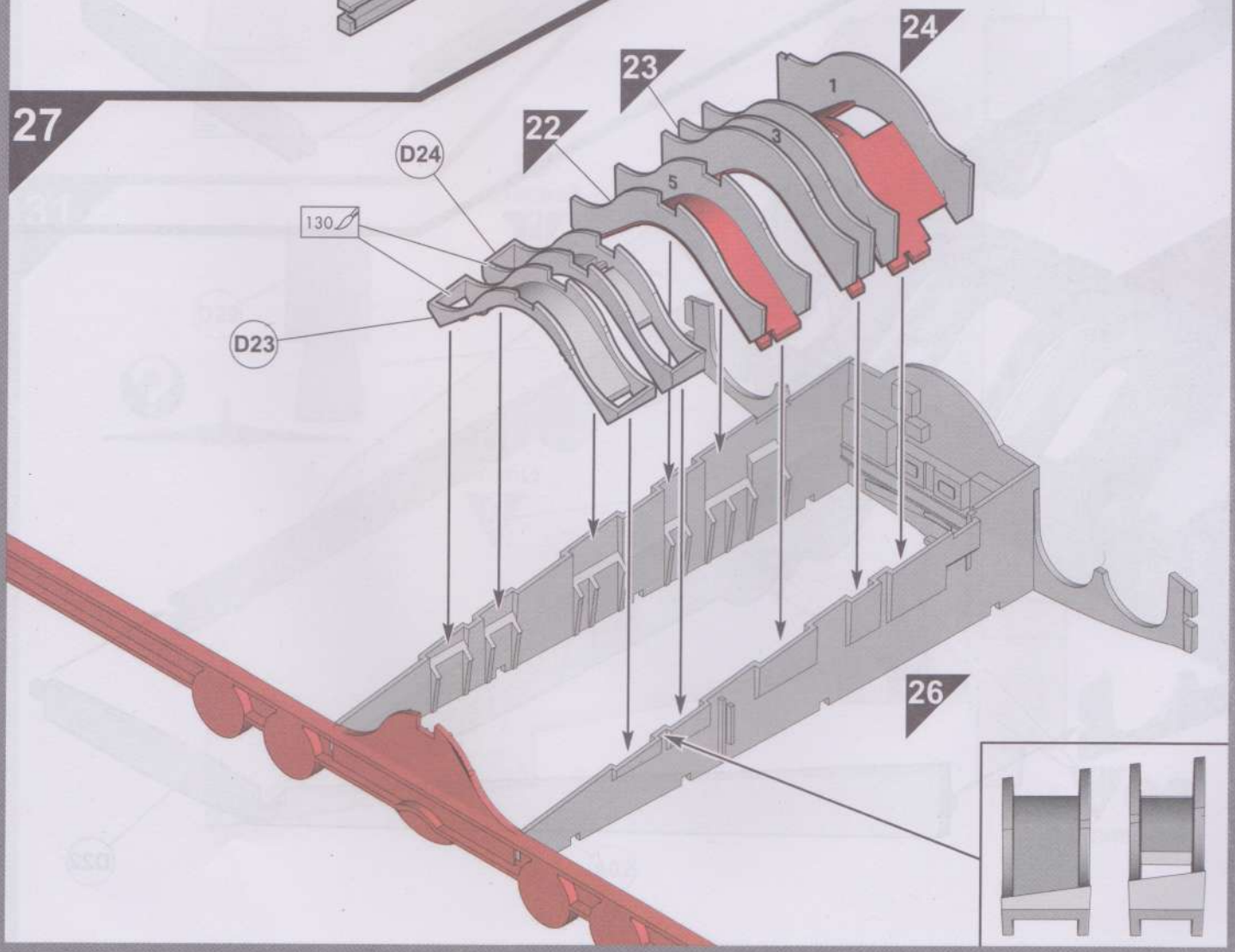
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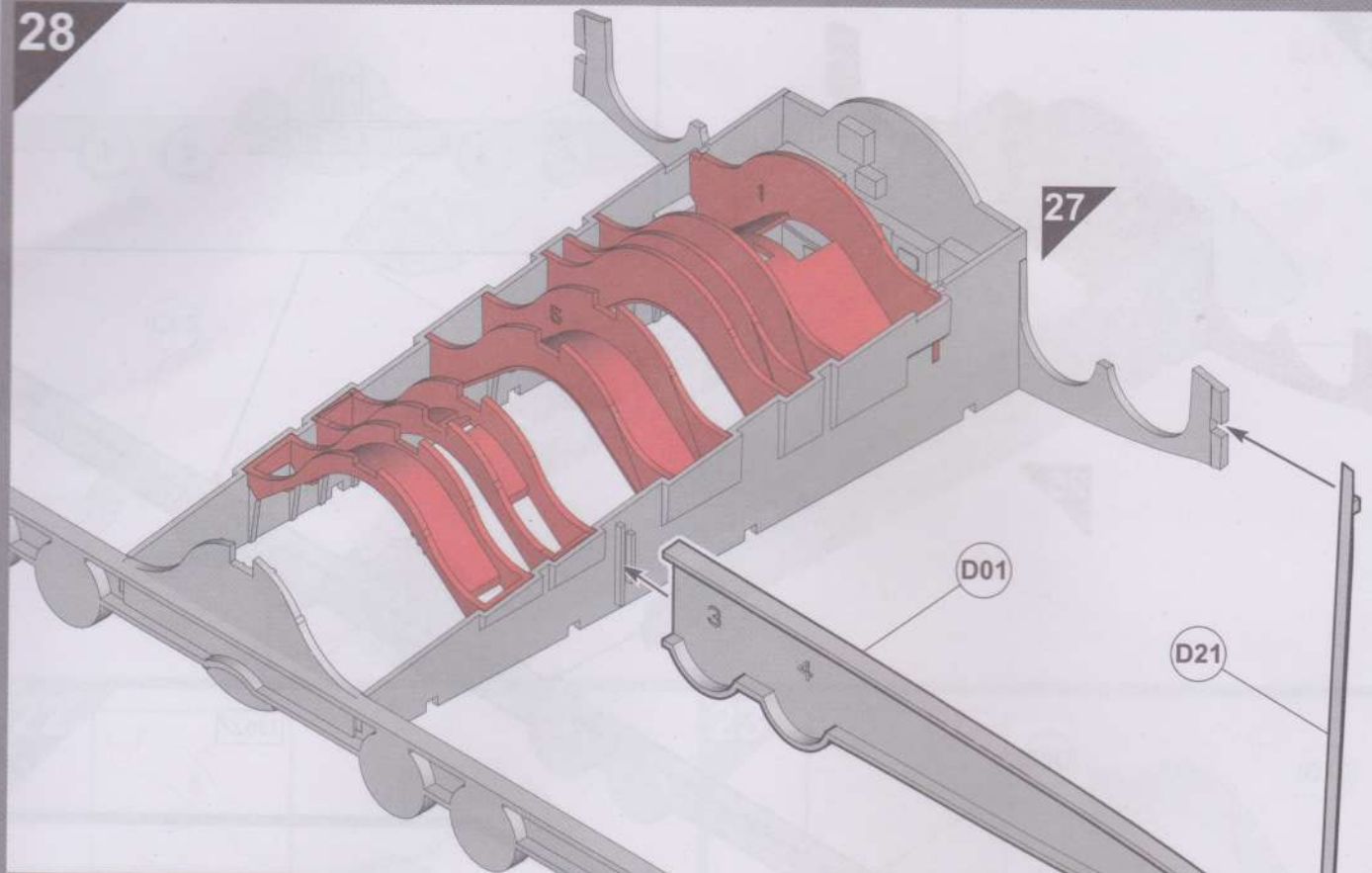
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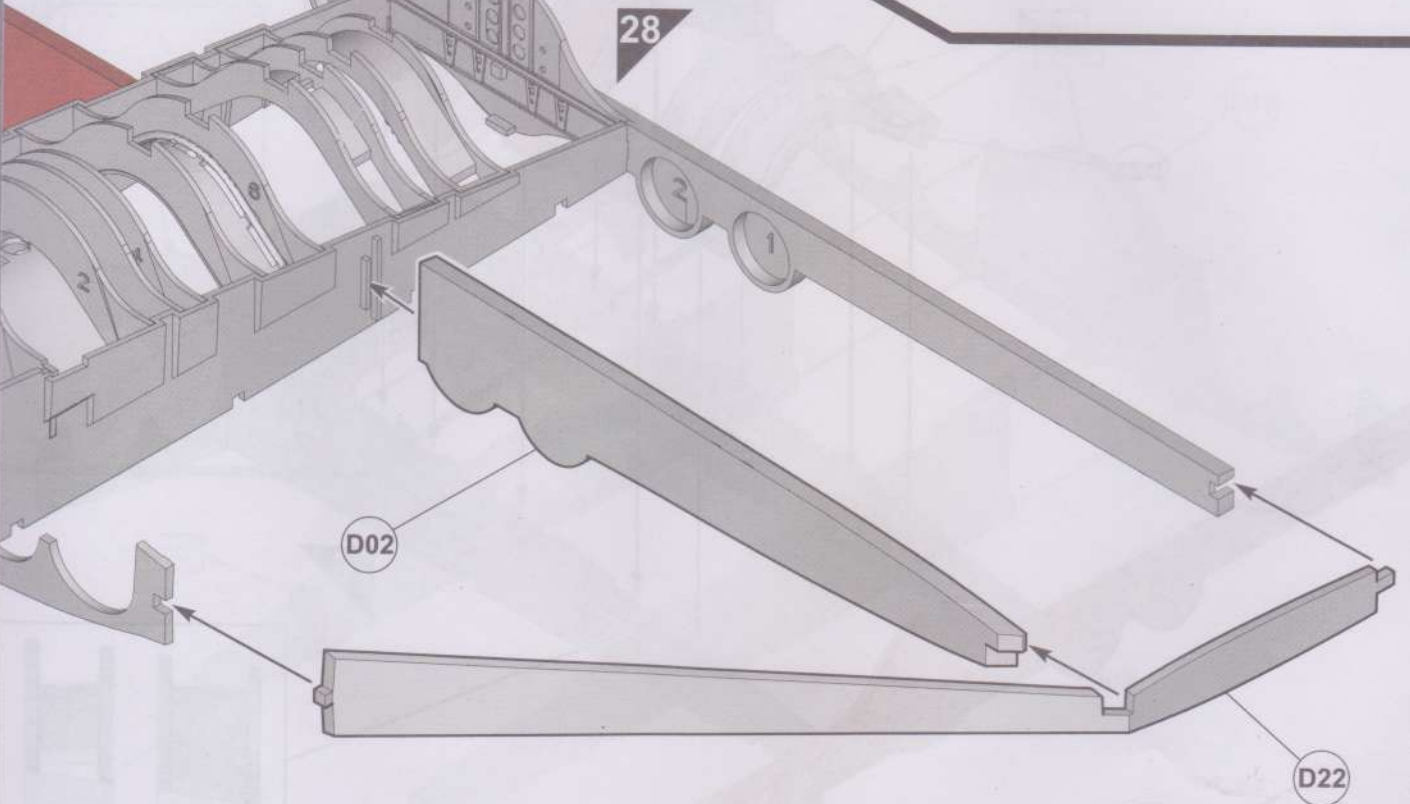
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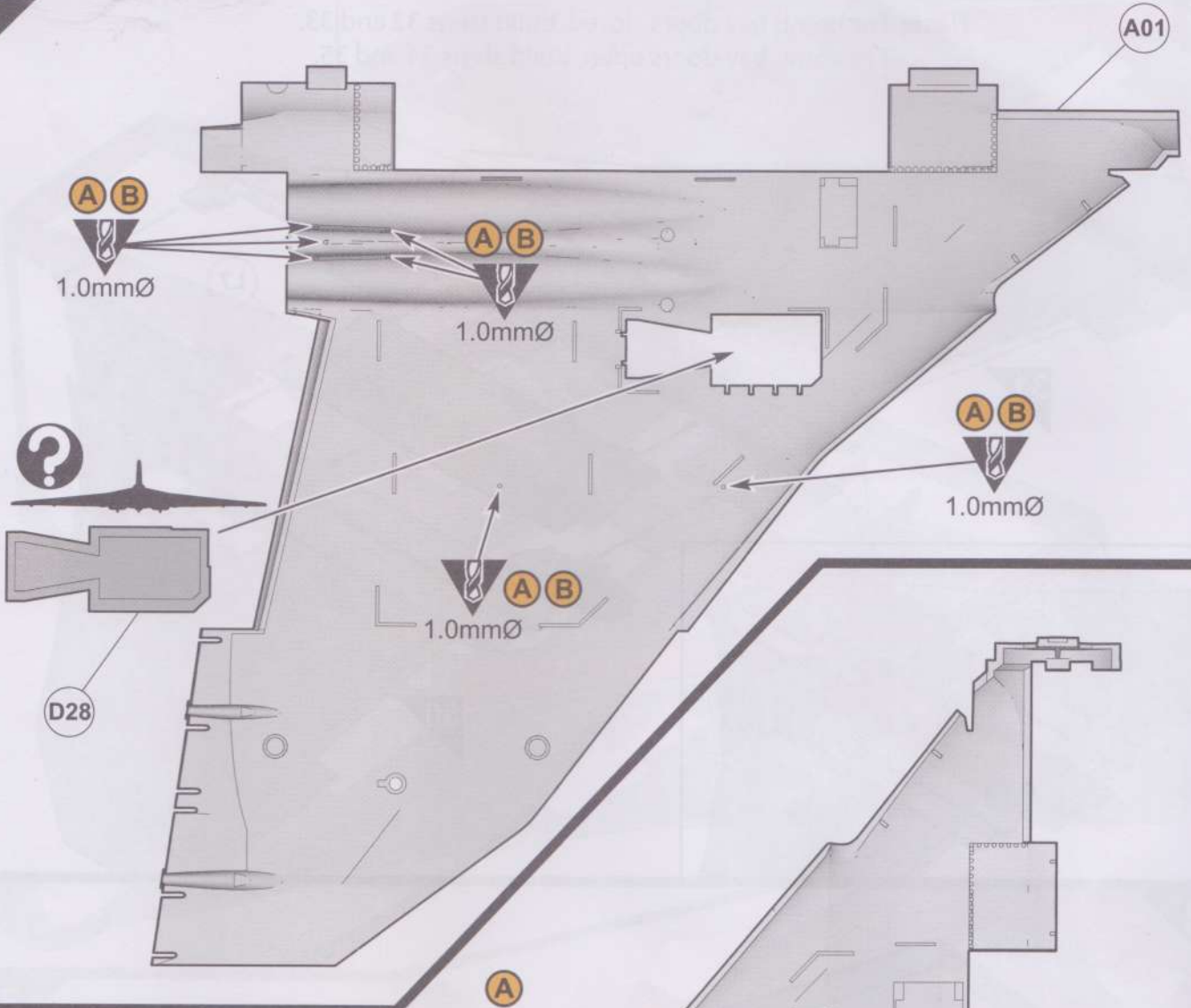
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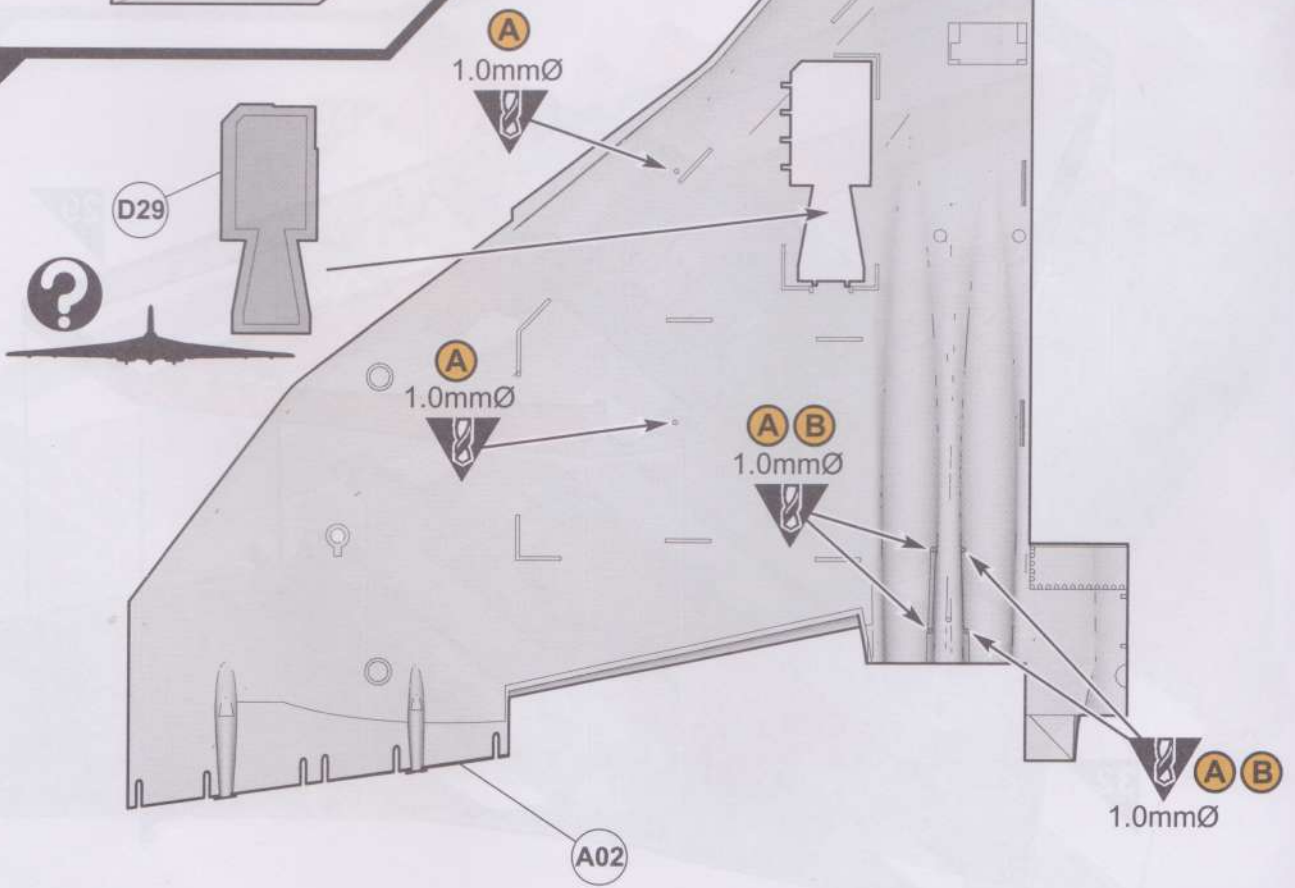
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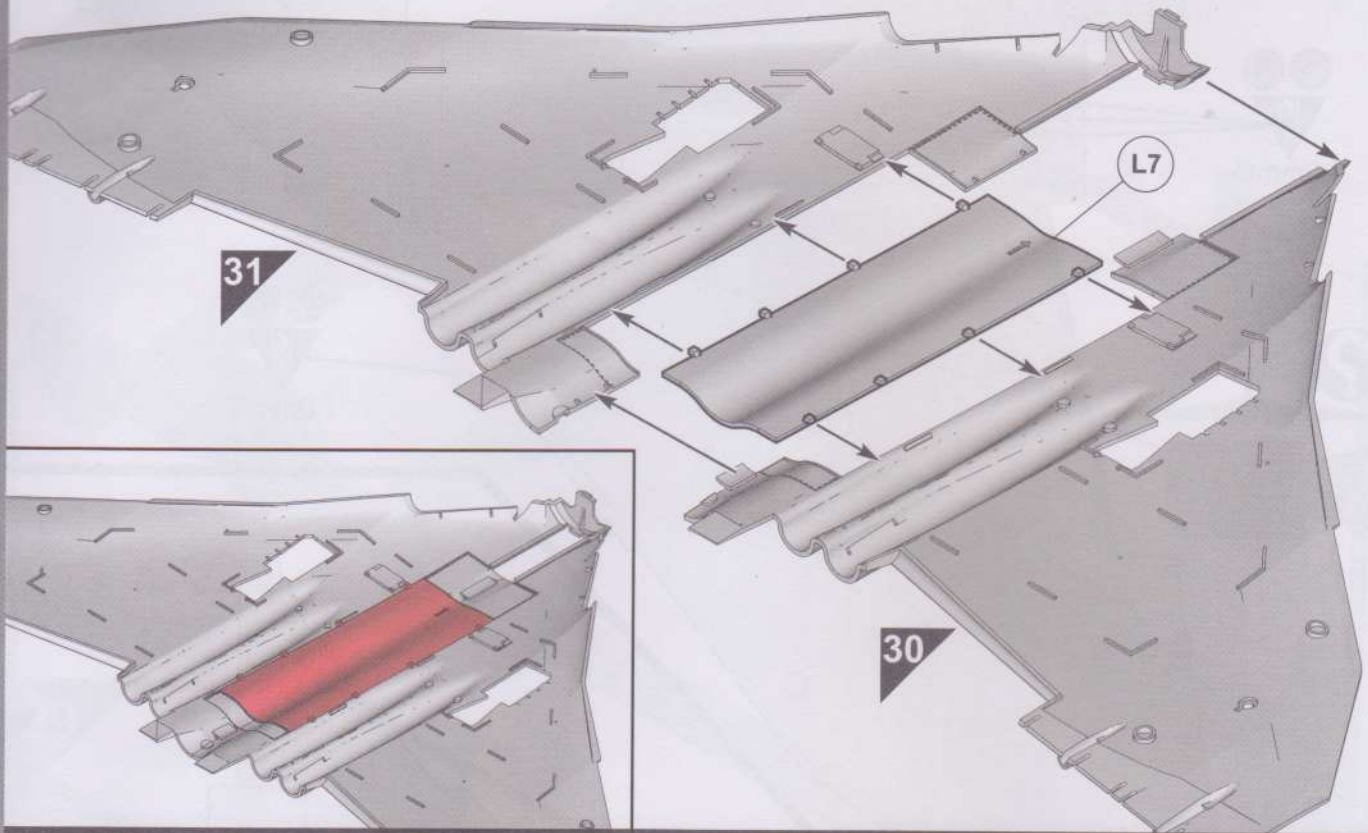


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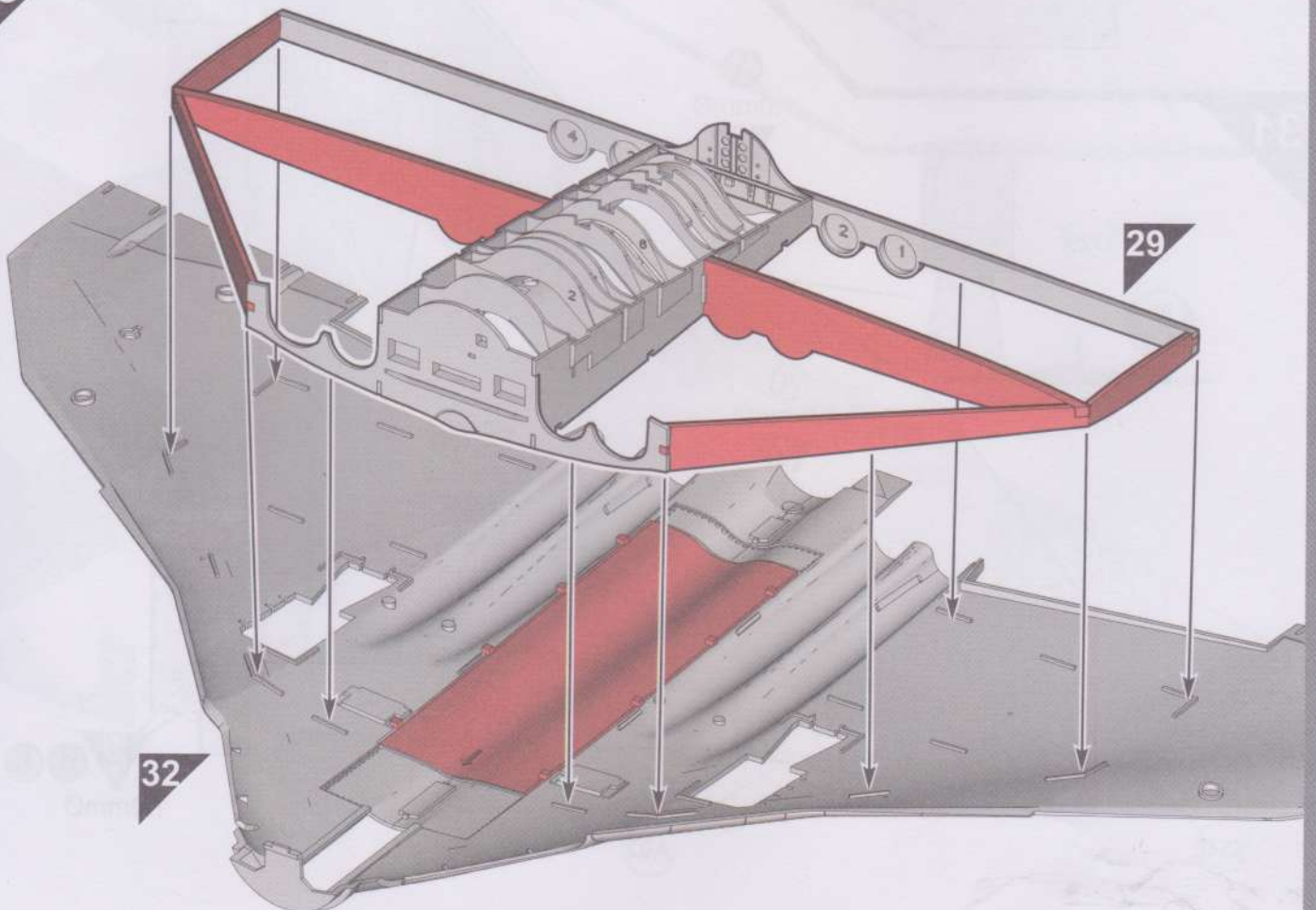


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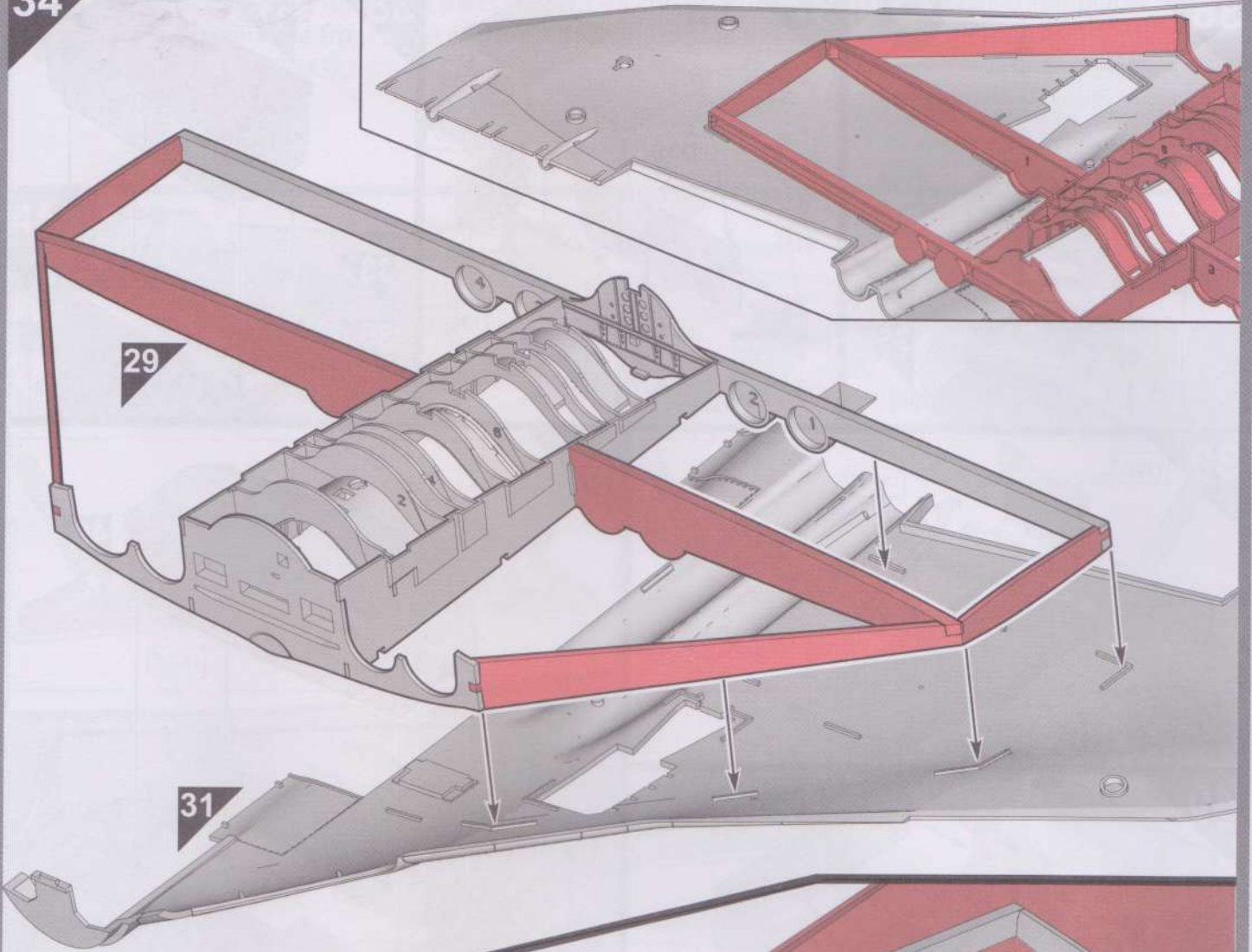
**Note:** For bomb bay doors closed, build steps 32 and 33.  
For bomb bay doors open, build steps 34 and 35.



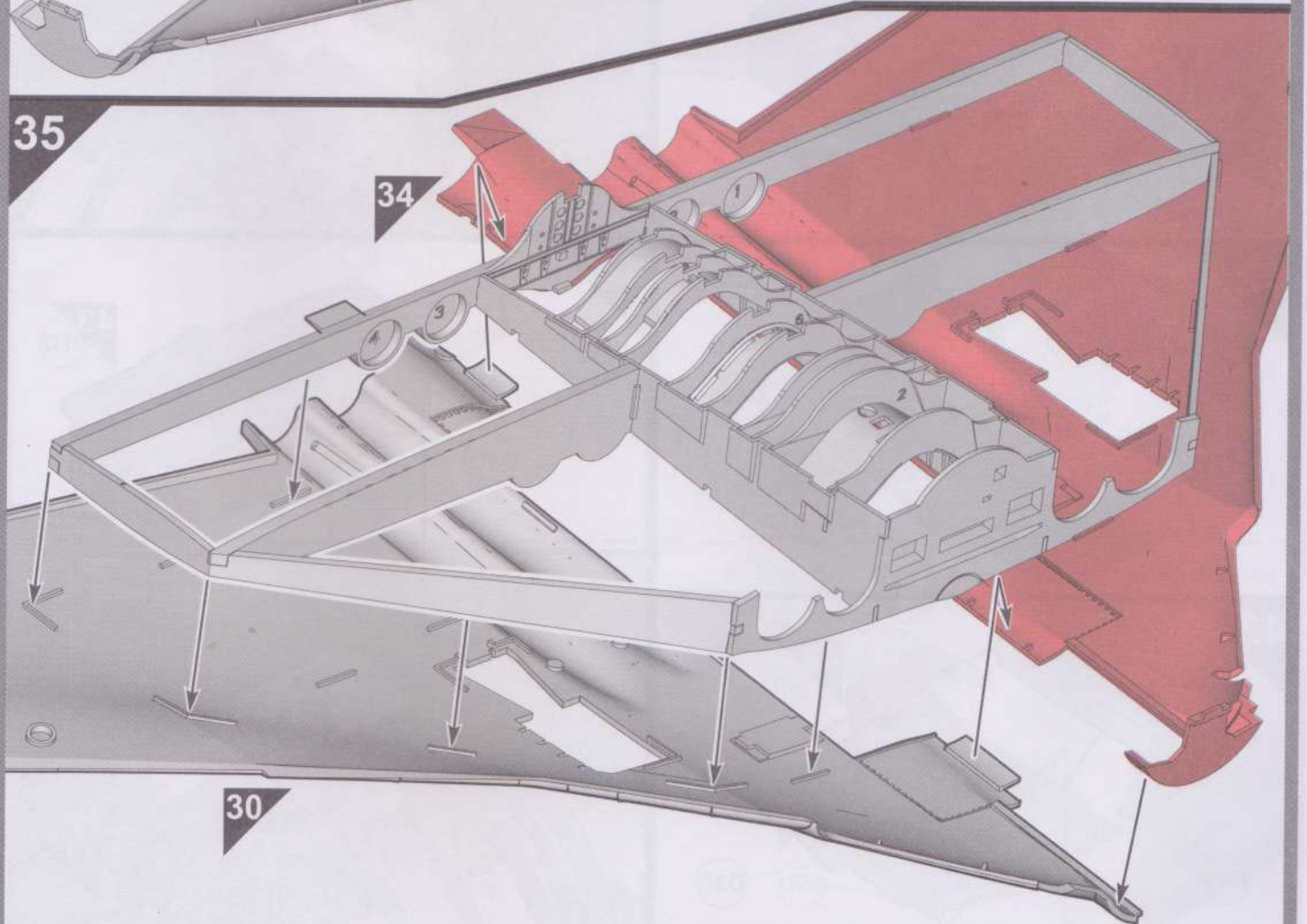
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34

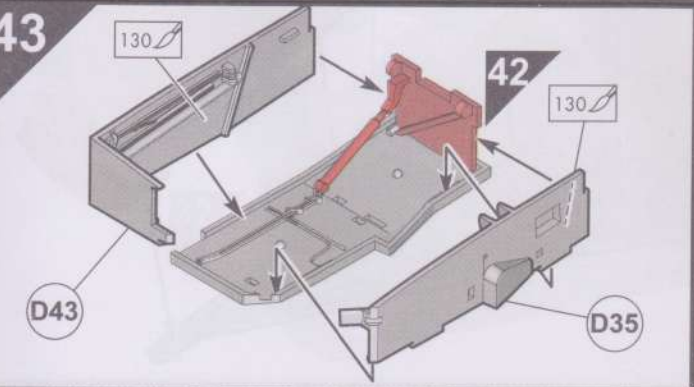
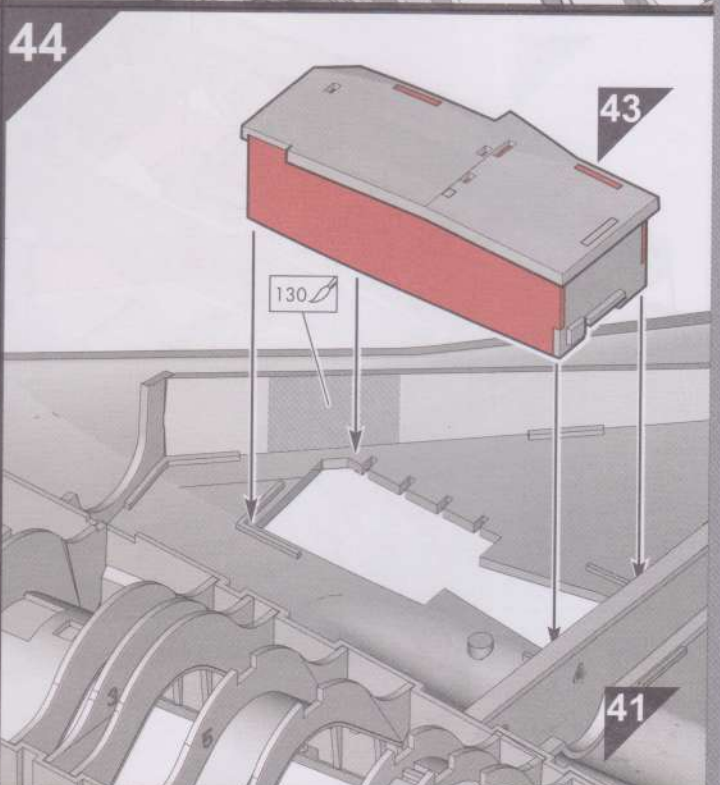
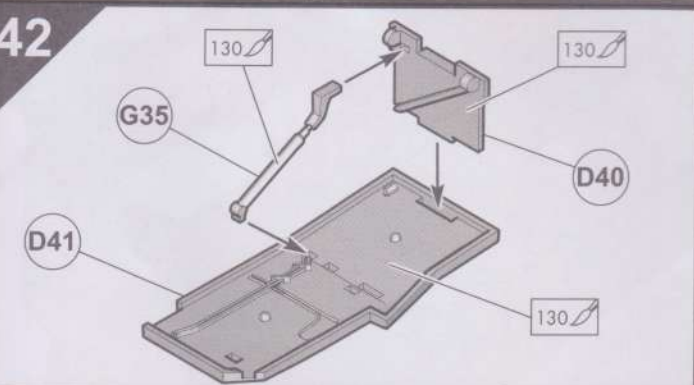
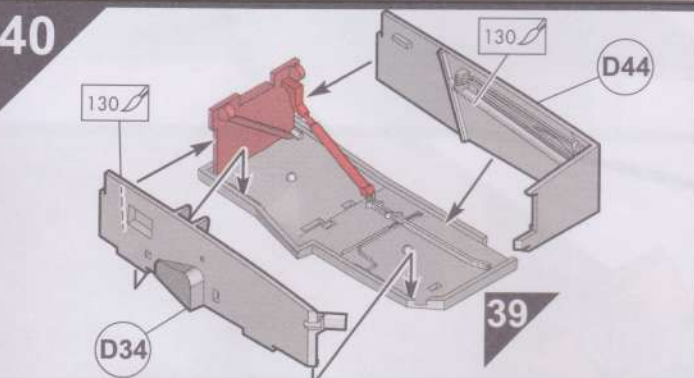
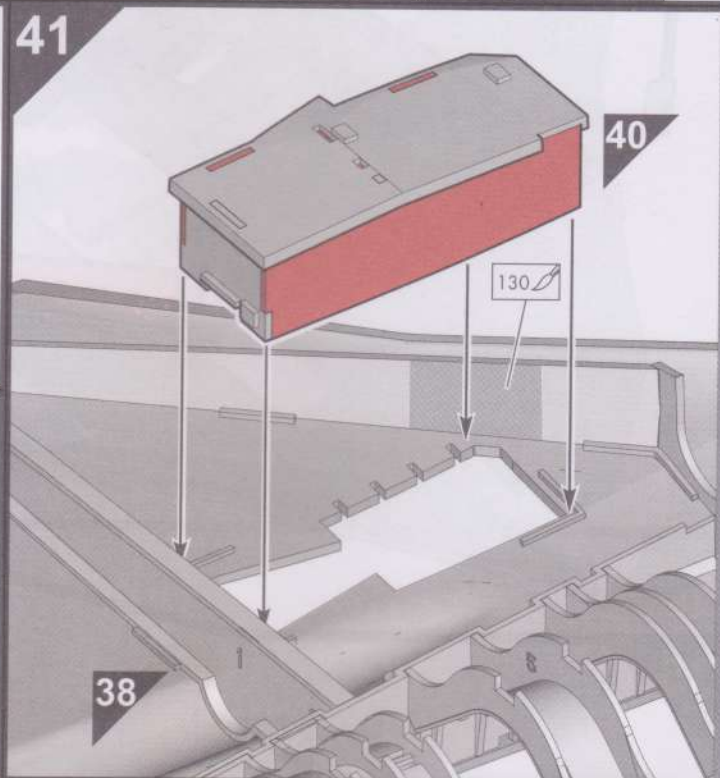
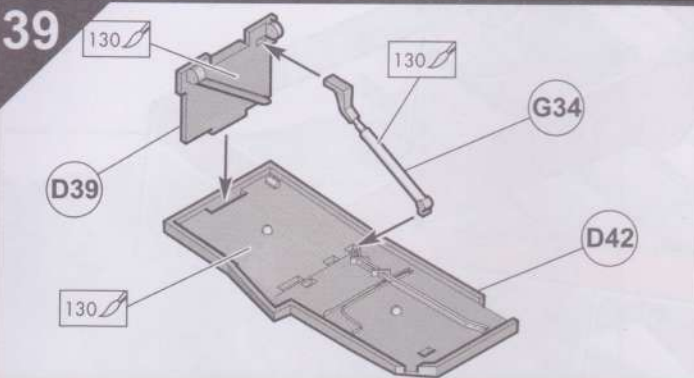
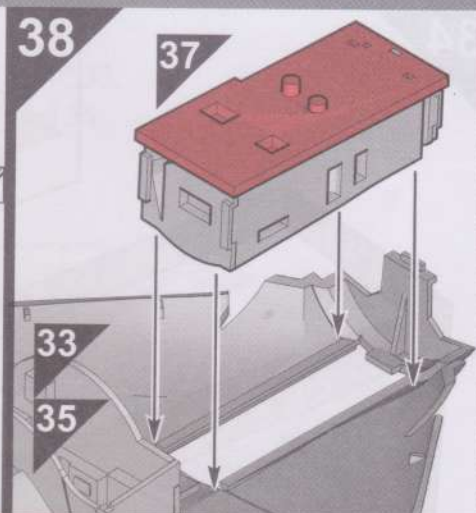
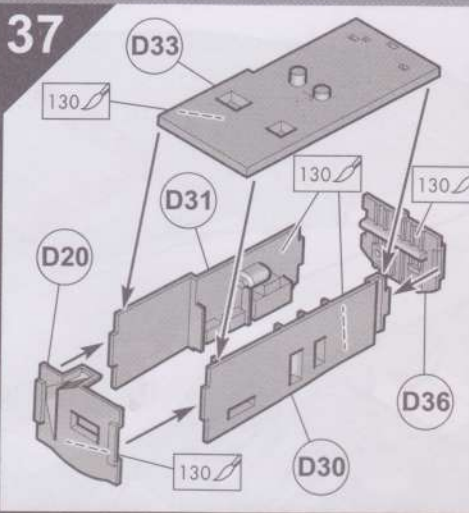
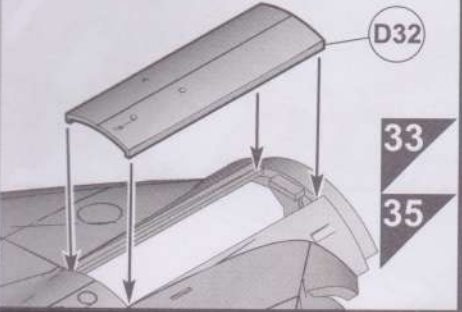


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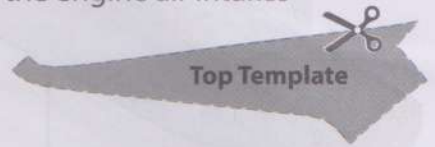
# 36

If building this model with undercarriage in the up position, fit part D32 in this step and miss out steps 37 to 44 and carry on from step 45 on page 13.

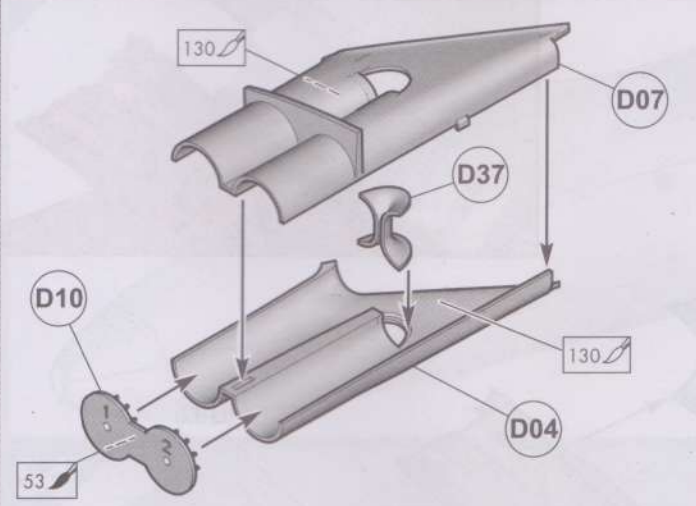
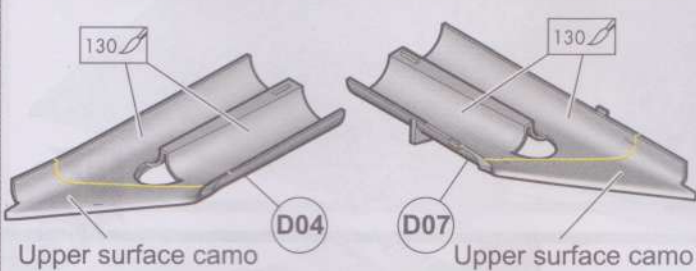
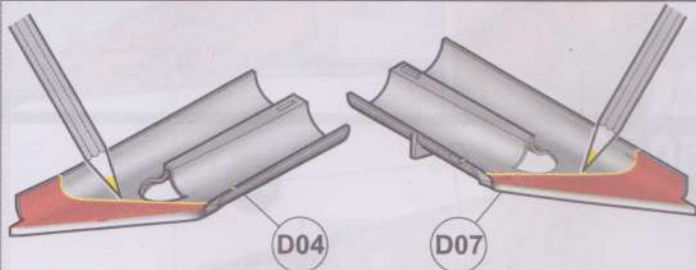
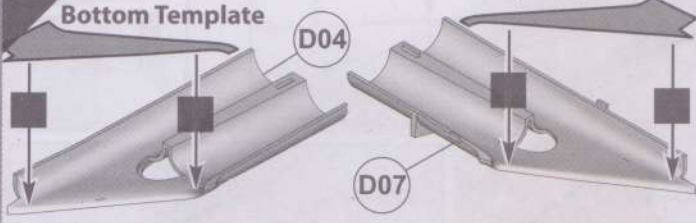




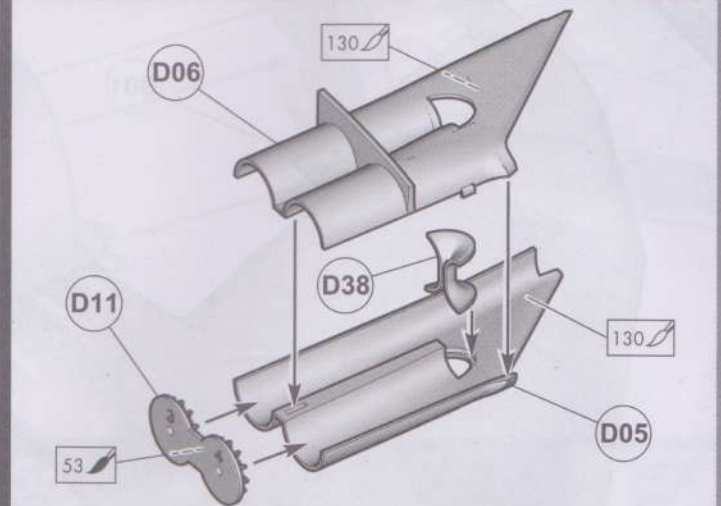
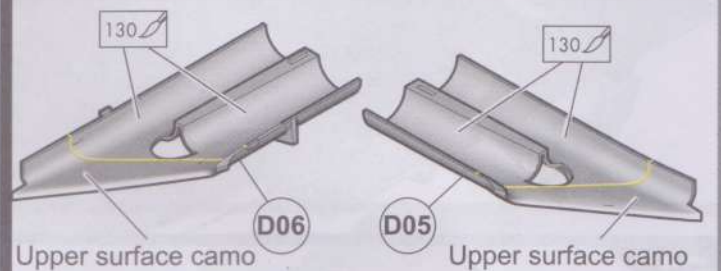
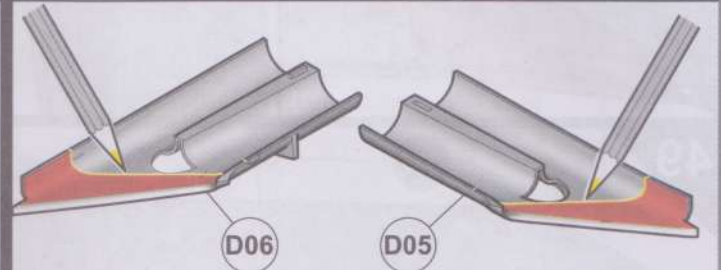
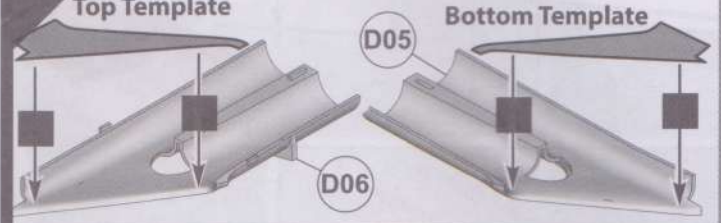
**Note:** Before assembling the parts in Steps 45 and 46, cut-out and use the paper templates below to mark the front edge of the white painted area inside the engine air intakes D04, D05, D06 & D07.



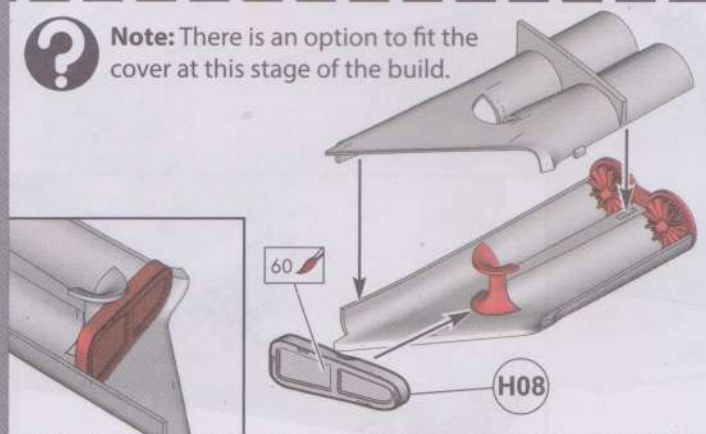
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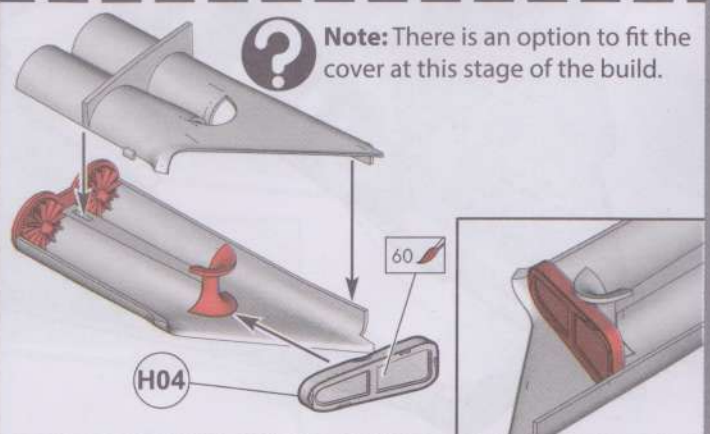
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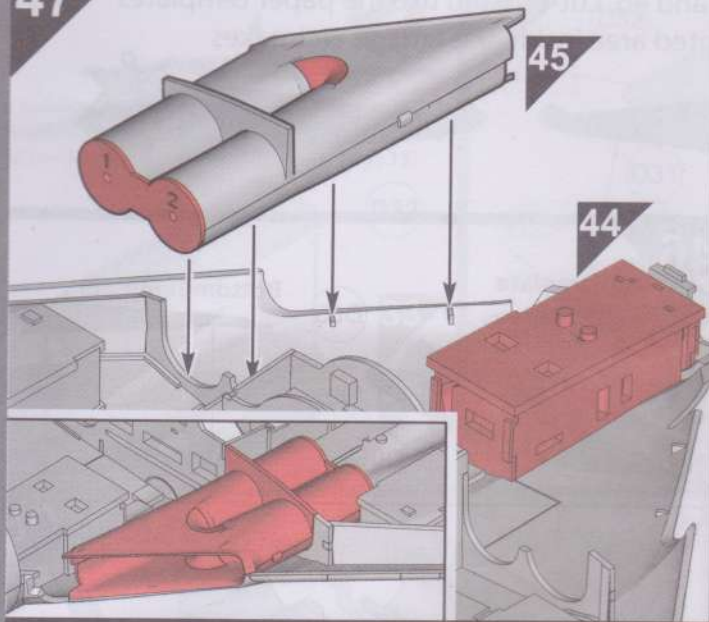
**Note:** There is an option to fit the cover at this stage of the build.



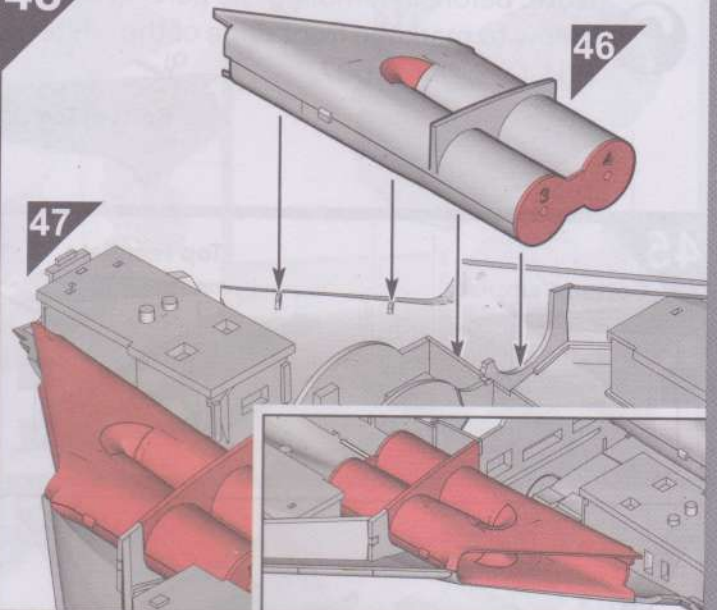
**Note:** There is an option to fit the cover at this stage of the build.



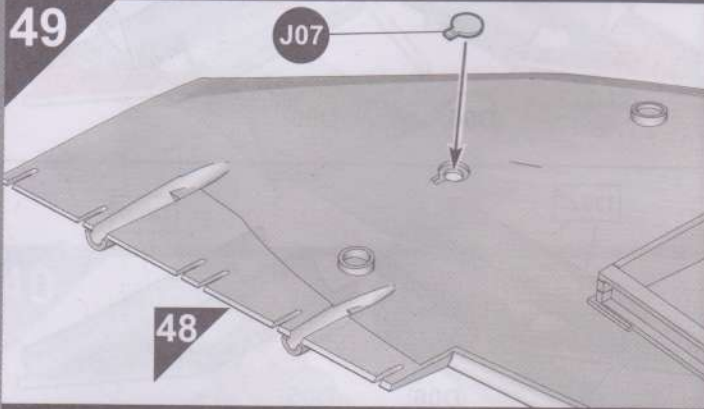
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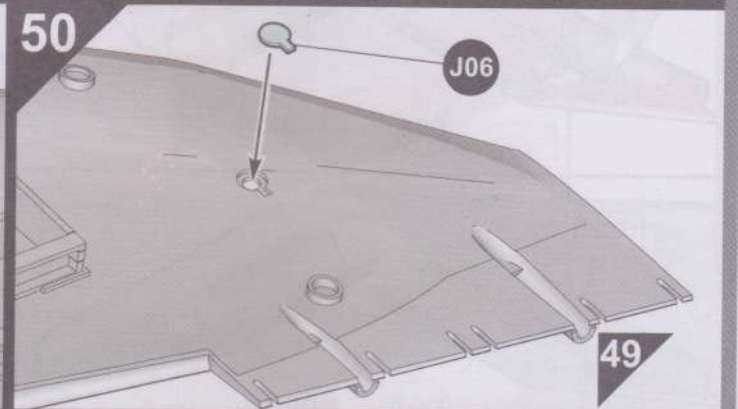
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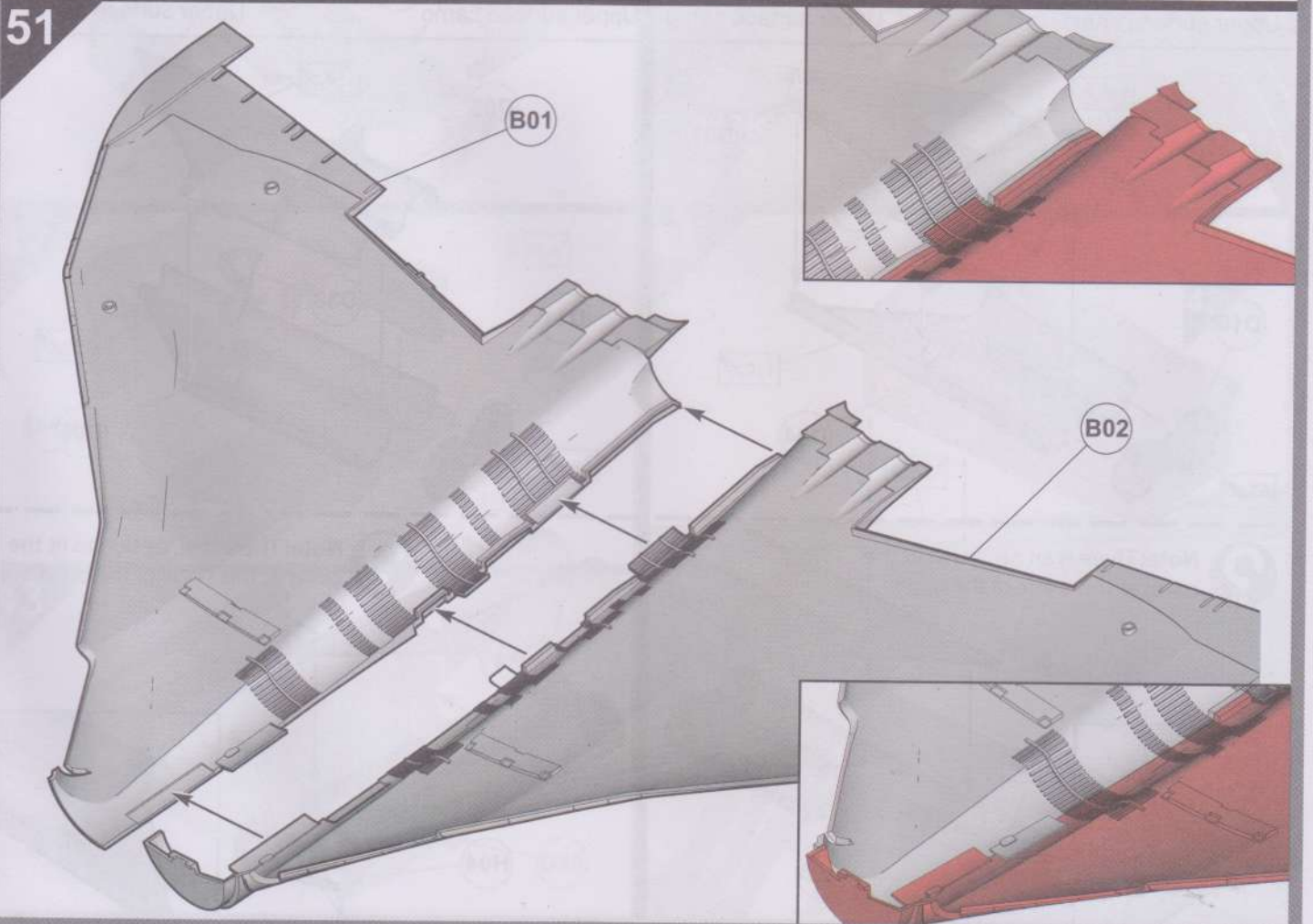
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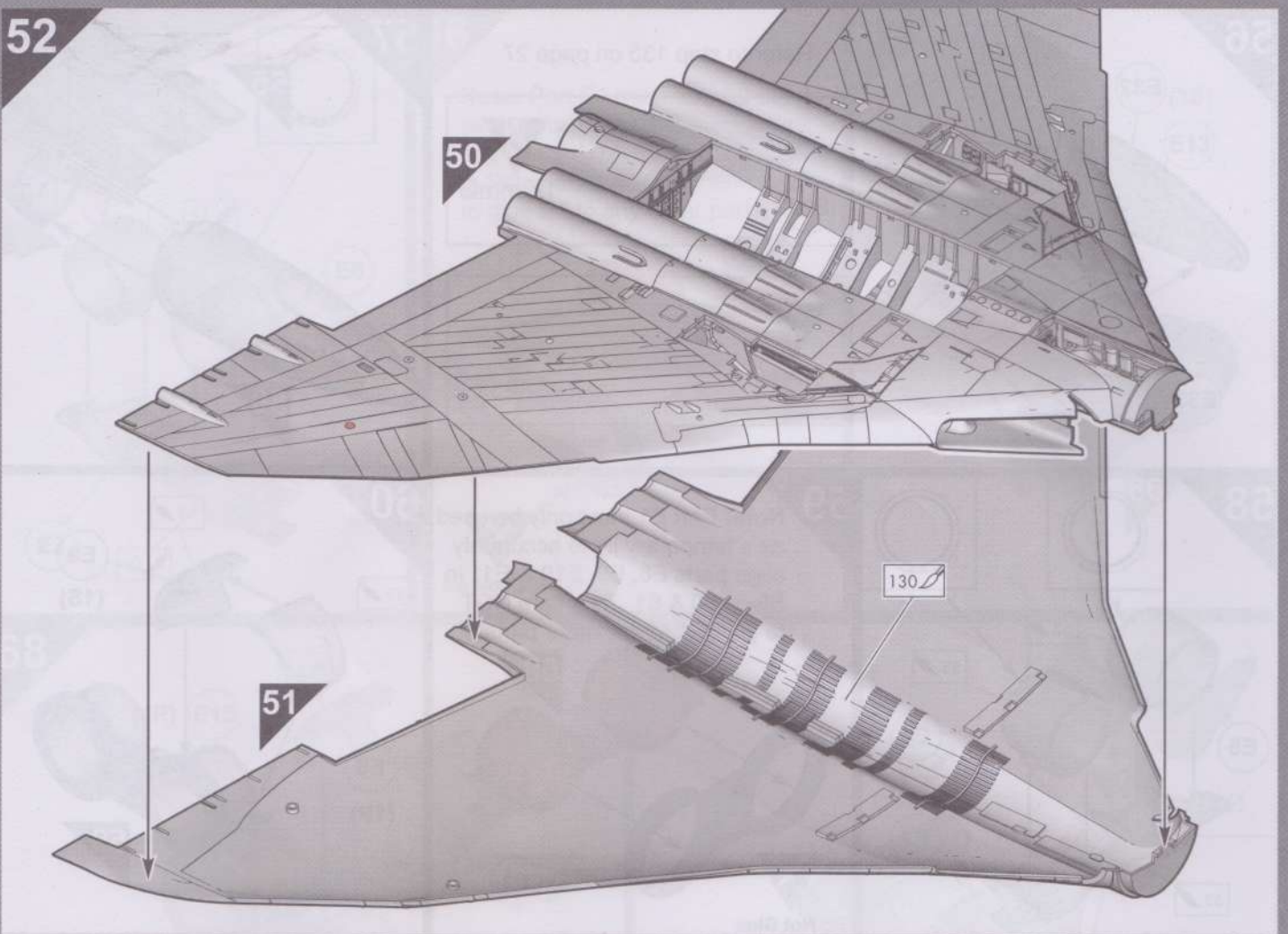
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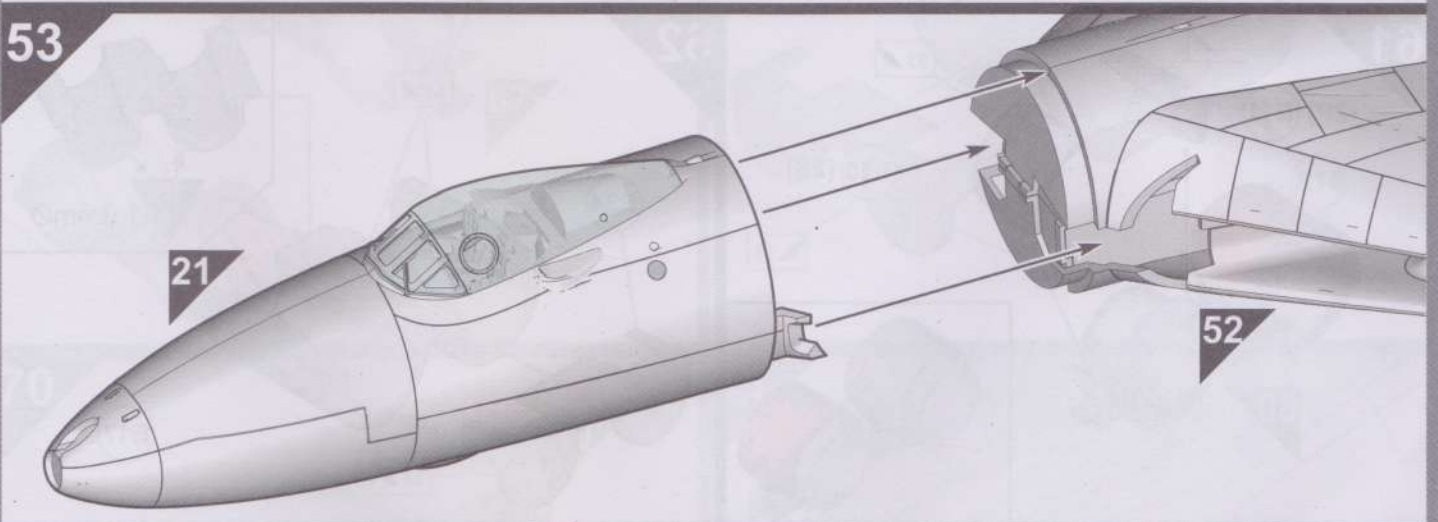
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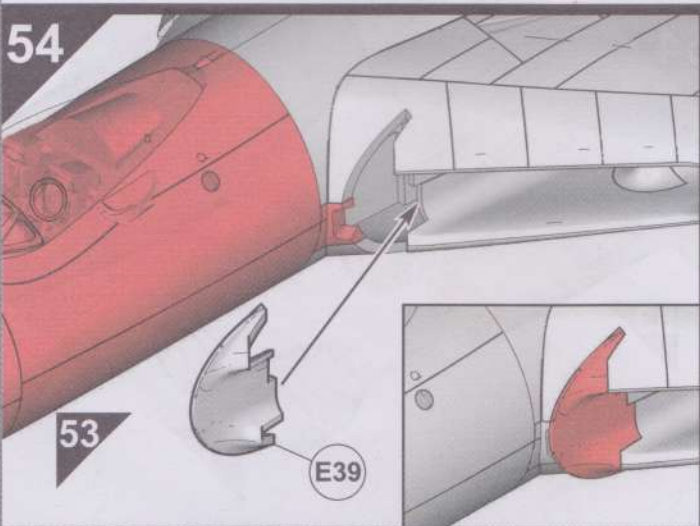
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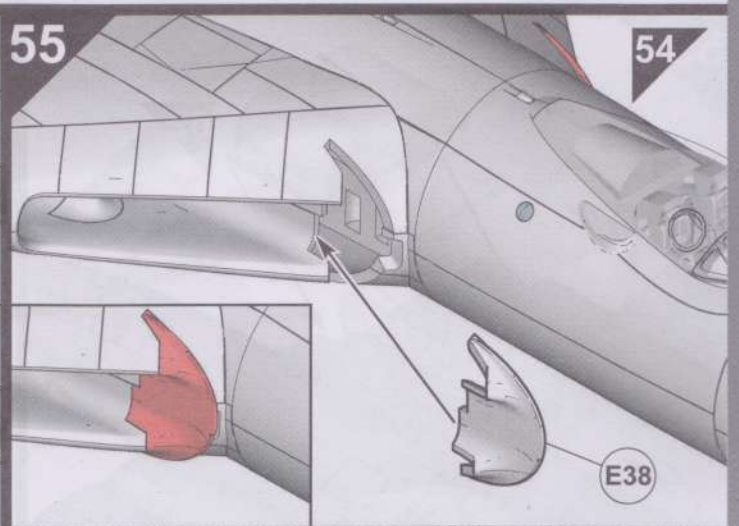
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54

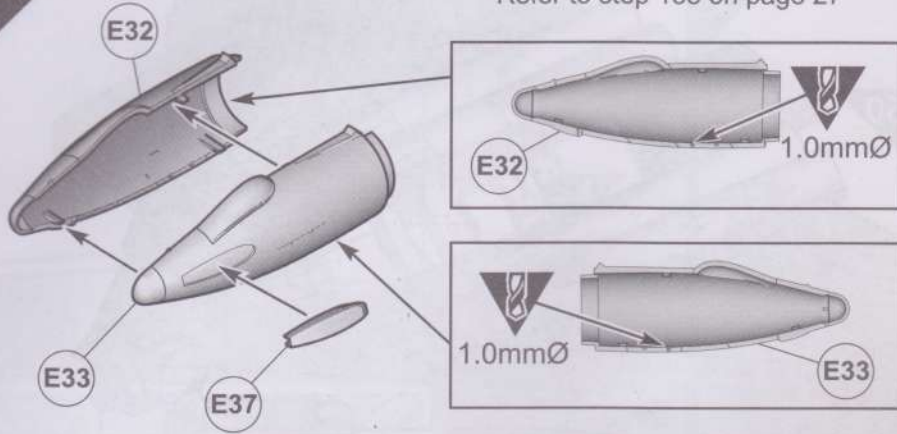


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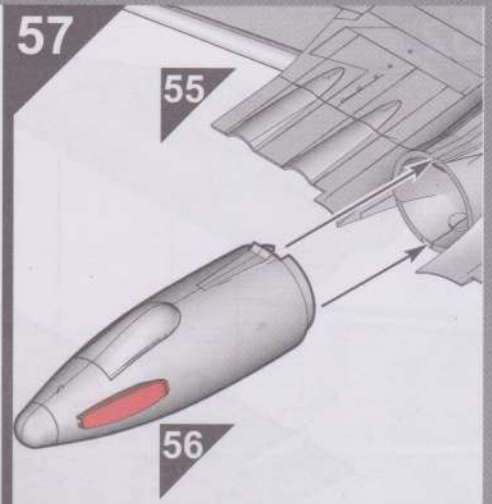


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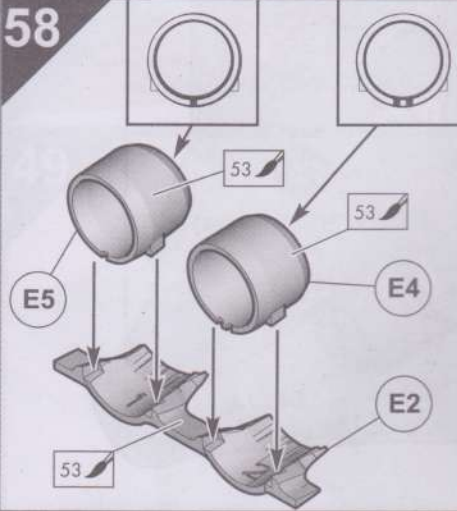
Refer to step 135 on page 27



57

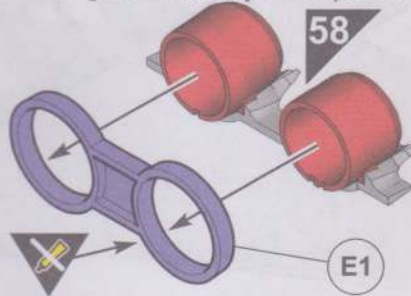


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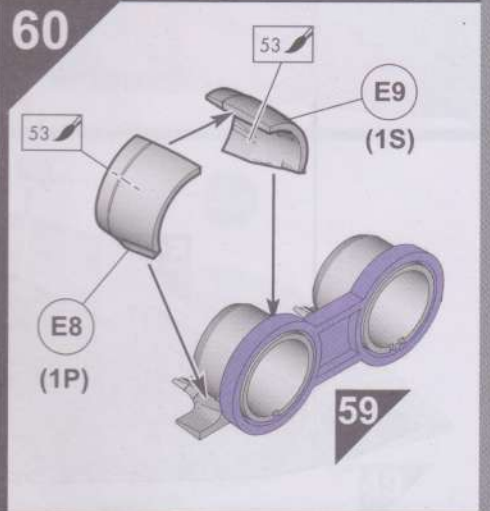


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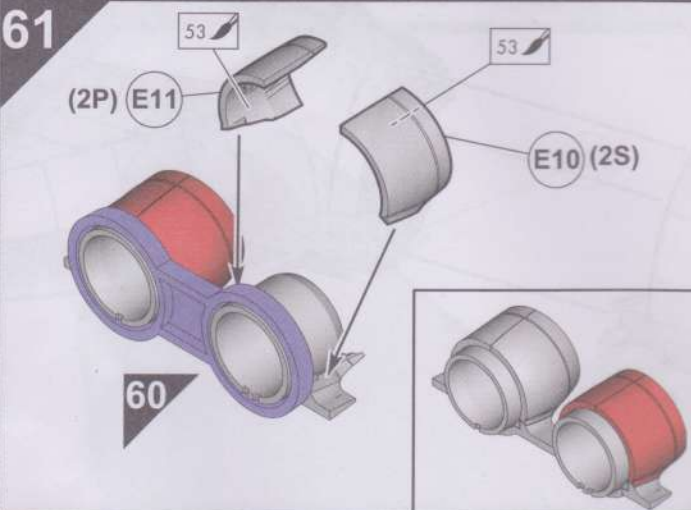
Note: Part E1 must only be used as a temporary jig to accurately align parts E8, E9, E10 & E11 in Steps 60 & 61. Take care NOT to glue E1 to any other parts.



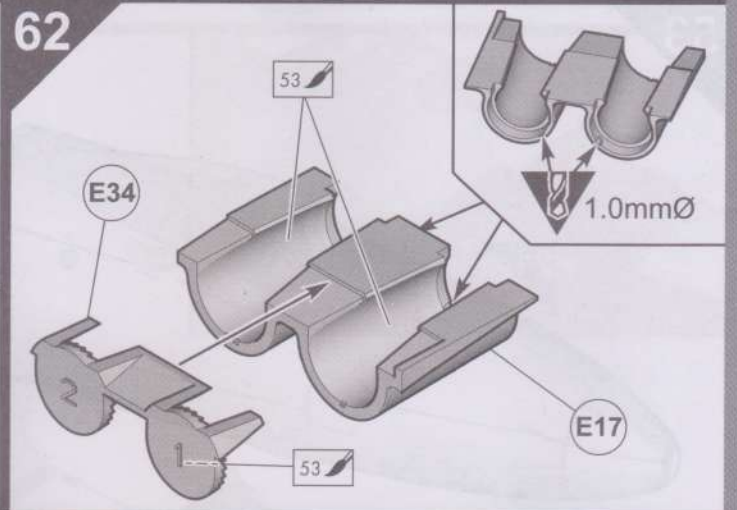
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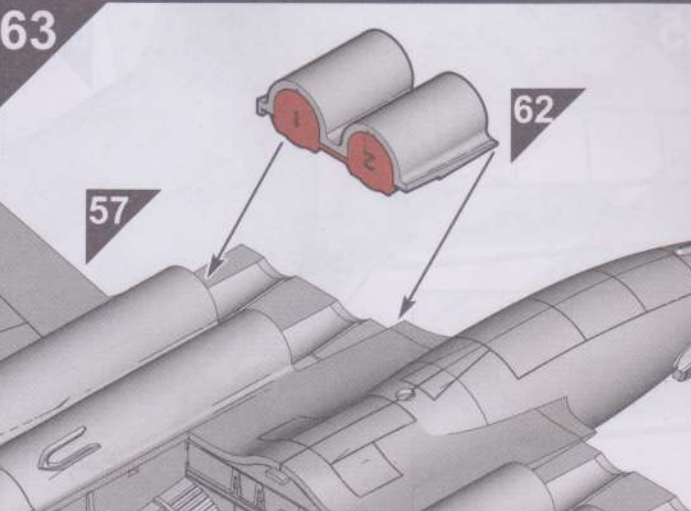
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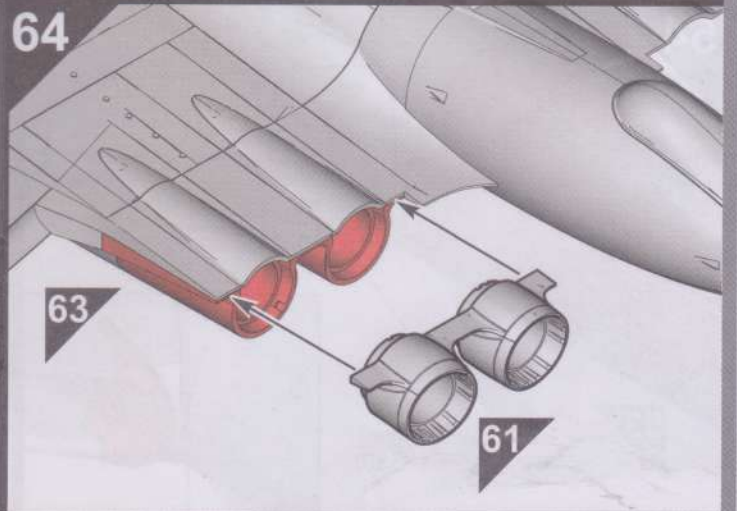
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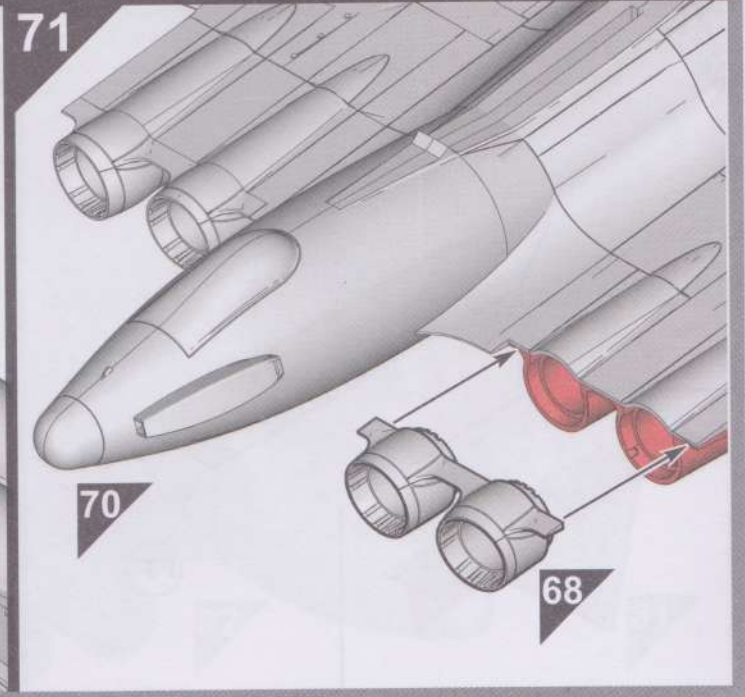
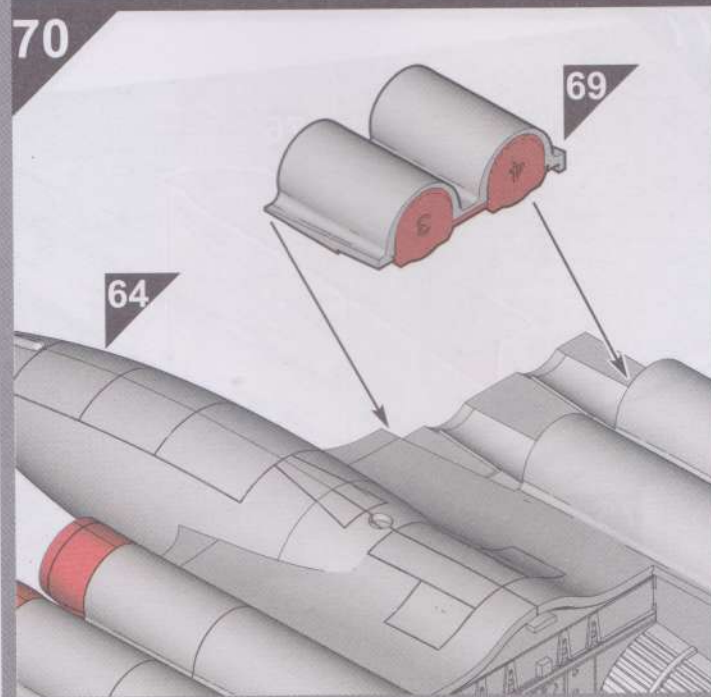
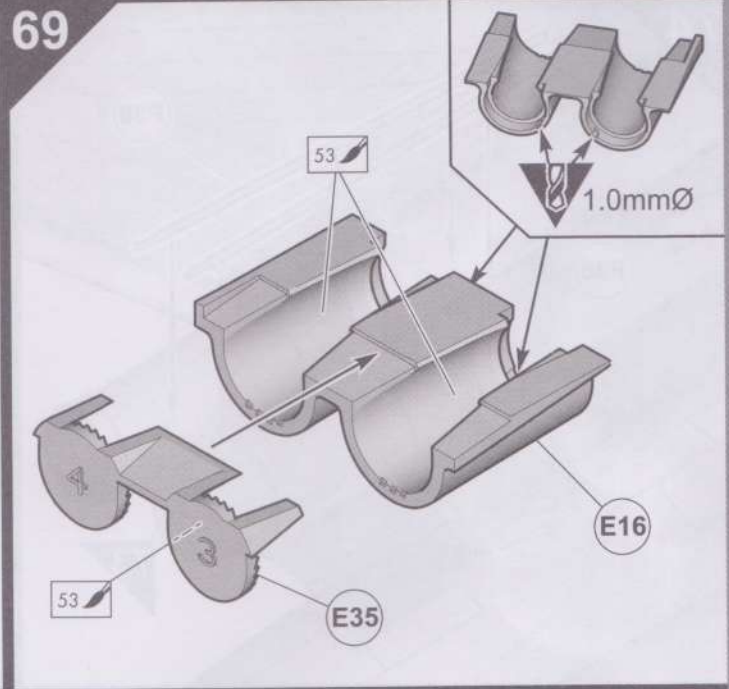
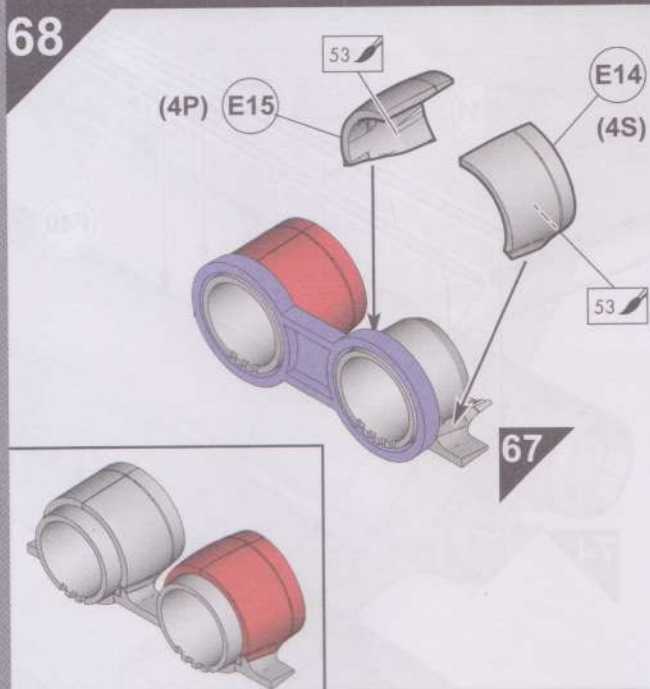
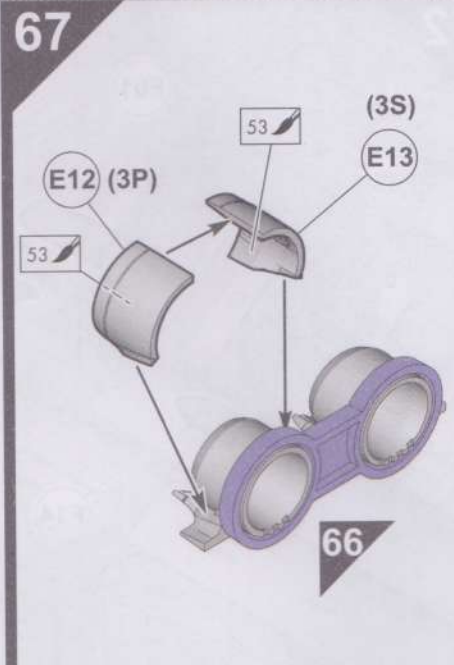
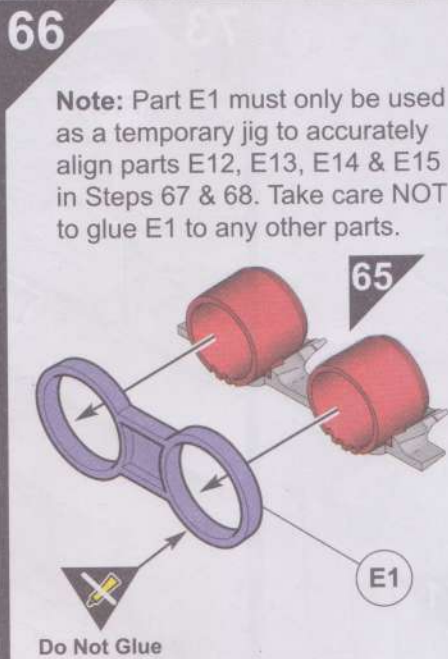
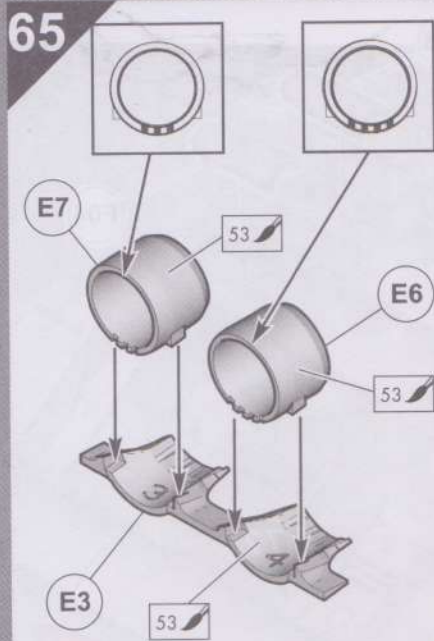


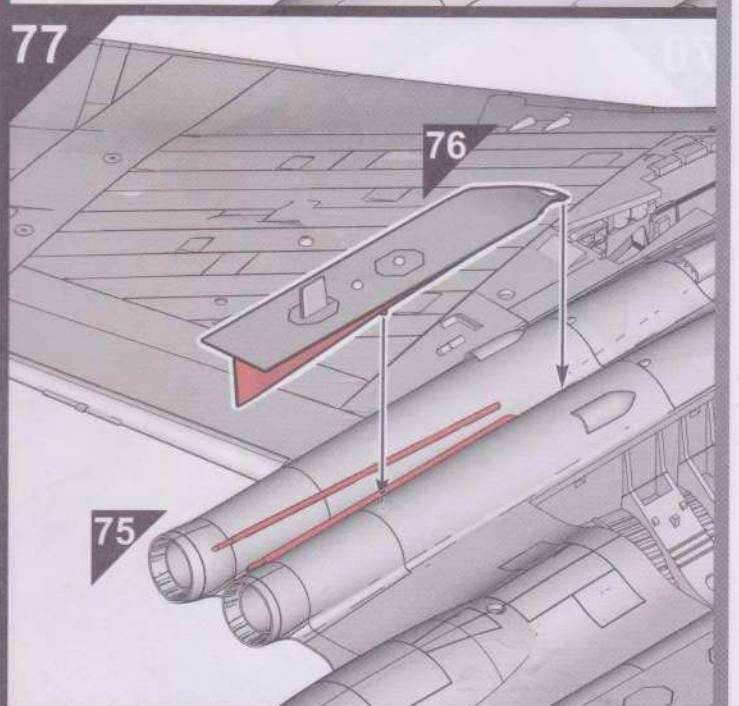
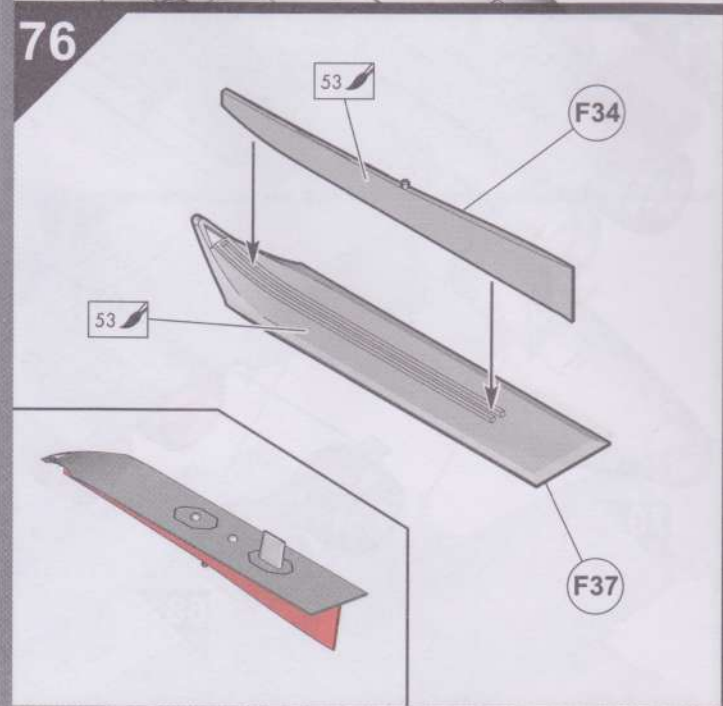
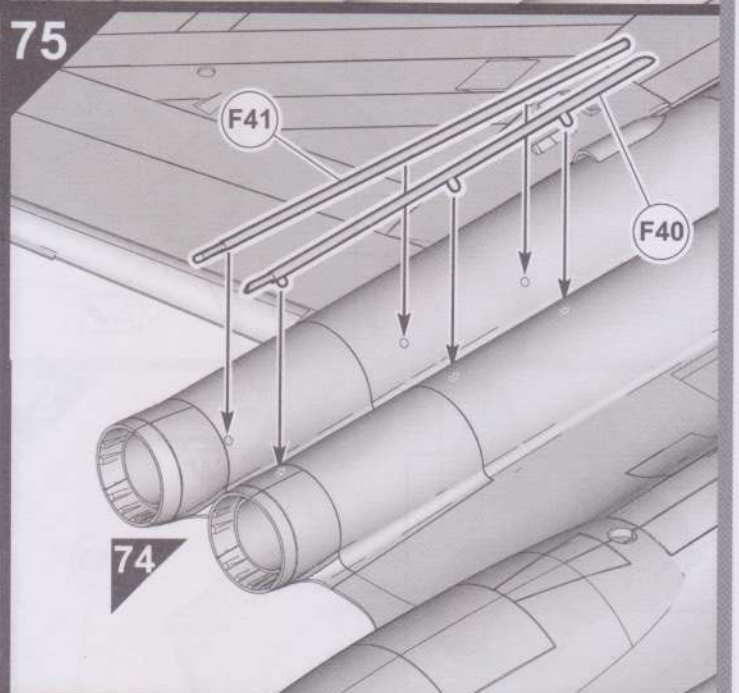
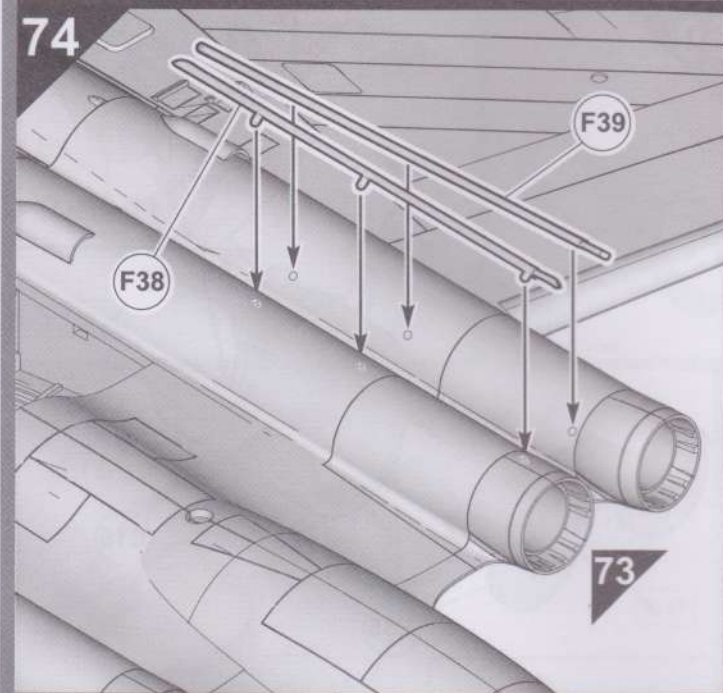
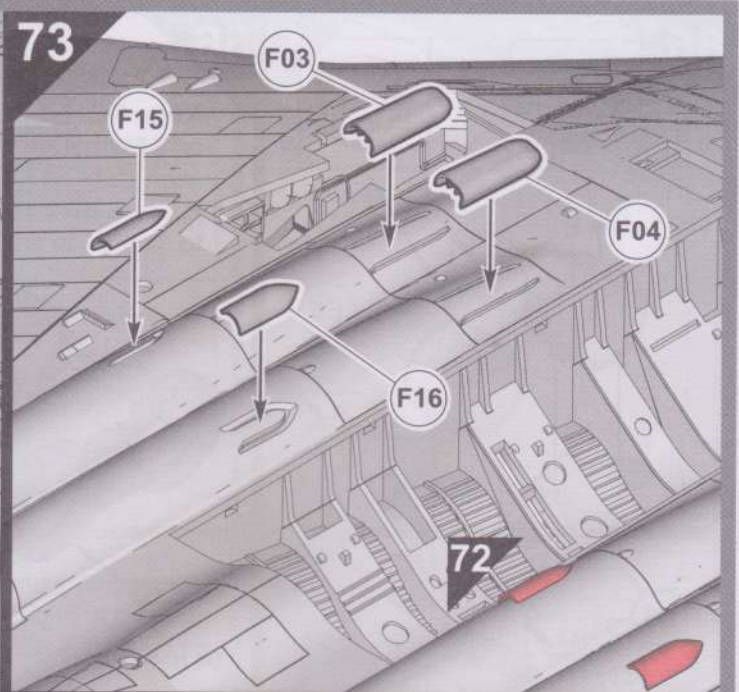
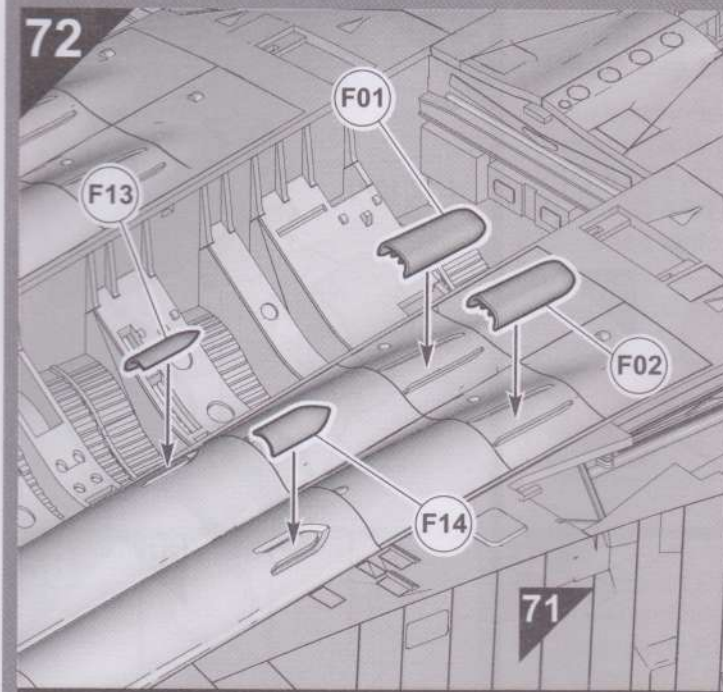
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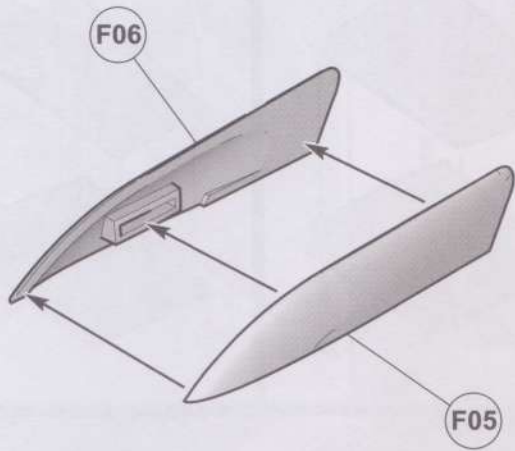
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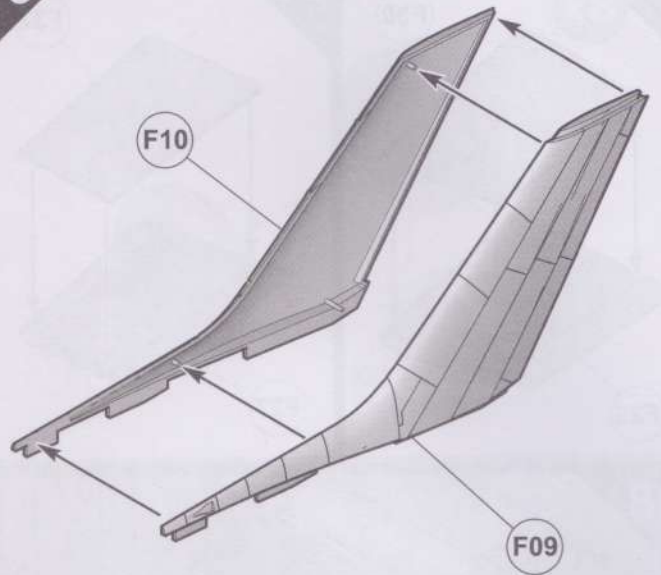




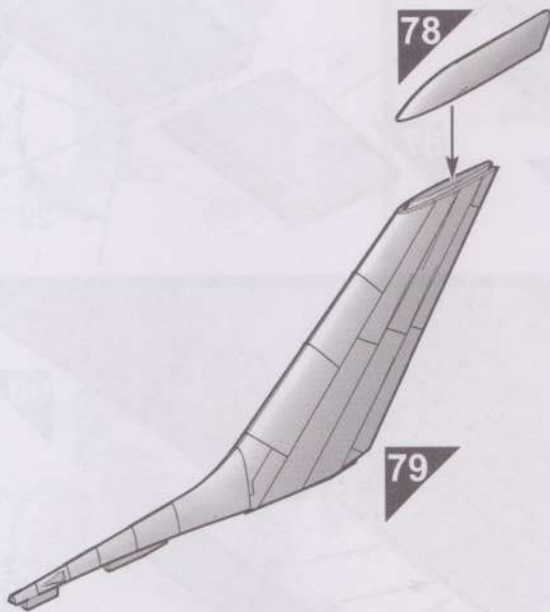
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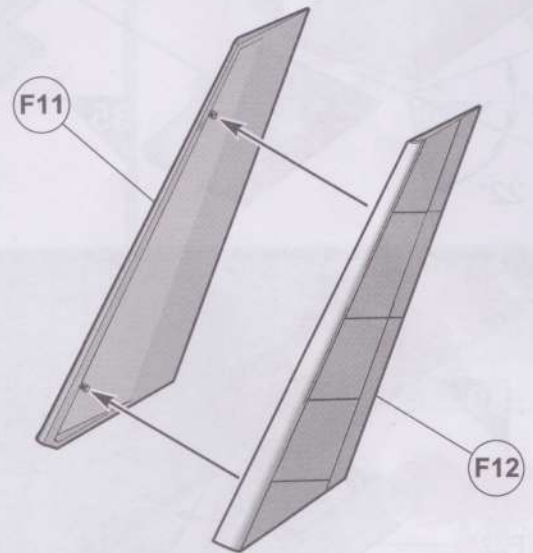
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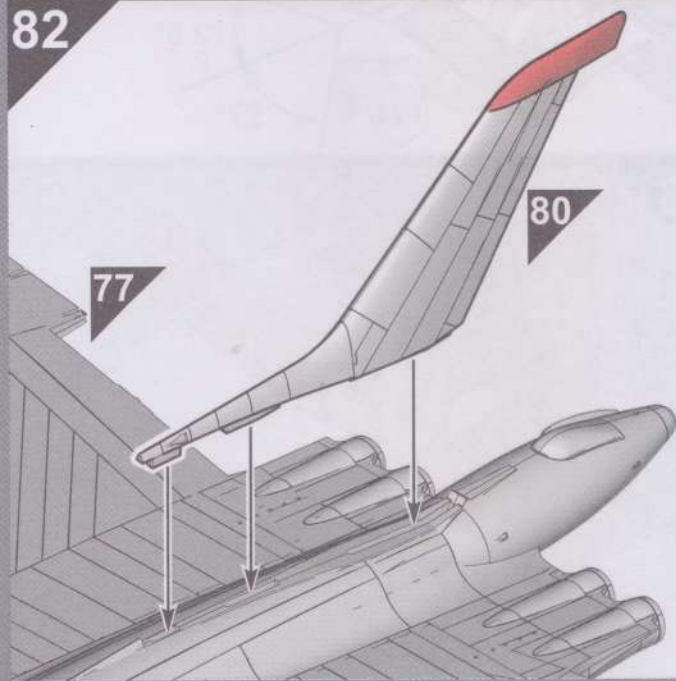
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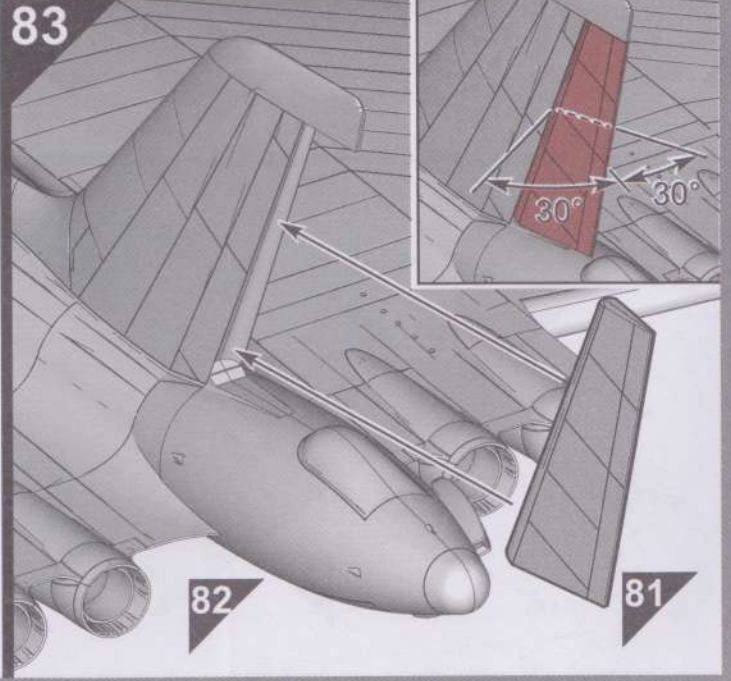
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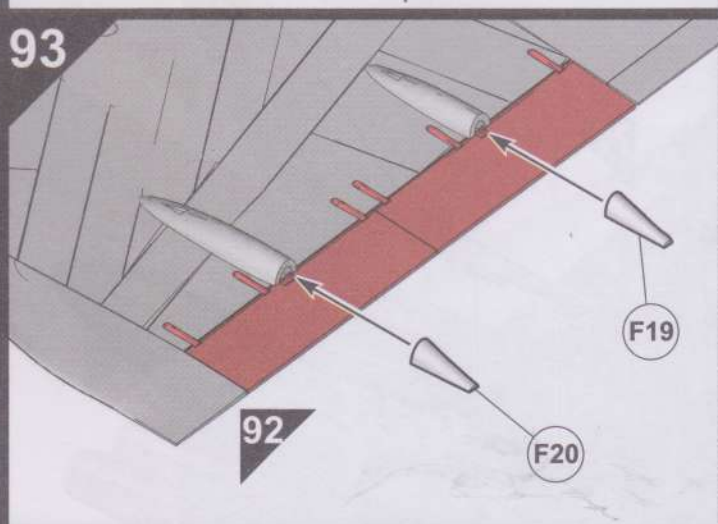
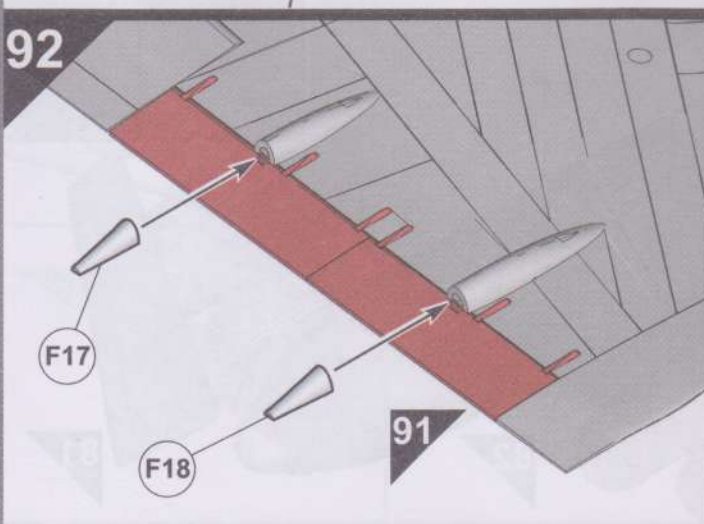
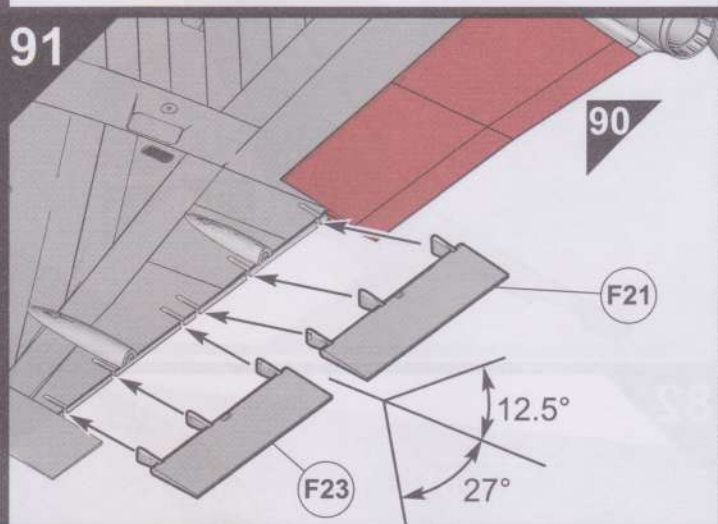
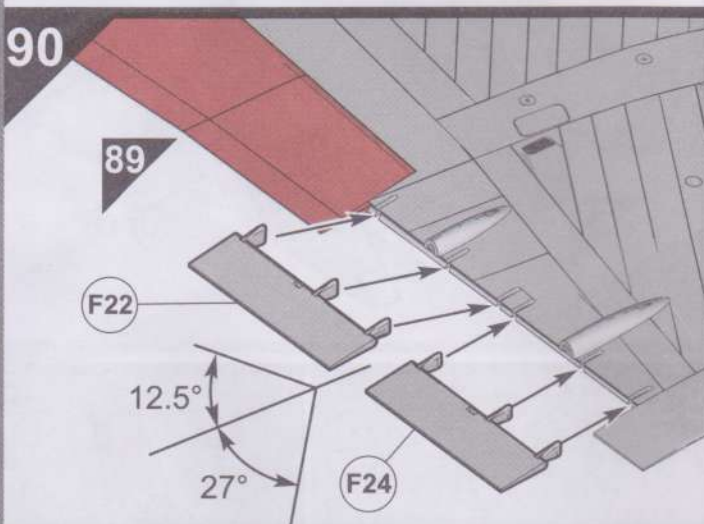
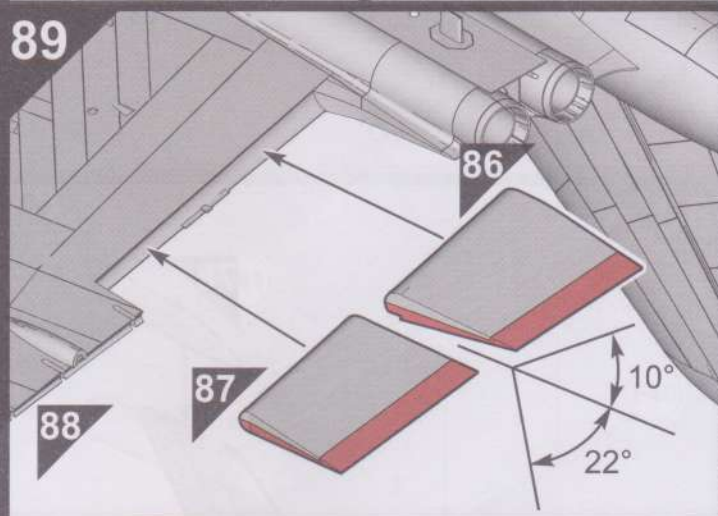
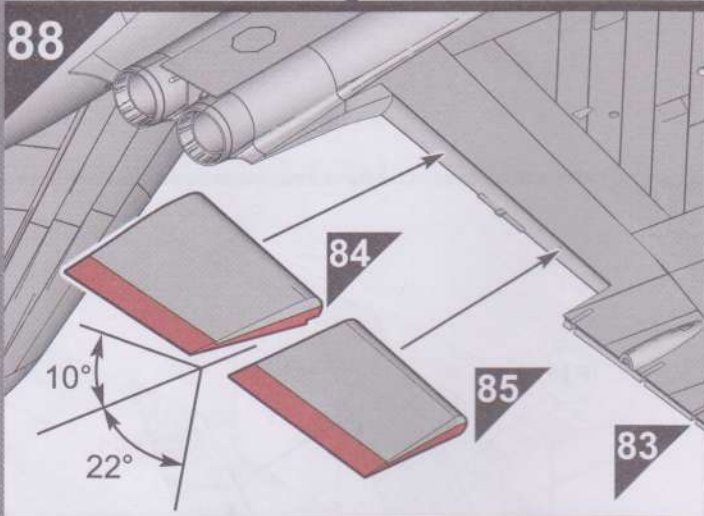
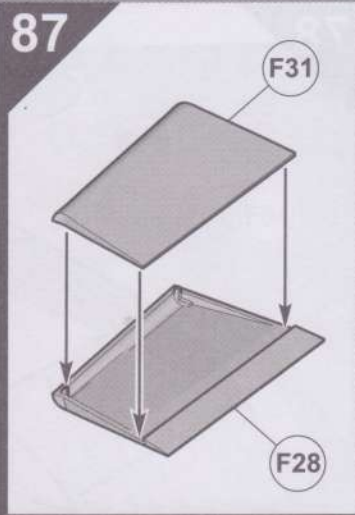
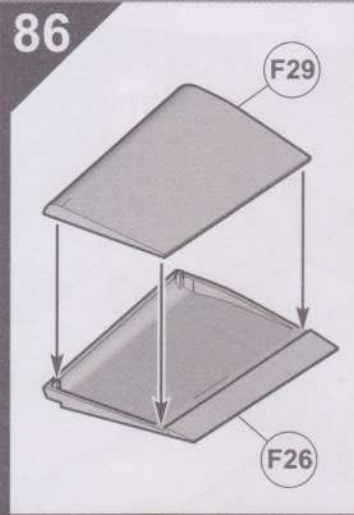
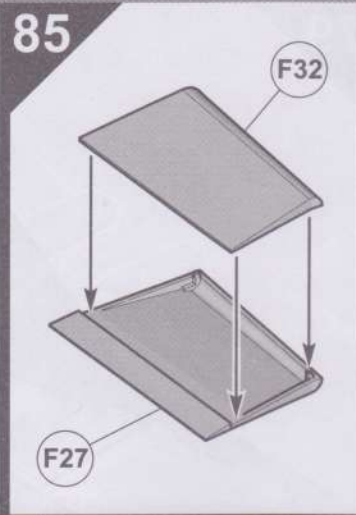
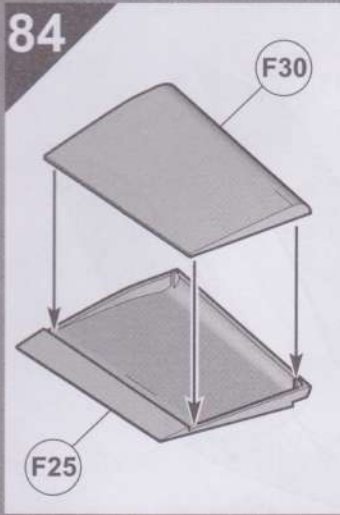


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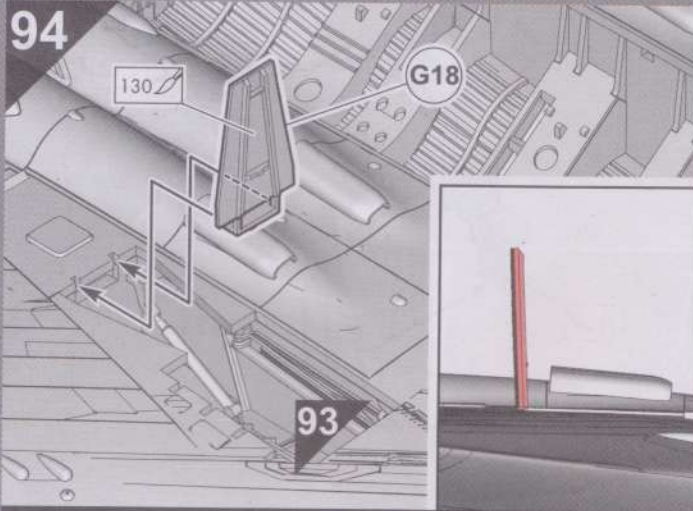


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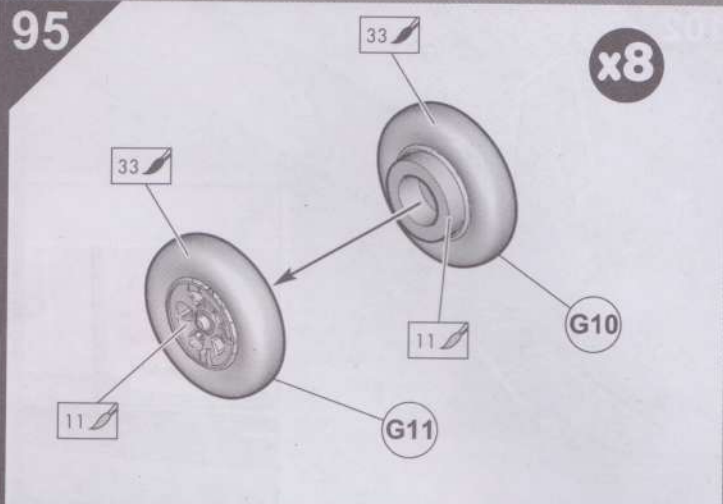




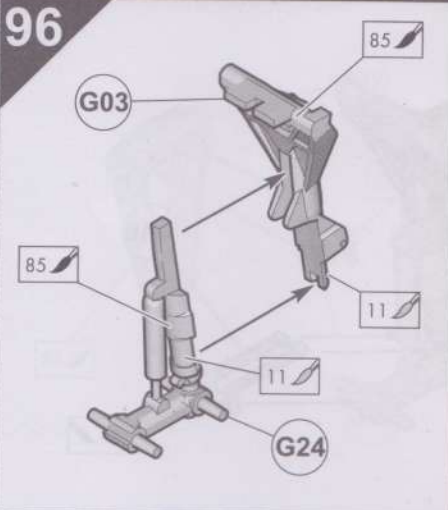
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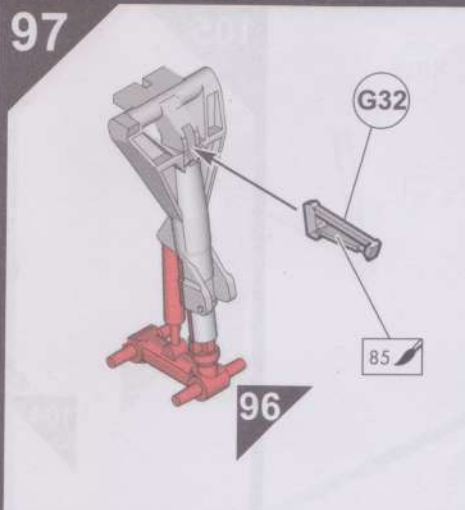
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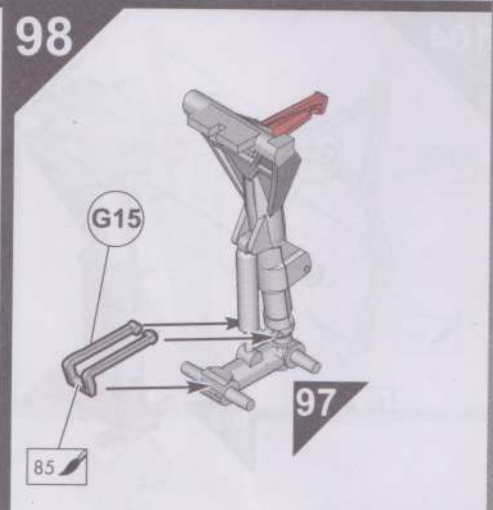
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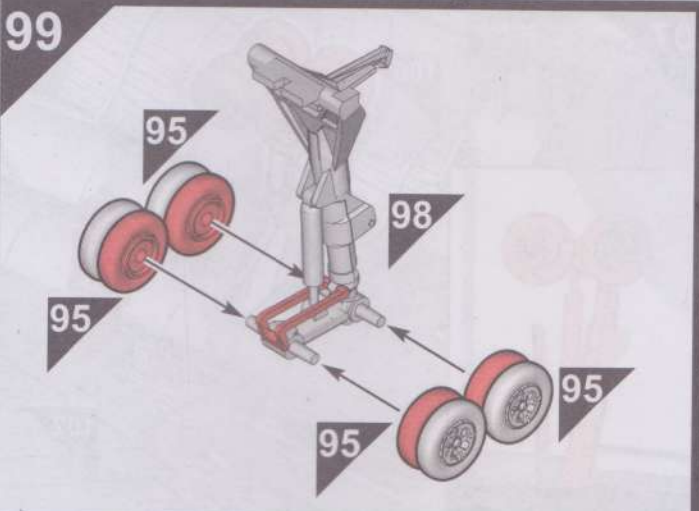
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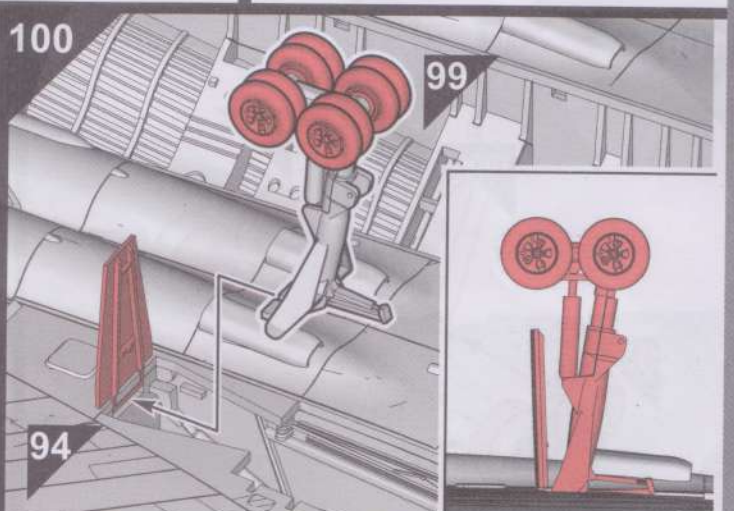
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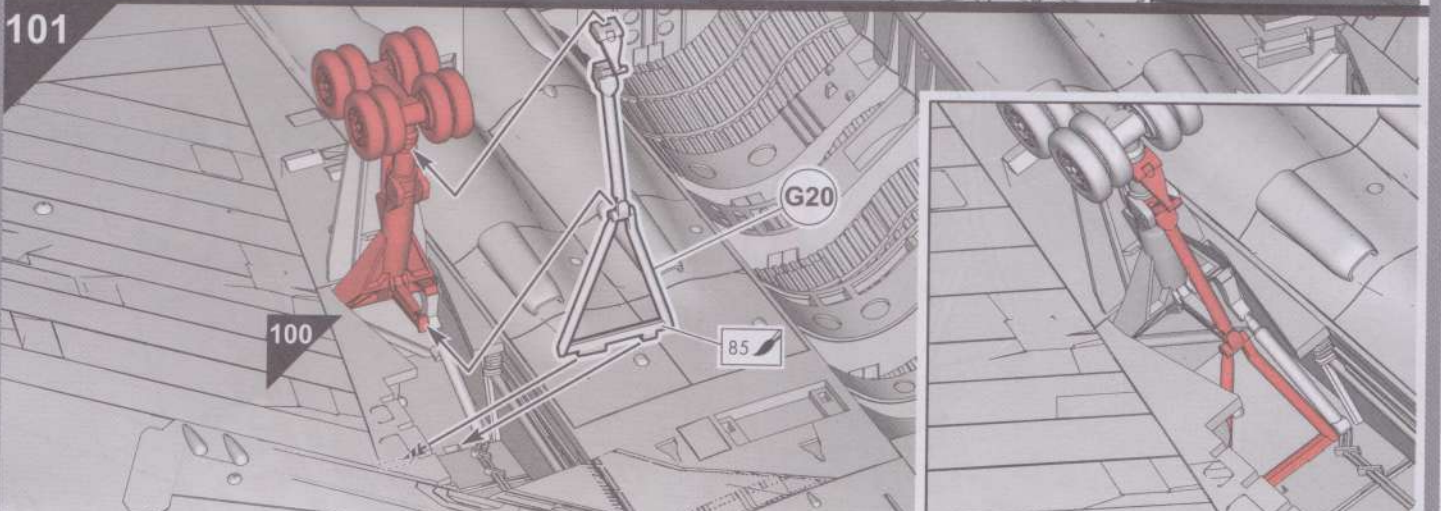
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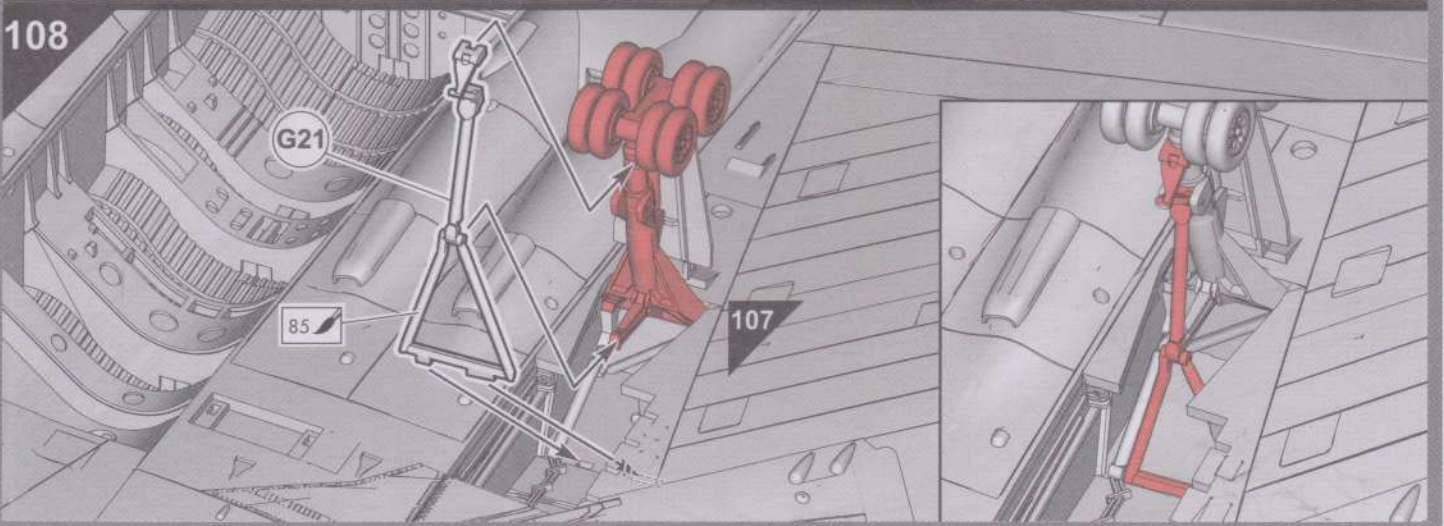
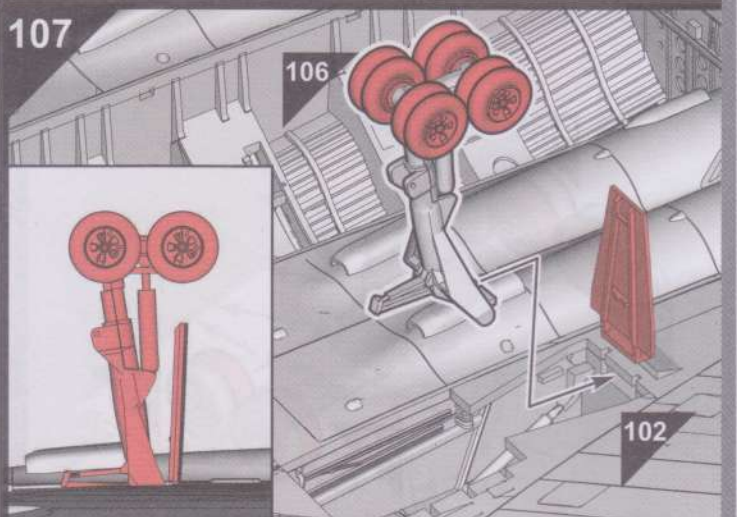
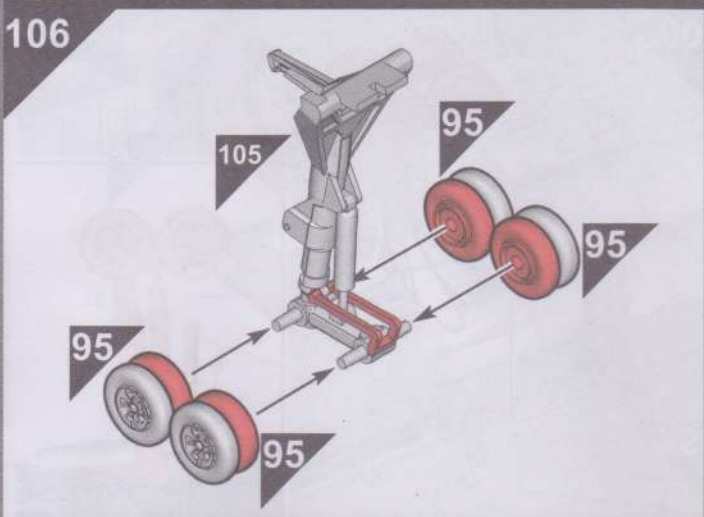
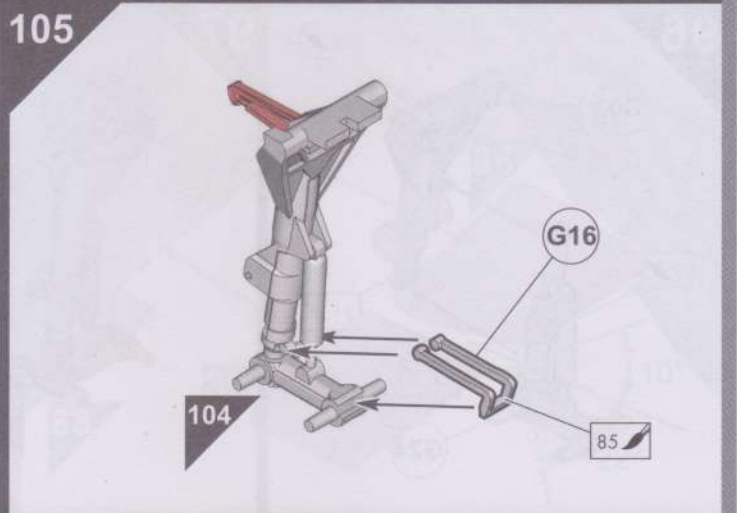
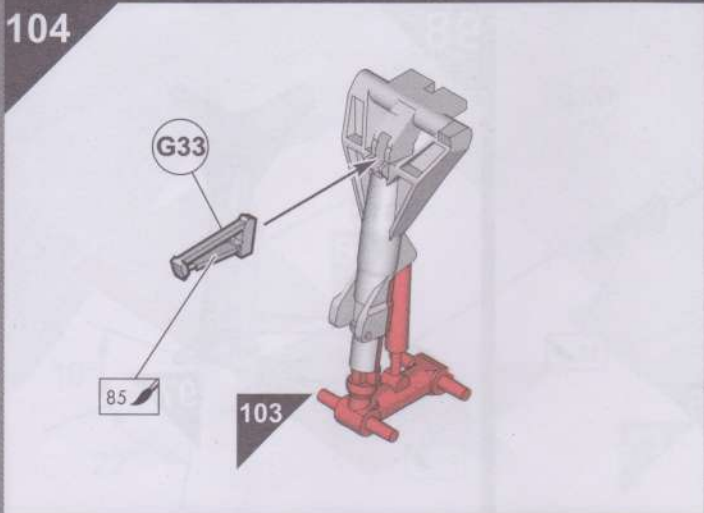
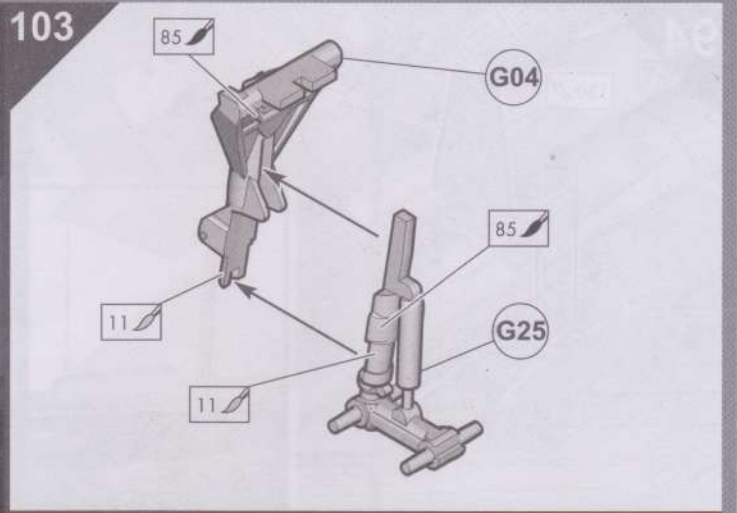
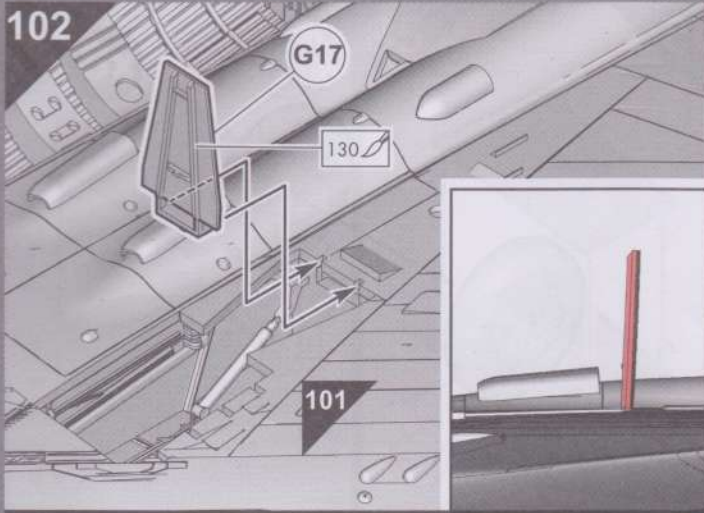


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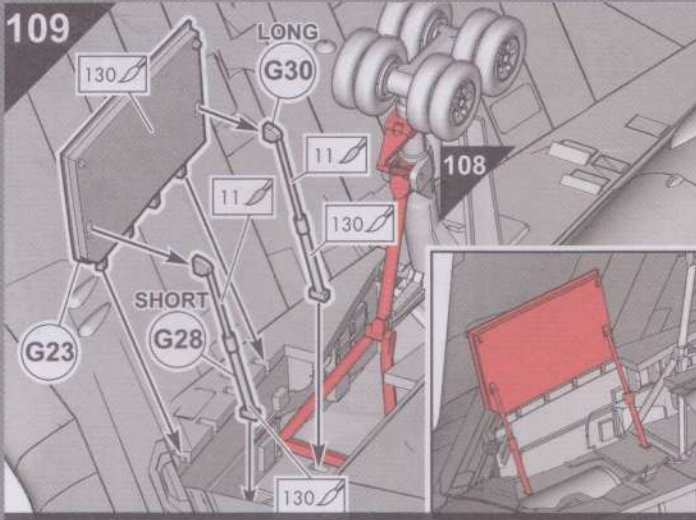


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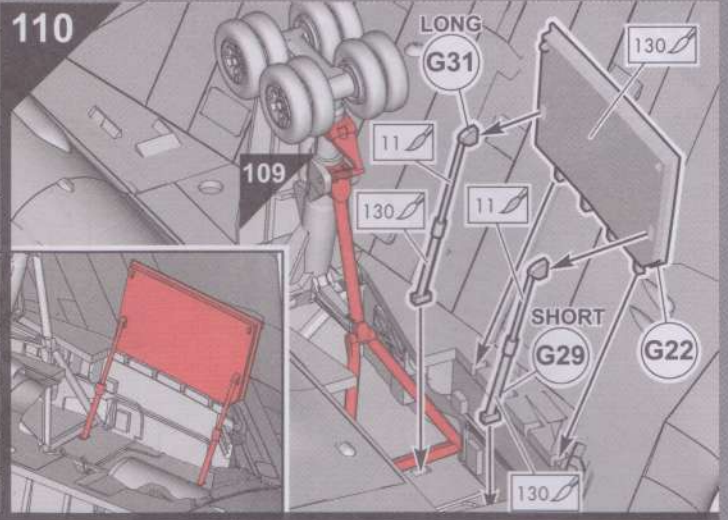




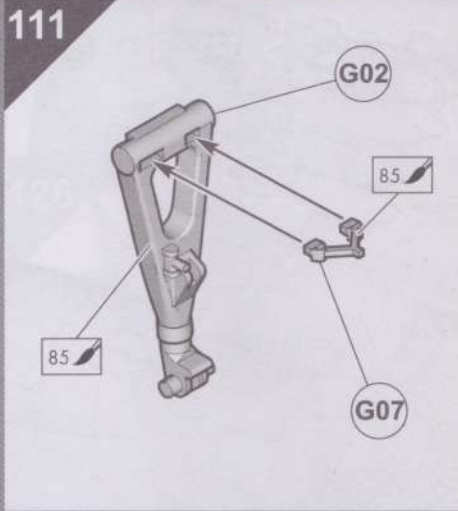
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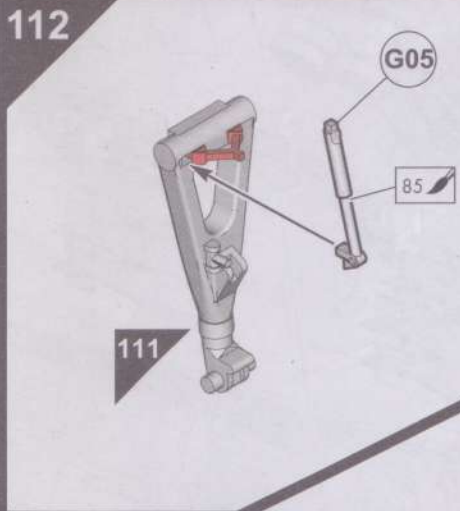
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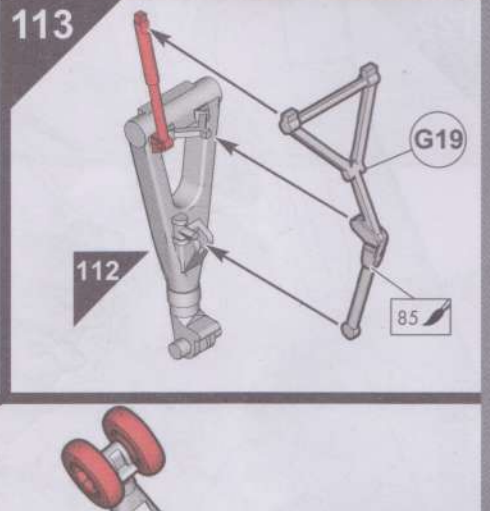
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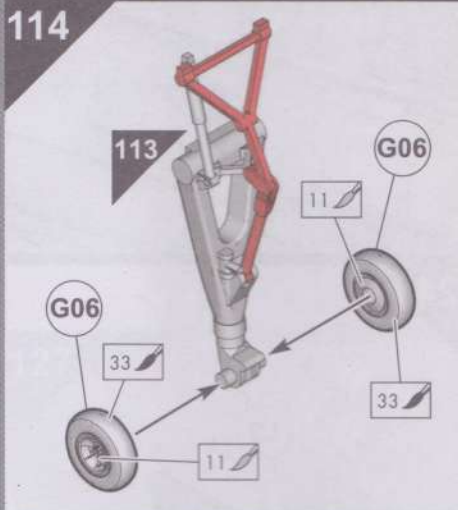
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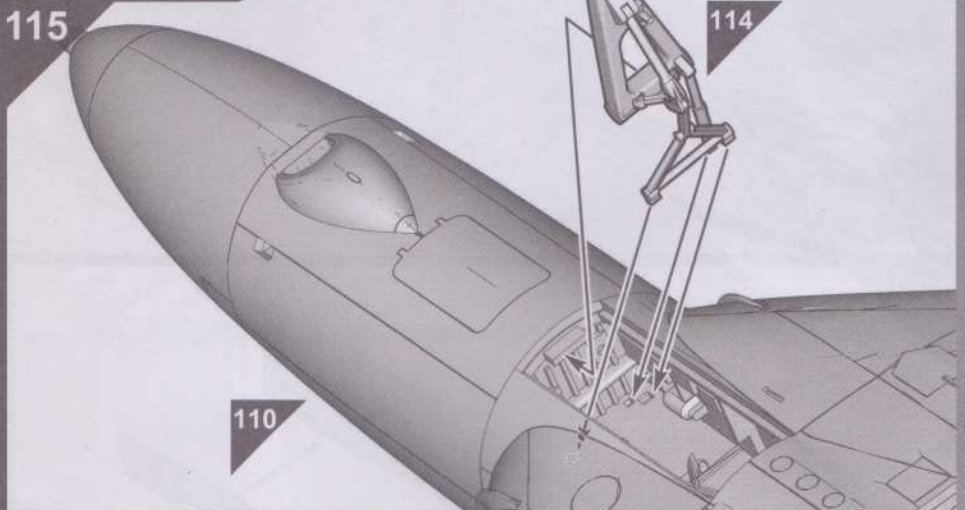
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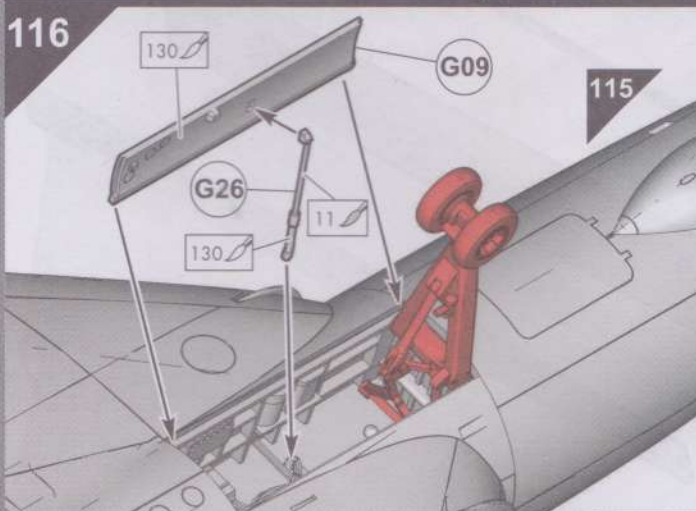
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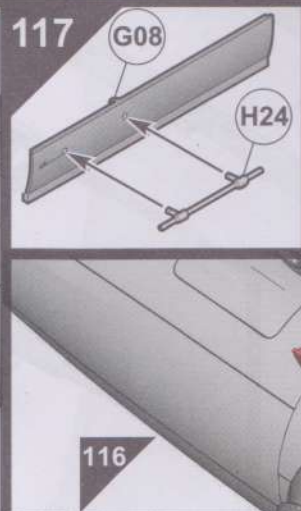
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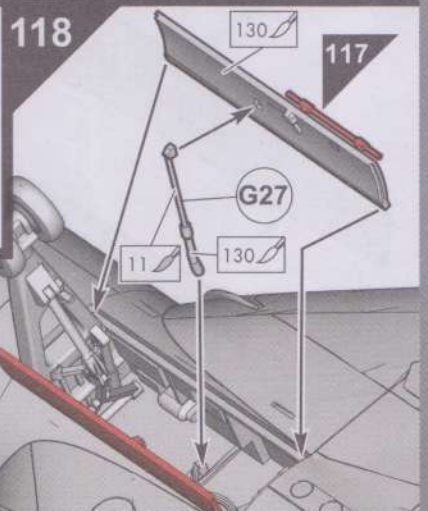
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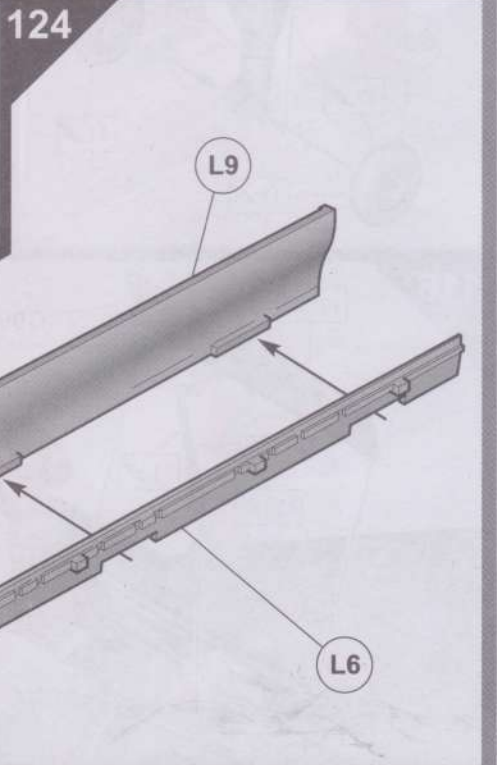
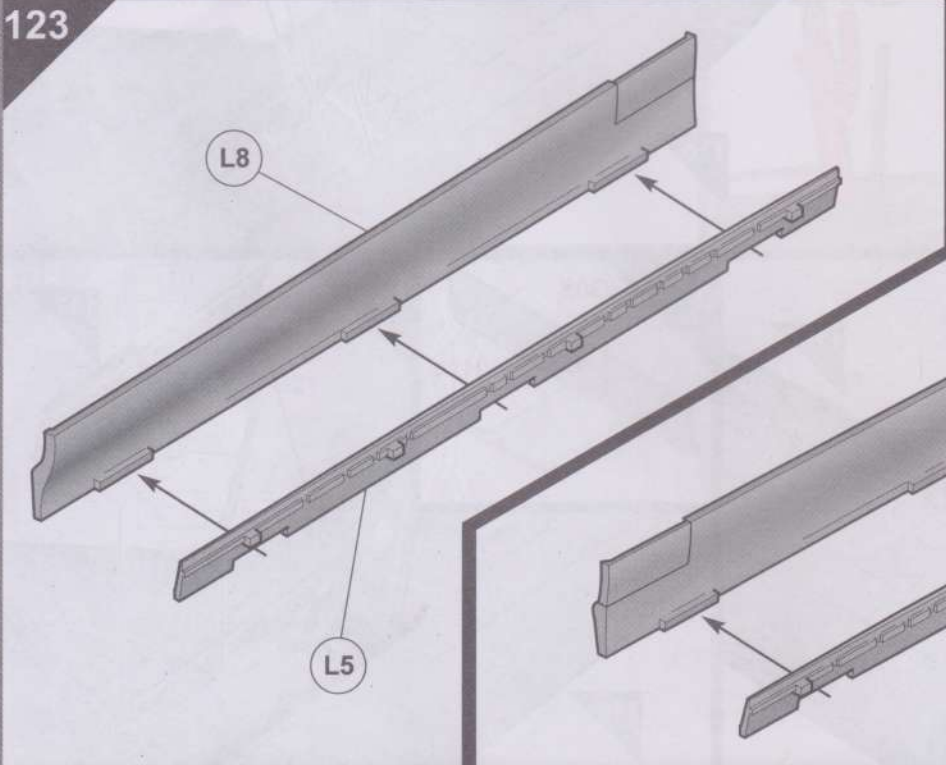
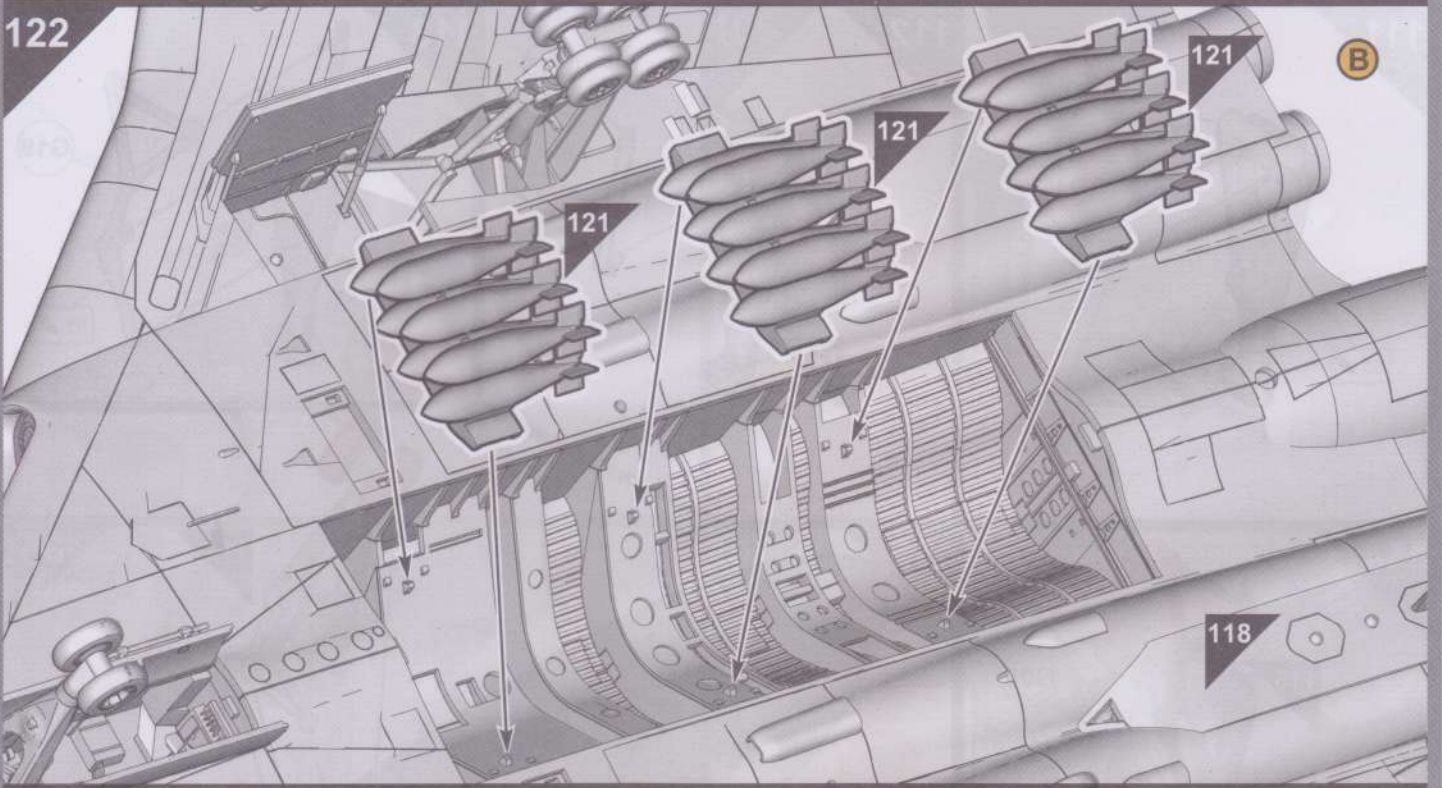
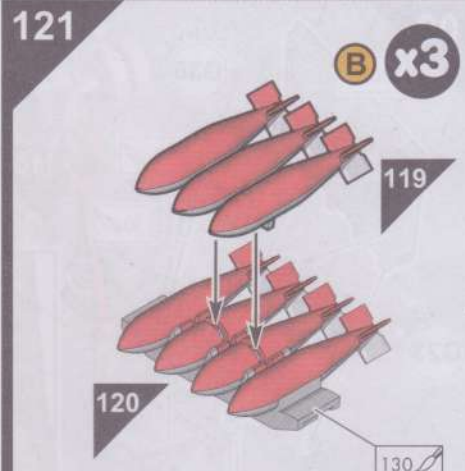
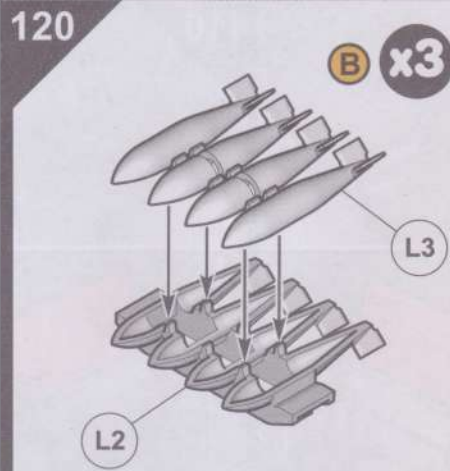
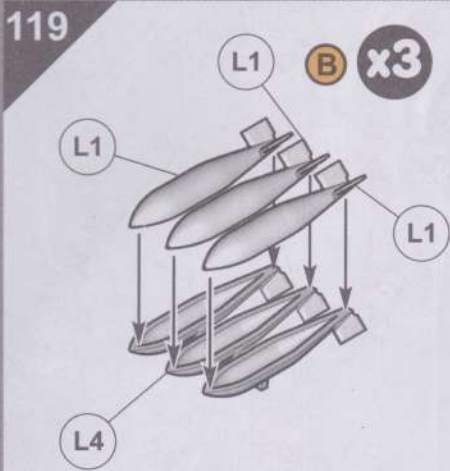


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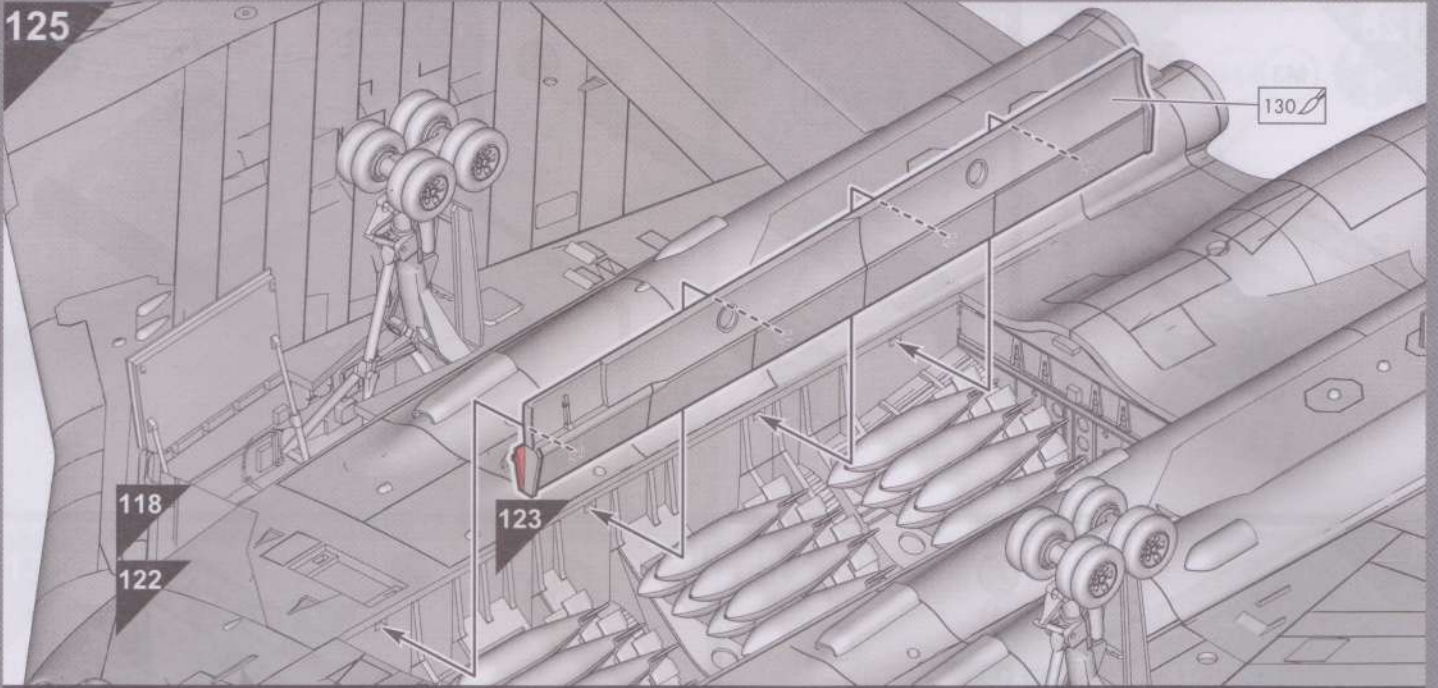


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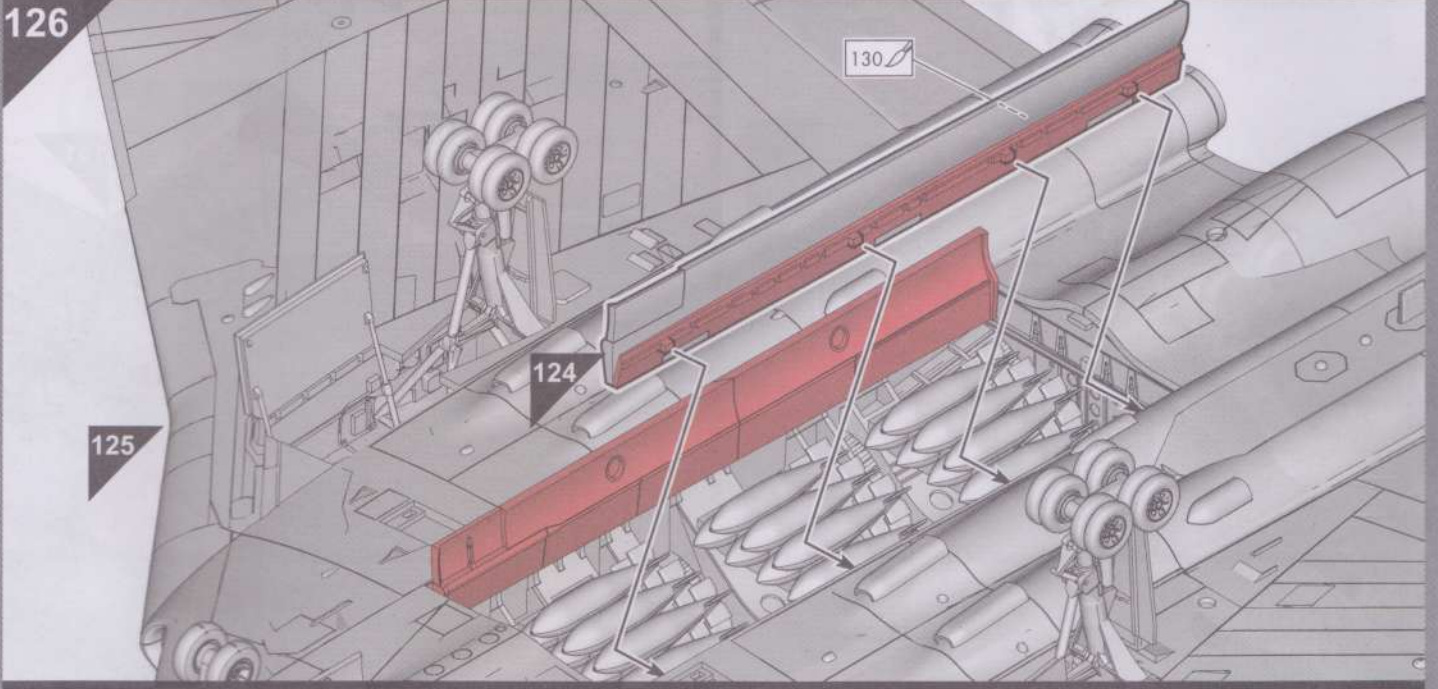




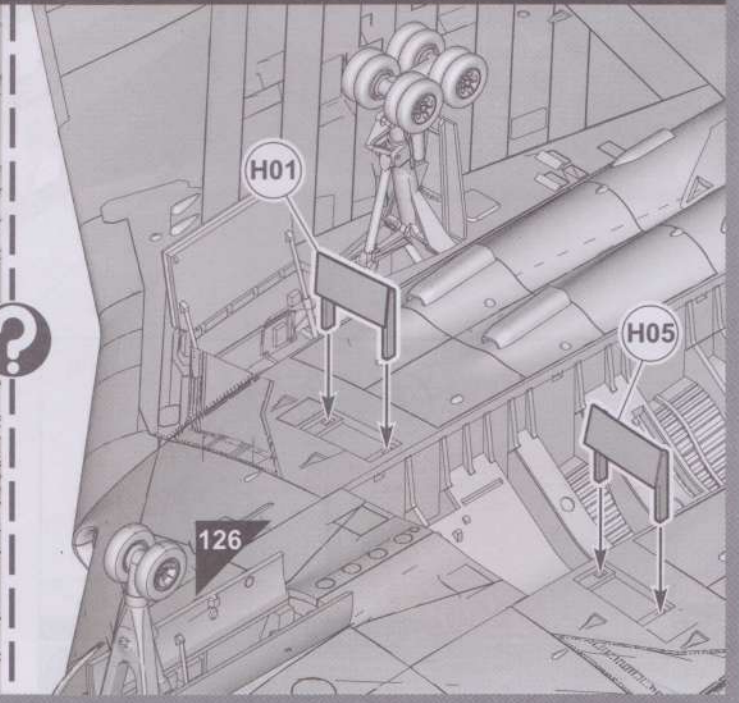
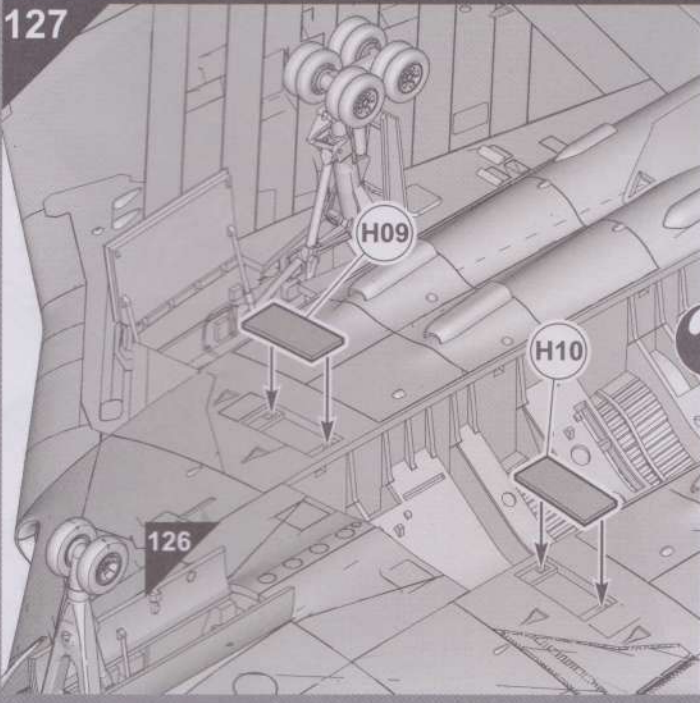
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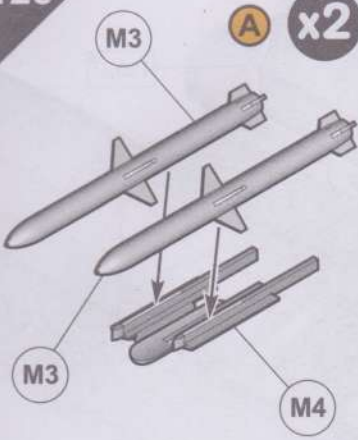
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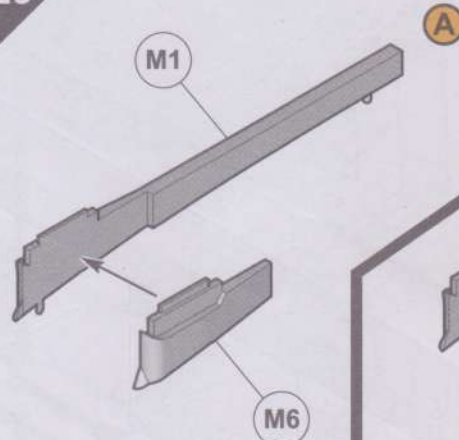
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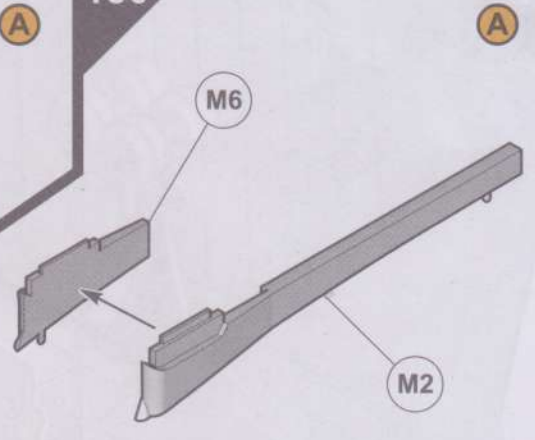
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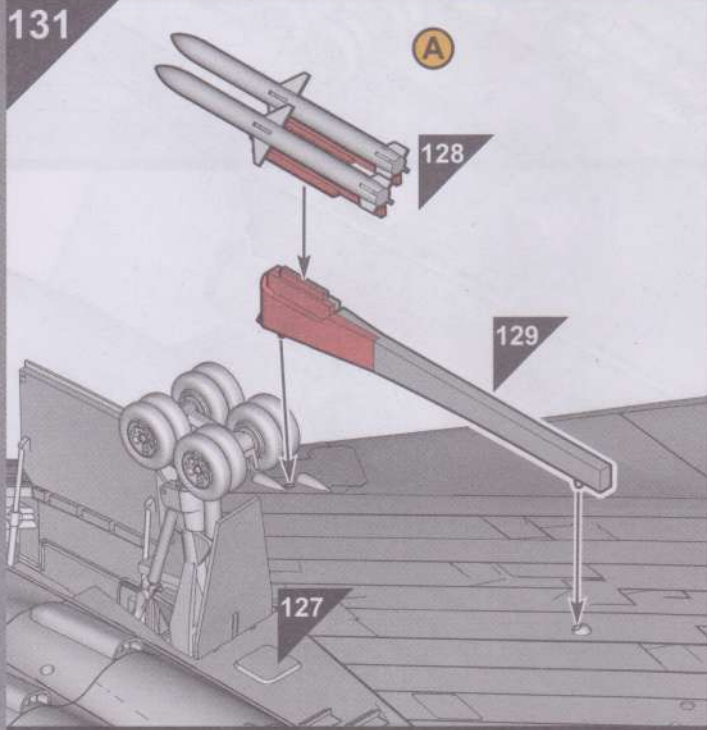
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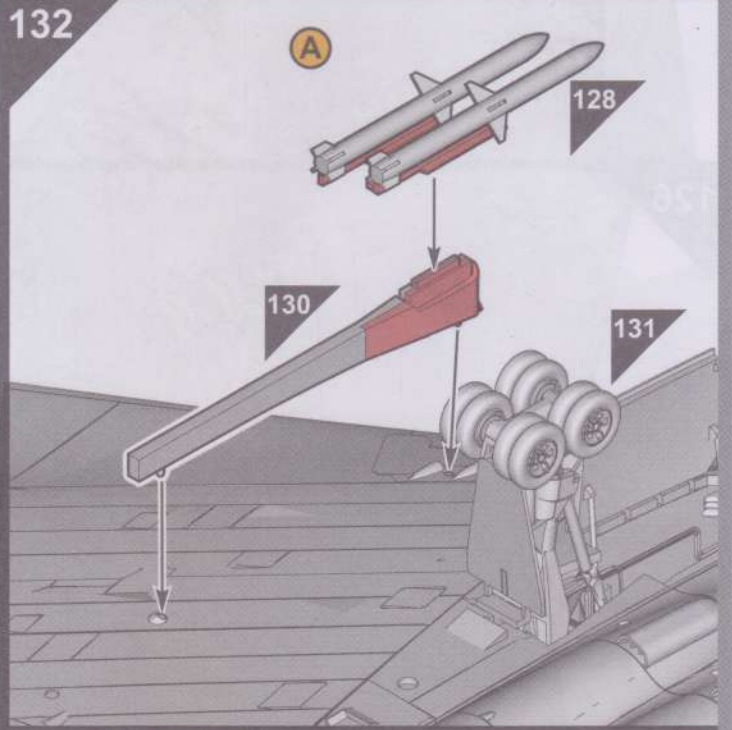
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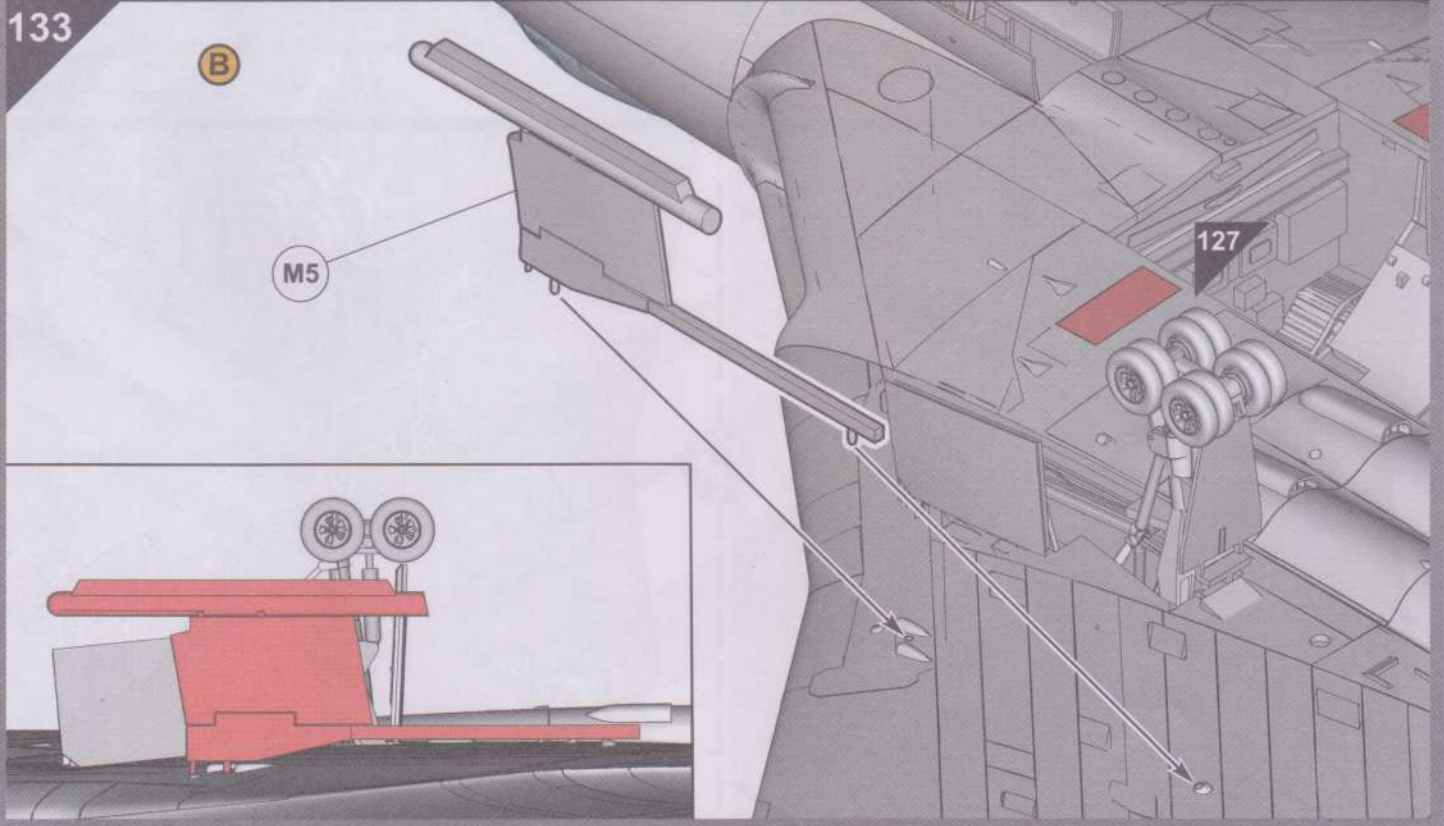
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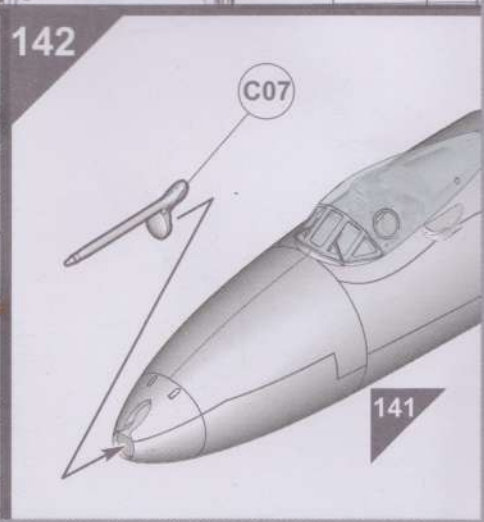
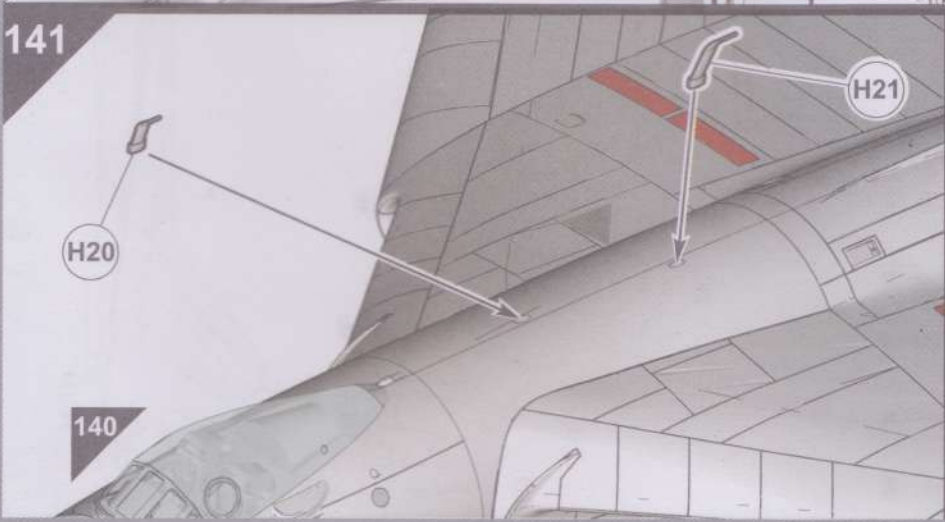
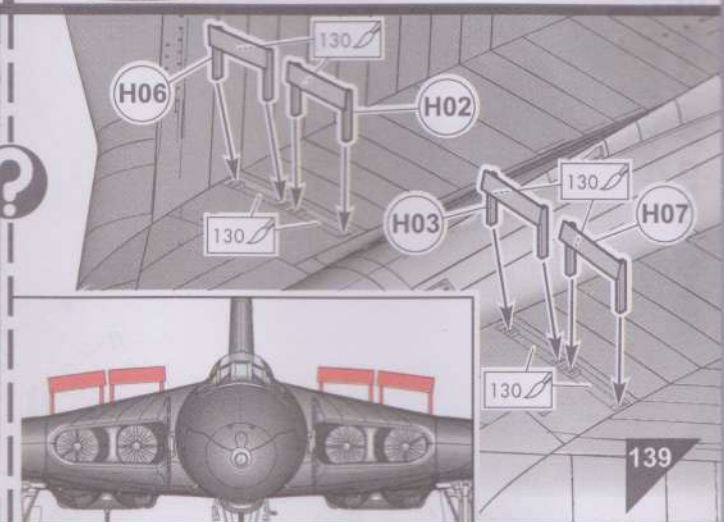
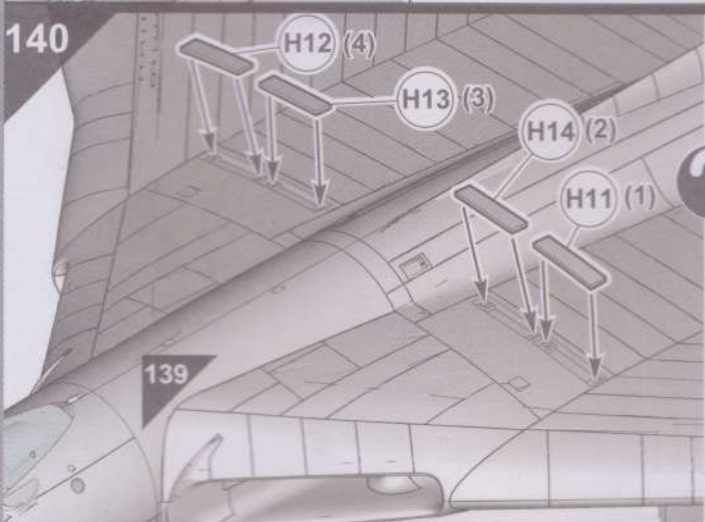
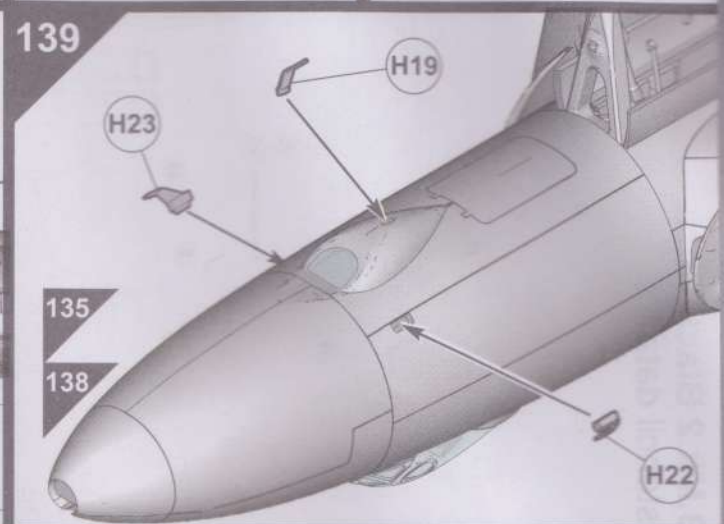
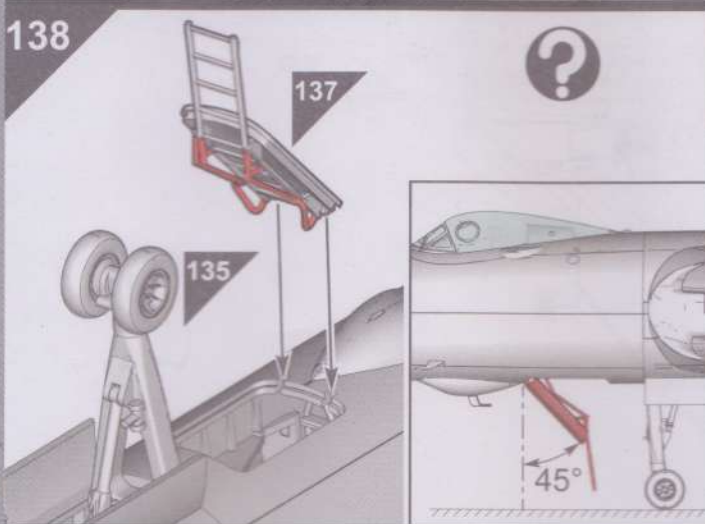
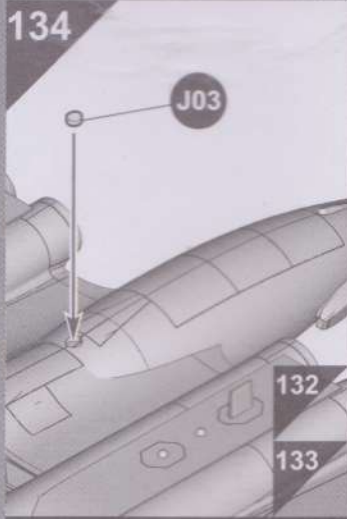


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133





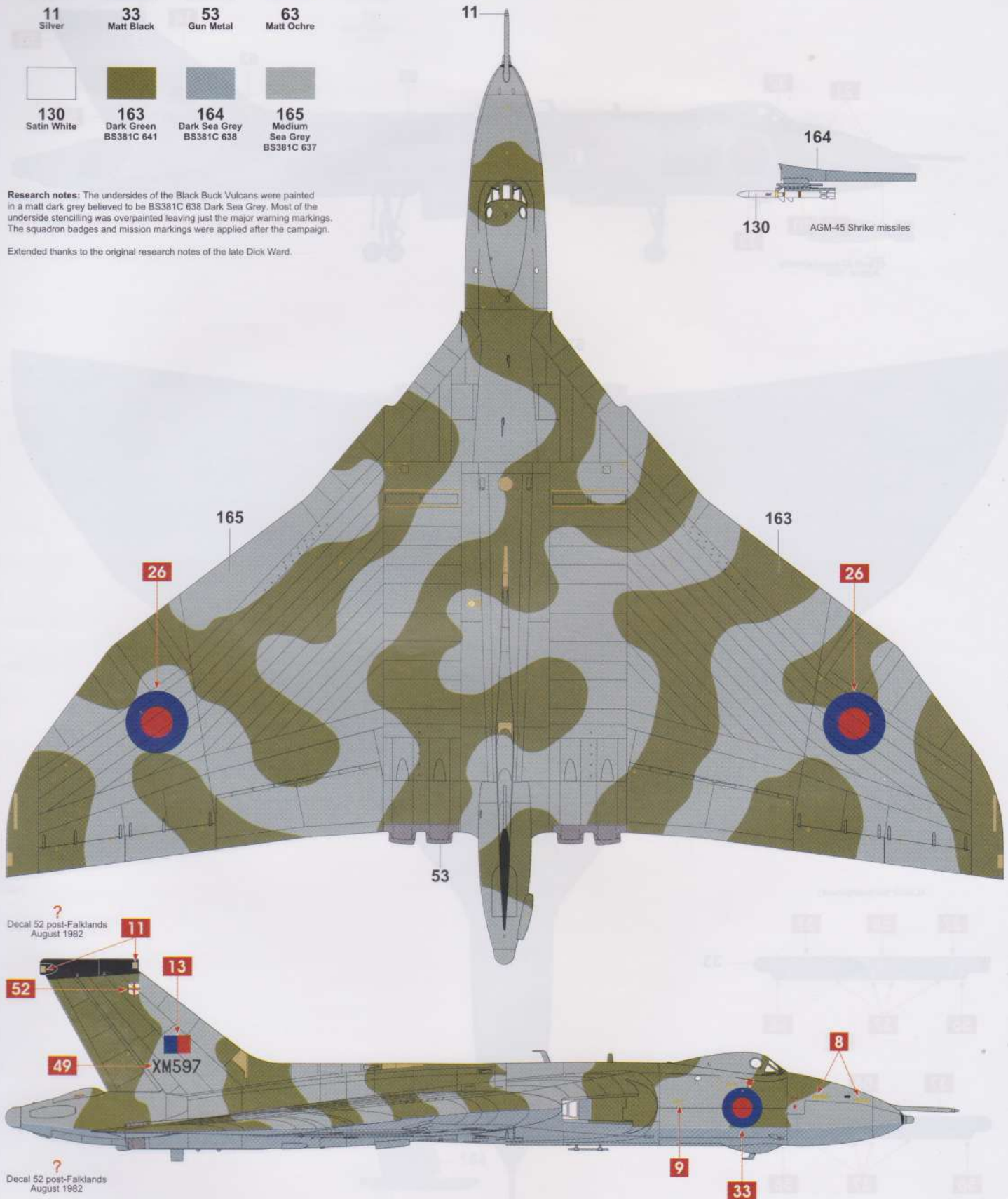


# XM597, Black Buck Six, No. 101 Squadron, Royal Ascension Island

11 Silver	33 Matt Black	53 Gun Metal	63 Matt Ochre
130 Satin White	163 Dark Green BS381C 641	164 Dark Sea Grey BS381C 638	165 Medium Sea Grey BS381C 637

**Research notes:** The undersides of the Black Buck Vulcans were painted in a matt dark grey believed to be BS381C 638 Dark Sea Grey. Most of the underside stencilling was overpainted leaving just the major warning markings. The squadron badges and mission markings were applied after the campaign.

Extended thanks to the original research notes of the late Dick Ward.



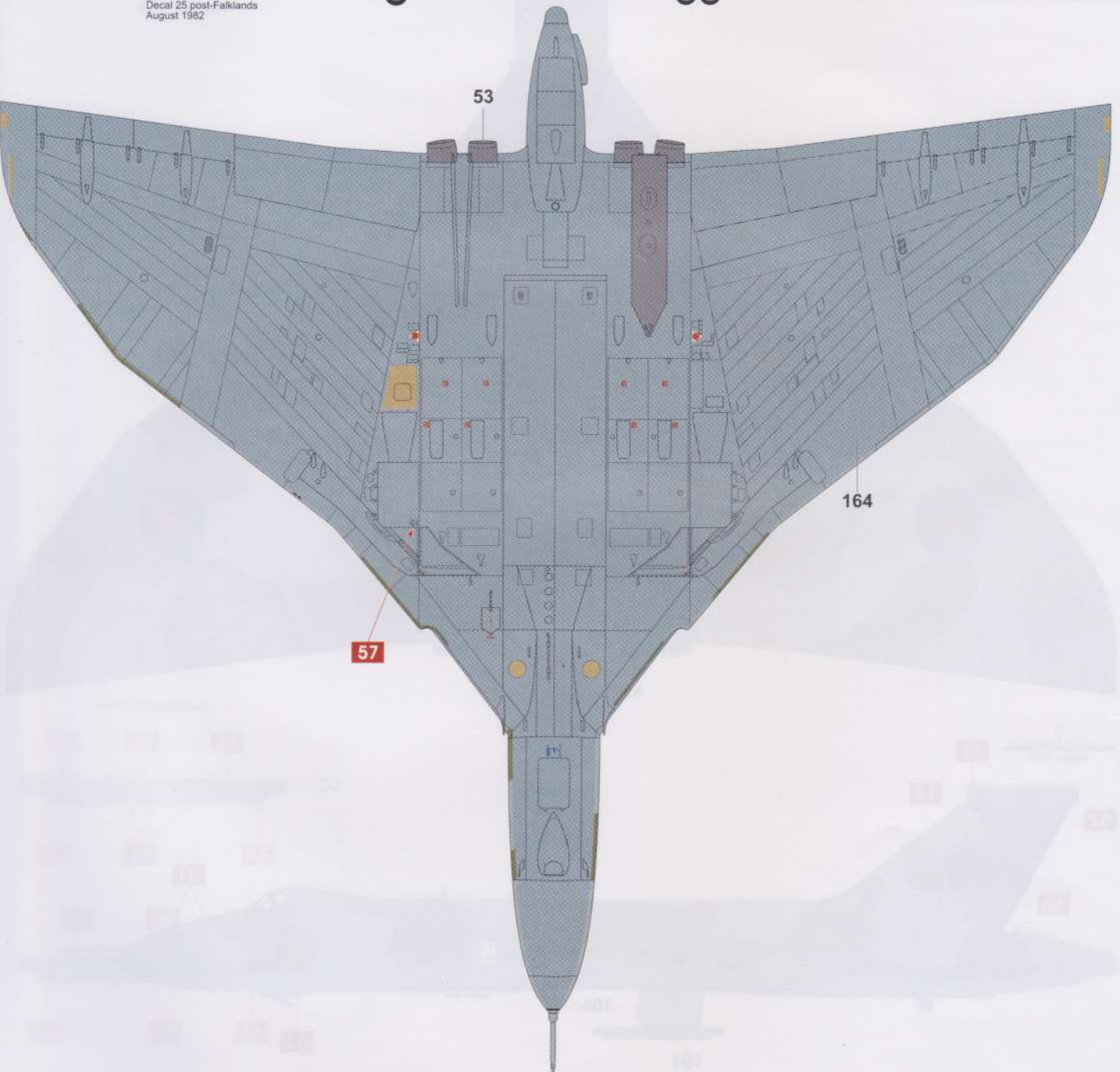
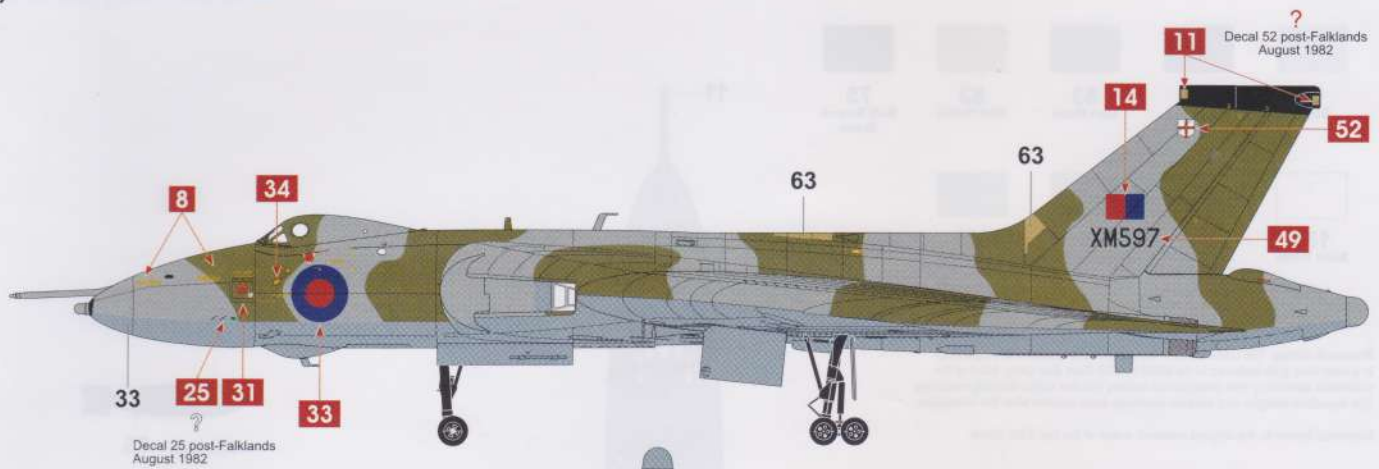
?  
Decal 52 post-Falklands  
August 1982

?  
Decal 52 post-Falklands  
August 1982



# an B.Mk.2

Air Force, Waddington Wing, Wideawake Airfield,  
ds, June 1982.

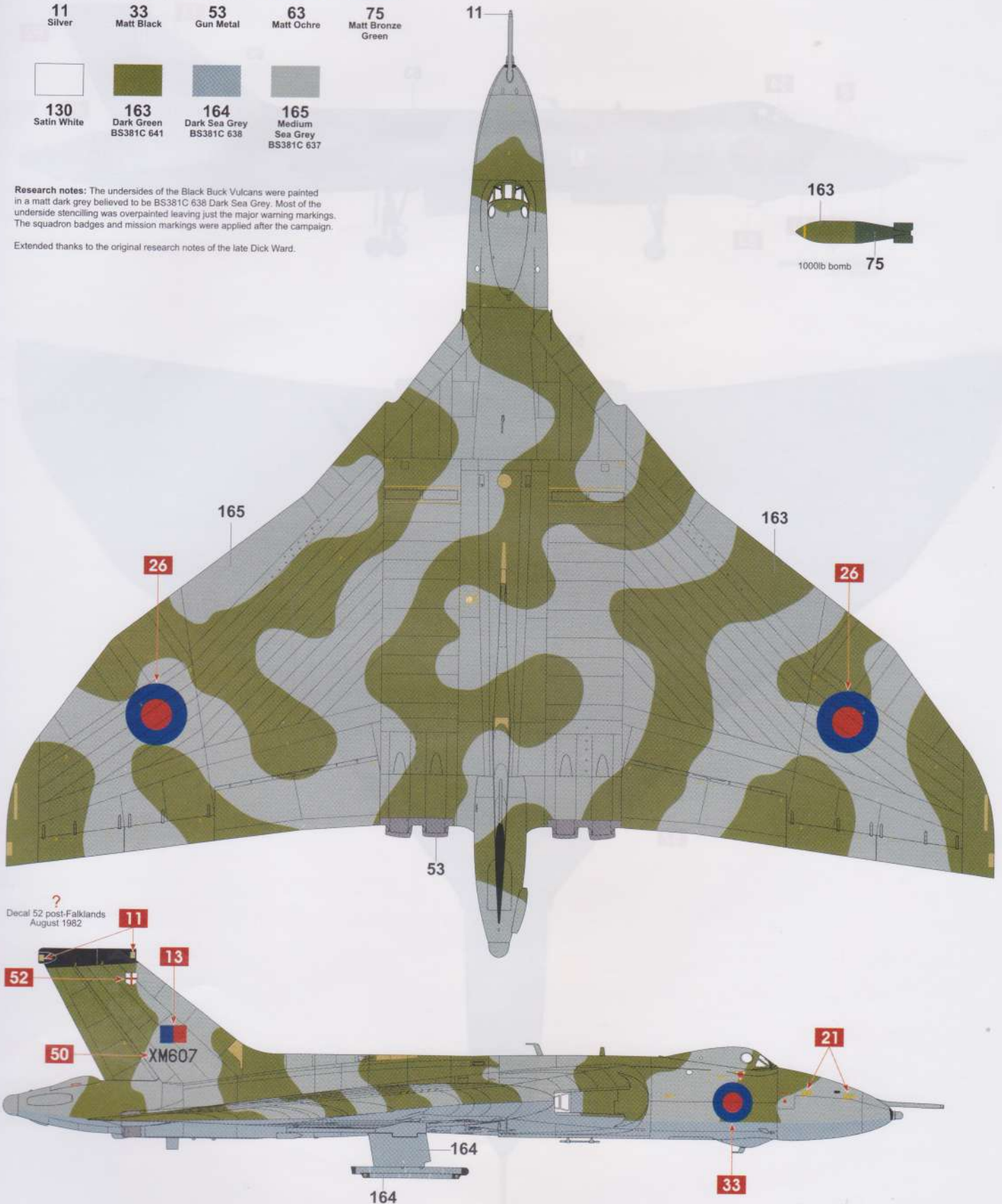
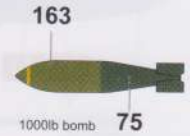


# XM607, Black Buck One, No. 44 Squadron, Royal Air Force Ascension Island

				
<b>11</b> Silver	<b>33</b> Matt Black	<b>53</b> Gun Metal	<b>63</b> Matt Ochre	<b>75</b> Matt Bronze Green
				
<b>130</b> Satin White	<b>163</b> Dark Green BS381C 641	<b>164</b> Dark Sea Grey BS381C 638	<b>165</b> Medium Sea Grey BS381C 637	

**Research notes:** The undersides of the Black Buck Vulcans were painted in a matt dark grey believed to be BS381C 638 Dark Sea Grey. Most of the underside stenciling was overpainted leaving just the major warning markings. The squadron badges and mission markings were applied after the campaign.

Extended thanks to the original research notes of the late Dick Ward.



# Vulcan B.Mk.2

Royal Air Force, Waddington Wing, Wideawake Airfield,  
Scotland, May 1982.

