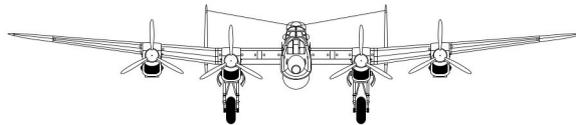




Assembly instructions for the Depron Avro Lancaster



Please read these instructions completely before commencing with your build.

Depron is easy to work, but care should be taken when making the bends required to complete this model, the material is quite brittle, application of heat helps with the bending process, a hair dryer can be utilised.

Please Note:

Do not use products containing solvent on Depron material the Depron will disintegrate,
do not use superglue.

Test your products on one of the 300 x 300mm scrap pieces supplied. Broad felt tip pens or water based Acrylic paints are suitable for colouring.

A wide range of Lancaster markings and camouflage can be found in the following website.

<http://wp.scn.ru/en/ww2/b/555/9/0>

If you want realistic camouflage colours <http://www.warbirdcolors.com/> can supply the correct British Standard paints. Paint can be applied by brush or airbrush.

If you wish to mark any guide lines on Depron you should use a ball point pen with a light touch, or a fine point felt tip pen. Depron marks easily so any markings should be on the inside of the parts.

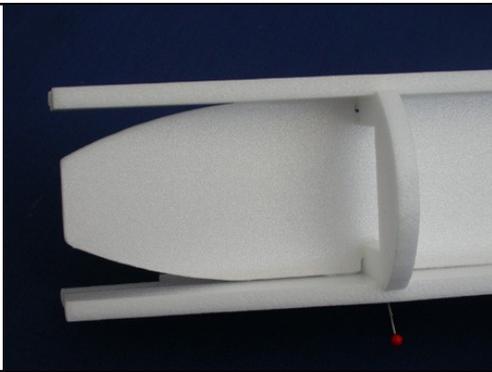
Items being joined can be bonded with UHU Por adhesive, 5 min epoxy, or hot glue.

Sewing pins or sellotape can be used to hold the pieces while they set, please note that sellotape when removed may leave a mark where it has removed the "bloom" of the depron, this will be noticeable when making the first paint covering.

A kit of parts is also supplied of plywood, wires for the servos, magnets for the mounting of the bomb bay panel, and some spare depron in case of breakages.

Some trimming and shaping will be required.

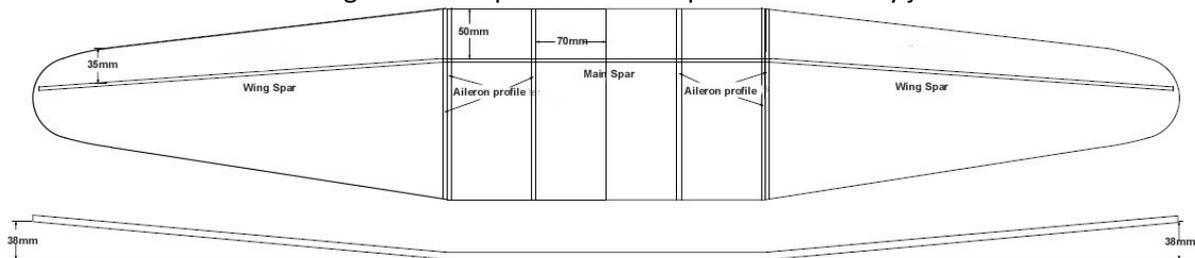
Depron Parts Kit	Pet-g parts
	<p>Inboard engine nacelle</p> <p>The engine nacelles can be partially assembled as shown in the first picture, and then when the glue is set, the bends required can be made and the resultant curves glued and held in position with sellotape until set. When assembled, the nacelles should be rounded at the corners, and vent holes cut at an angle to allow for motor cooling.</p>
<p style="text-align: center;">Positioning of the support arches for the fuselage covers</p>	



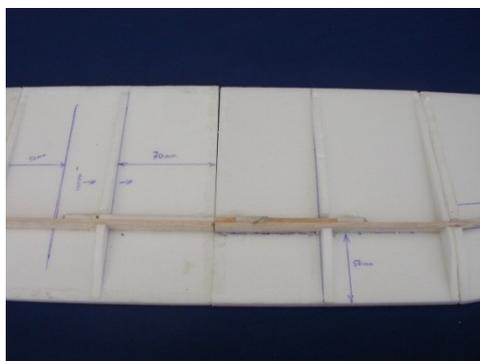
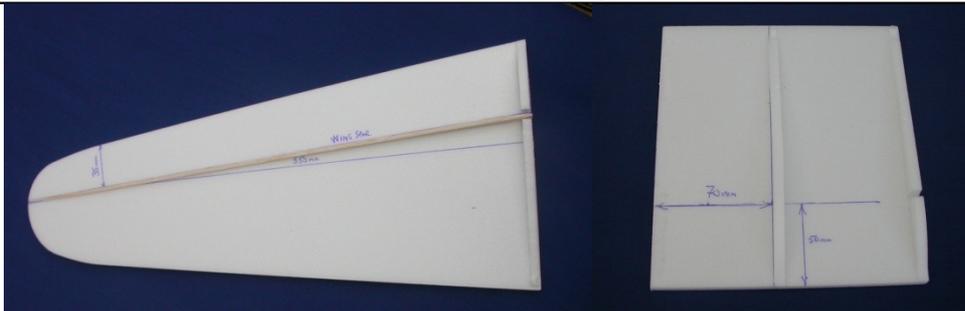
A series of arches have been supplied, these can be glued in place on the front and rear main frames they will give a guide for the fixing of the fuselage side sections.

Positioning of the aerofoil profiles and main and wing spars, and the dihedral.

The wing and main spars should be spliced where they join.



The wings should be assembled in two pieces separated at the centre, in order that the wings can be inserted into the fuselage. Cuts will have to be made in the aileron profiles, and the slot in the fuselage to accommodate the spars and also allow the laying of the wiring to the motors and servos.



Fitting the wings will depend upon whether or not you want to be able to make the wings removable. In this example a connection has been made from styrene tube and round dowel. (Not included in the kit). These parts are easily available at hobby shops and some hardware stores. If you intend to make the wings fixed, each wing section should be fully completed with the wiring laid in for the motors and the servos, and the upper surface covered. The upper profile will be cut in to the fuselage and the wings set into the fuselage.



Before you cover the upper wing surfaces, ensure that you have laid in the wiring for the motors and aileron servos. This will require cutting pathways through the aerofoils and small holes in the lower wing.

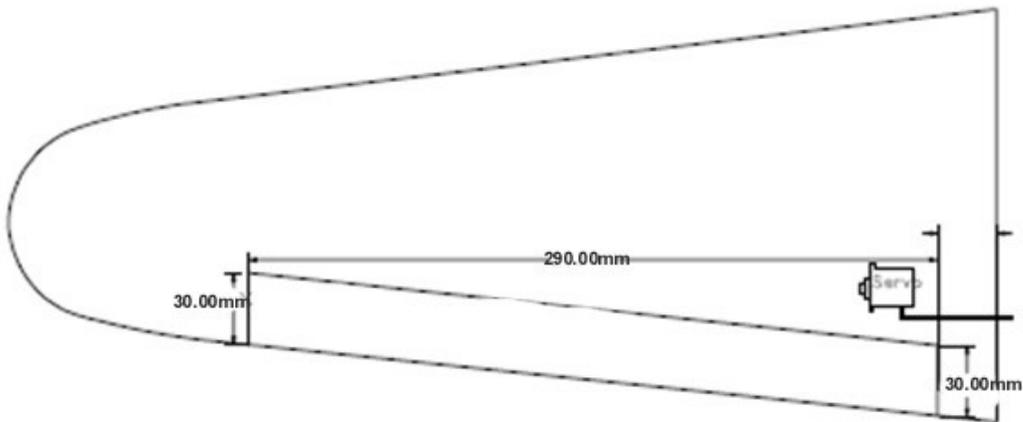
You should first chamfer the leading and trailing edges of the wing sections, and then glue the upper covering along the leading edge, leave this to set before bending the covering and gluing it at the trailing edge.



Laying in the wiring.

If the wings are to be glued permanently in position they should not be assembled into the fuselage until the upper wing covers are in place.

When the wings are covered and set, the ailerons can then be cut at the trailing edges.



After shaping, the tail plane can now be inserted and glued into place, then the balsa leading edge for the elevators should be placed alongside the tail plane.

After tapering the elevators, they can then be glued in position as shown.

The elevator servo, and servo arms should now be installed, the wings inserted and the rest of the RC equipment installed, and tested, this should all be done prior to fitting the upper and lower fuselage covers.



This is because when ready the profile will be traced on the side panels and the wings set into the side panels by about 6mm (The width of the depron)



This model was made with removable wings.

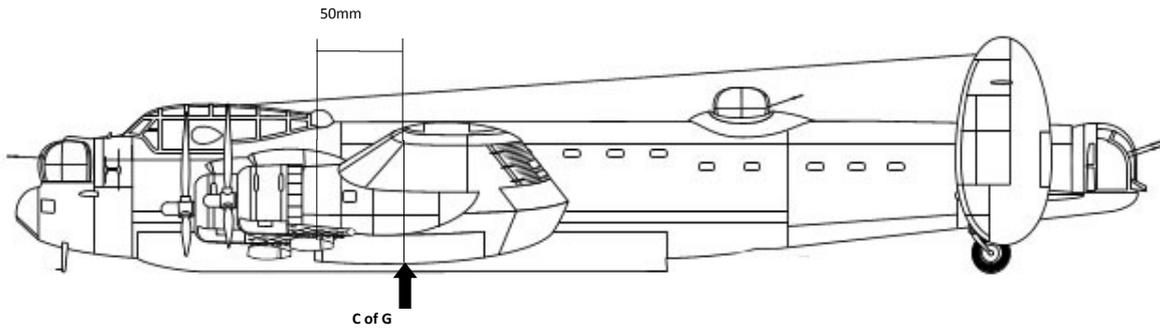


Ready now to prepare the upper and lower fuselage coverings.



To shape the upper and lower fuselage covers a 45mm dia rolling pin was used, any similar rod or tube can be utilised. The Depron was bent and held in position with sellotape. It was warmed up using a hair dryer and then it was then left overnight. Depron when left in the same position for a reasonable time will "set" and retain the shape.

The centre of gravity is 50mm from the leading edge of the wing, on the main spar.



Do not forget that, unless you build in access panels, all of the RC equipment must be inserted before you cover the wings and fuselage. An access panel for battery change should be made where the bomb bay would be situated.

We hope that you have a lot of fun flying your own Lancaster