



1:72 Consolidated B-24D Liberator

A09011 SCALE MODEL CONSTRUCTION KIT | Wingspan: 465mm Fuselage Length: 298mm | Two Decal Schemes Included

EN

The second of America's great four engine heavy bombers of the Second World War, the Consolidated B-24 Liberator actually began its development following an Army Air Corps approach for the company to build B-17 Flying Fortresses. Unimpressed at the prospect, Consolidated proposed that they could design and produce their own bomber in the same time it would take them to establish production lines, one which would be better than a Flying Fortress.

When their XB-24 prototype took to the air on 29th December 1939, it was a very different looking aeroplane to the B-17 Flying Fortress, with its shoulder mounted thin wings, deep, yet narrow fuselage and twin-boom tail, it actually had something of a maritime aircraft appearance about it. Following its eventual USAAF introduction in 1941, the B-24 Liberator would go on to be produced in vast quantities, serving in every theatre of war during WWII, and making a vital contribution to the Allied War effort.

Produced in early 1942, the 'D' model was considered the first truly combat-capable version of the Liberator to be delivered to the USAAF. It was also the first model to be mass-produced by members of 'The Liberator Production Pool', initially made up of Consolidated (San Diego), Consolidated (Fort Worth) and Douglas (Tulsa) building the 'D' model, with Ford and North American eventually joining to build later models of the aircraft.

Combat experience quickly proved the Liberator was seriously under armed, with its fully glazed nose making it

vulnerable to frontal attack. The number of machine guns in the nose was increased, waist gunner positions were installed on either side of the rear fuselage and a single machine gun was installed in a ventral position.

The Consolidated B-24 Liberator would become the most heavily produced four engine bomber in the history of warfare and America's most produced aircraft of WWII. Quite simply, the B-24 was flown by more men, carried more bombs over greater distances and destroyed more targets than any other bomber in the history of aviation.

Specification

Maximum Speed: 290 mph (467km/h)

Range: 1,540 miles (2,480 km) maximum fuel & bomb load

Wingspan: 110 ft 0 in (33.53m)

Length: 67 ft 3.0 in (20.5 m)

Armament: Ten .50 calibre machine guns in two turrets, nose, ventral and waist gunner positions

FR

Deuxième des grands bombardiers lourds quadrimoteurs américains de la Seconde Guerre mondiale, le Consolidated B-24 Liberator a en fait commencé à être développé à la suite d'une demande de l'Army Air Corps à la société Consolidated de construire des B-17 Flying Fortress. Peu impressionnée par cette perspective, Consolidated a proposé de concevoir et de produire son propre bombardier dans le même laps de temps que celui nécessaire à la mise en place des lignes de production – un bombardier qui serait plus performant que les B17 Flying Fortress.

Lorsque son prototype XB-24 a pris l'air le 29 décembre 1939, il s'agissait d'un avion très différent du B-17 Flying Fortress. Avec ses ailes fines montées en haut du fuselage, son fuselage profond mais étroit et sa queue à double dérive, il avait en fait un peu l'apparence d'un avion maritime. Après son introduction dans l'USAAF en 1941, le B-24 Liberator a été produit en très nombreux exemplaires et a servi sur tous les théâtres opérationnels pendant la Seconde Guerre mondiale, apportant une contribution essentielle à l'effort de guerre des Alliés.

Produit au début de l'année 1942, le modèle « D » est considéré comme la première version du Liberator véritablement apte au combat à être livrée à l'USAAF. Il s'agit également du premier modèle à être produit en série par les membres du « Liberator Production Pool », initialement composé de Consolidated (San Diego), Consolidated (Fort Worth) et Douglas (Tulsa) construisant le modèle « D », alors que Ford et North American se sont joints par la suite pour construire les versions ultérieures de l'avion. L'expérience du combat a rapidement montré que le Liberator

était gravement sous-armé, son nez entièrement vitré le rendant vulnérable aux attaques frontales. Le nombre de mitrailleuses dans le nez a été augmenté, des postes de mitrailleurs latéraux ont été installés de chaque côté du fuselage arrière et une seule mitrailleuse a été installée en position ventrale.

Le Consolidated B-24 Liberator allait devenir le bombardier quadrimoteur le plus fabriqué de l'histoire de la guerre et l'avion américain le plus produit de la Seconde Guerre mondiale. Pour faire simple, aucun autre bombardier de l'histoire de l'aviation n'a été piloté par plus d'hommes, n'a transporté plus de bombes sur de plus grandes distances et n'a détruit plus de cibles.

Spécification:

Vitesse maximale: 467 km/h

Autonomie: 2.480 avec le maximum de carburant et de chargement de bombes

Envergure: 33,53 m

Longueur: 20,5 m

Armement: dix mitrailleuses de 12,7 mm réparties dans deux tourelles, dans le nez, en position ventrale et en position latérale.

DE

Die Consolidated B-24 Liberator ist der zweite der berühmten viermotorigen schweren amerikanischen Bomber des Zweiten Weltkriegs. Sie wurde entwickelt, nachdem das Army Air Corps Consolidated Aircraft gebeten hatte, B-17 Flying Fortresses zu bauen. Consolidated schlug stattdessen die Herstellung eines eigenständig entworfenen Bombers vor. Das Unternehmen versprach rechtzeitige Herstellungsbereitschaft und noch bessere Leistungen als die Flying Fortress (Fliegende Festung).

Als der Prototyp XB-24 am 29. Dezember 1939 zum ersten Mal abhob, war klar, dass dieses Flugzeug gänzlich anders als die B-17 Flying Fortress gestaltet war. Mit ihrer an der Rumpfschulter angebrachten dünnen Tragflächen, ihrem hohen und gleichzeitig schmalen Rumpfprofil und einem Doppelseitenleitwerk erinnerte sie optisch an einen Marineflieger. Nach ihrer definitiven Inbetriebnahme durch die USAAF im Jahr 1941 wurde die B-24 Liberator bald in enormen Stückzahlen produziert. Im gesamten restlichen Kriegsverlauf wurde sie auf allen Kriegsschauplätzen eingesetzt und leistete einen entscheidenden Beitrag zur Kriegsführung der Alliierten.

Die ab Anfang 1942 hergestellte Ausführung D wird als erste wirklich kampfkraftige Version der Liberator angesehen, die an die USAAF ausgeliefert wurde. Sie war auch die erste Ausführung, die von Betrieben des „The Liberator Production Pool“ in Massenfertigung gebaut wurde. Ursprünglich gehörten zu dieser Produktionsgruppe die Firmen Consolidated (San Diego), Consolidated (Fort Worth) und Douglas (Tulsa) als Herstellungswerke für die Ausführung D, wobei schließlich die Firmen Ford und North American für den Bau späterer Versionen des Flugzeugs hinzukamen. Bei Kampfeinsätzen stellte sich schnell heraus, dass die Liberator beträchtlich unterbewaffnet war, wobei ihre voll

verglaste Nase sie bei Frontalangriffen äußerst verwundbar machte. Die Zahl von Maschinengewehren in der Nase wurde erhöht, Rumpfschützenpositionen wurden an beiden Seiten des Rumpfhecks eingerichtet und ein einzelnes Maschinengewehr wurde im unteren Kielbereich angeordnet.

Die Consolidated B-24 Liberator wurde schließlich der meistproduzierte viermotorige Bomber in der Kriegsgeschichte und gleichzeitig Amerikas meistgebautes Flugzeug im Zweiten Weltkrieg. Die B-24 wurde von mehr Piloten geflogen, trug mehr Bomben über längere Strecken und vernichtete mehr Angriffsziele als jeder andere Bomber in der Luftfahrtgeschichte.

Spezifikation:

Höchstgeschwindigkeit: 467 km/h

Reichweite: 2480 km mit maximaler Kraftstoff- und Bombenlast

Spannweite: 33,53 m

Länge: 20,5 m

Bewaffnung: zehn 12,7 mm-Maschinengewehre in zwei Türmen, in der Nase und in Rumpfschützenpositionen

Note: Due to the size and weight of the rear fuselage and tail surfaces of this model, it requires a large amount of weight to be added to the forward fuselage to enable the model to rest on its nose wheel. There are two places where we recommend this is added (see Steps 11 and 14 on page 3) and the weight suggested should be regarded as the minimum that needs to be added to avoid a 'tail-sitter'. Alternatively, if the crew entry door under the rear fuselage is fixed in the open position (see steps 18 and 19 on page 4) then the entry ladder can be fixed to support the tail of the model and keep it resting on its nose wheel (see Step 118 page 16).

Airfix would like to thank the following individuals/organisations for their help with the development of this model:

Alan Griffith, Robert Livingstone, Pavel Türk, Gary Fowkes, Andy Davies, RAF Museum, B-24 Liberator Memorial Australia

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HOBBIES**

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 El Consolidated B-24 Liberator, el segundo de los grandes bombarderos pesados cuatrimotores estadounidenses de la Segunda Guerra Mundial, comenzó su desarrollo cuando el Cuerpo Aéreo del Ejército propuso a la compañía la construcción de las Fortalezas Volantes B-17 Flying Fortresses. Consolidated nada impresionada por la propuesta sugirió la creación de su propio bombardero en el mismo período requerido para establecer las líneas de producción de los B-17, con la promesa de que superaría a la Fortaleza Volante.

Cuando el 29 de diciembre de 1939 el prototipo XB-24 alzó el vuelo, tenía un aspecto muy diferente al del B-17 Flying Fortress. Con sus delgadas alas montadas en la parte superior, su fuselaje profundo pero estrecho y su cola de doble botón más bien se asemejaba a una aeronave marítima. Tras su introducción en la Fuerza Aérea del Ejército de Estados Unidos en 1941, el B-24 Liberator se fabricó en grandes cantidades, y desempeñó un papel fundamental en todos los teatros de operaciones durante la Segunda Guerra Mundial, contribuyendo de forma crucial al esfuerzo bélico de los Aliados.

Producido a principios de 1942, el modelo «D» fue considerado la primera versión realmente apta para el combate del Liberator entregado a la USAAF. También fue el primer modelo fabricado en masa por los miembros del consorcio de producción conocida como «The Liberator Production Pool», inicialmente compuesto por Consolidated (San Diego), Consolidated (Fort Worth) y Douglas (Tulsa), encargados de la producción del modelo «D». Posteriormente, Ford y North American se incorporaron al consorcio para fabricar versiones posteriores de la aeronave.

La experiencia en combate demostró rápidamente que el Liberator estaba gravemente subarmado, y su morro

completamente acristalado lo hacía vulnerable a los ataques frontales. Se aumentó el número de ametralladoras en el morro, se instalaron posiciones de artillería laterales a ambos lados de la parte trasera del fuselaje y se añadió una ametralladora en una posición ventral.

El Consolidated B-24 Liberator se convertiría en el bombardero cuatrimotor producido en mayor número de la historia de la guerra y en la aeronave estadounidense con mayor producción durante la Segunda Guerra Mundial. En resumen, el B-24 fue pilotado por más tripulantes, transportó mayor número de bombas a distancias más largas y destruyó más objetivos que cualquier otro bombardero en la historia de la aviación.

Especificación:

Velocidad máxima: 467 km/h

Radio de acción: Con carga máxima de combustible y bombas: 2480 km

Envergadura: 33,53 m

Longitud: 20,5 m

Armamento: Diez ametralladoras calibre 12,7 mm, distribuidas en dos torretas, el morro, la posición ventral y las posiciones de los artilleros laterales

SV Consolidated B-24 Liberator var den andra av USA:s stora tunga bombplan med fyra motorer under andra världskriget. Dess kom faktiskt till efter Army Air Corps initiativ att bygga B-17 Flying Fortress-plan. Consolidated var föga imponerade av planerna och föreslog att de skulle utforma och tillverka sitt eget bombplan på samma tid det skulle ta dem att etablera produktionskedjan. Ett som skulle bli mycket bättre än Flying Fortress.

När deras XB-24-prototyp lyfte den 29 december 1939 var det ett väldigt annorlunda flygplan jämfört med B-17 Flying Fortress. Dess tunna axelmonterade vingar, djupa men smala flygkropp och dubbel stjärtbom gjorde att den nästan såg ut som ett sjöflygplan. Efter att den introducerades i USAAF år 1941 skulle B-24 Liberator komma att tillverkas i stora mängder och tjänstgöra i varje slag under andra världskriget. Detta gjort planet till en avgörande faktor för de allierades insats i kriget.

D-modellen tillverkades tidigt år 1942 och ansågs vara den första stridsdugliga versionen av Liberator som kunde levereras till det amerikanska flygvapnet. Det var också den första modellen som massproducerades av medlemmar i «The Liberator Production Pool» som från början utgjordes av Consolidated (San Diego), Consolidated (Fort Worth) och Douglas (Tulsa) som byggde D-modellen. Ford och North American anslöt så småningom och byggde de senare modellerna av flygplanet.

När den testats i strid gick det att konstatera att Liberator var otillräckligt beväpnad, och dess glasnos gjorde den extra utsatt för frontalattacker. Den fick fler maskingevär i nosen, mittskyttspositioner installerades på båda sidor av den bakre delen av flygkroppen och ett maskingevär installerades på planets undersida.

Consolidated B-24 Liberator skulle bli det mest tillverkade bombplanet i krigshistorien och USA:s mest producerade flygplan under andra världskriget. B-24 flög helt enkelt av fler piloter, flög fler bomber över längre distanser och träffade fler mål än något annat bombplan i flyghistorien.

Specificifikation:

Maximal hastighet: 467 km/h

Räckvidd: 2 480 km med maximalt fyllt bränsle och bombast

Vingspann: 33,53 m

Längd: 20,5 m

Bestyckning: Tio 12,7 mm-kalibriga maskingevär i två torn, nosen, undersidan och på mittskyttspositioner

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 ihopsättning. Sätt fast decalerna genom att klippa ark, 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 löstagbara 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 afgebeelde plaats schuiven. Hierbij afbeelding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

PL Przed przystąpieniem do sklejania przestuduj uważnie rysunki i przećwicz składanie części. Ostrożnie zeskrob ze sklejanych powierzchni farbę. Wszystkie części są ponumerowane. Drobne części pomaluj przed ich złożeniem. Celem przeniesienia kalkomanii wytnij ją z arkusza, zanurz na kilka sekund w letniej wodzie i zsuz z podłoża na wymagane miejsce. Używaj w połączeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbielanych części, nieodpowiednie 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 Estudar 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 pequenos elementos destacáveis.

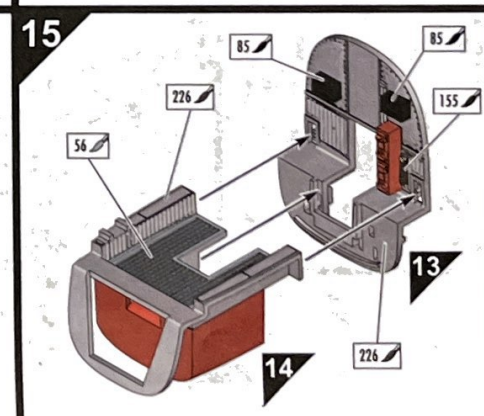
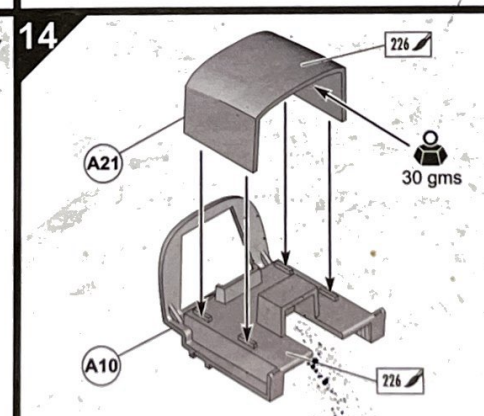
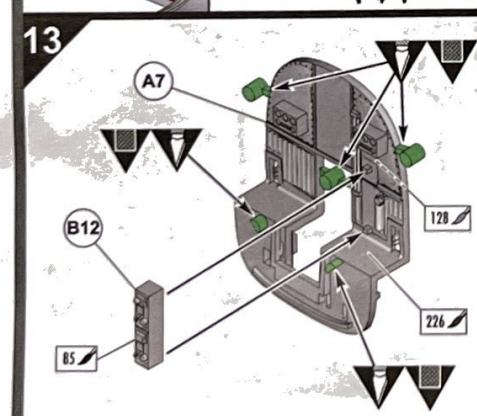
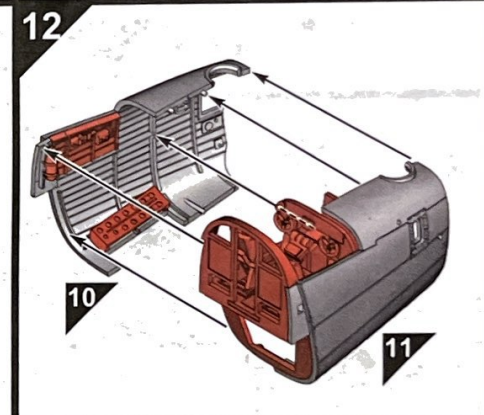
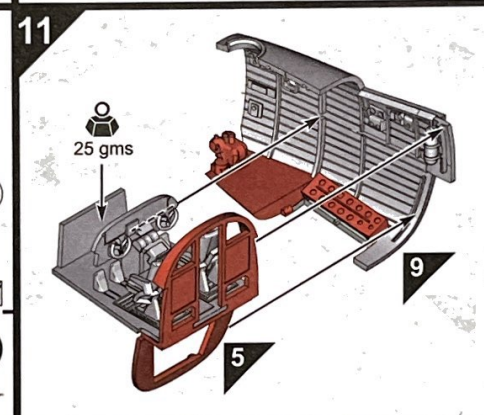
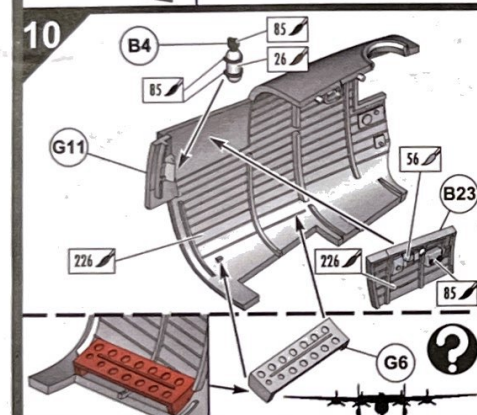
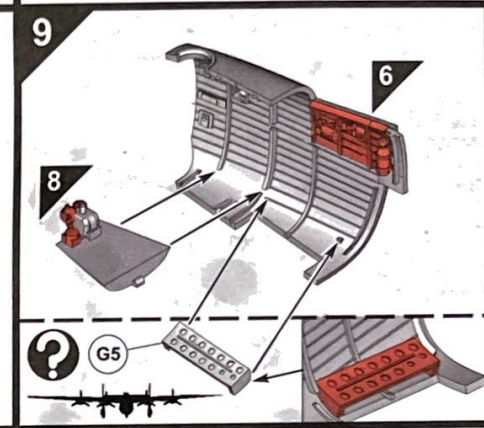
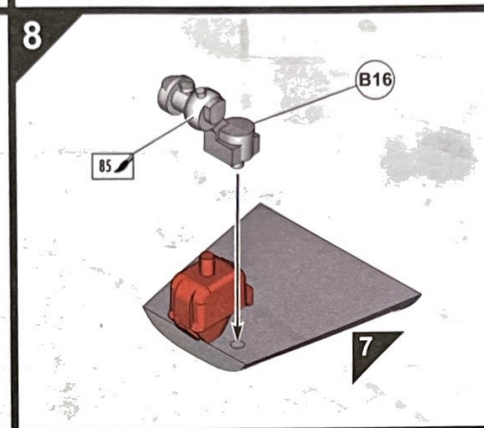
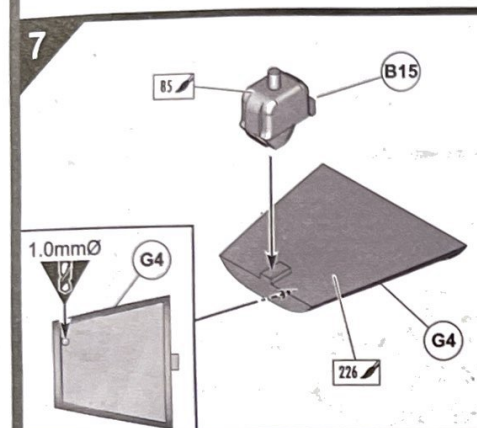
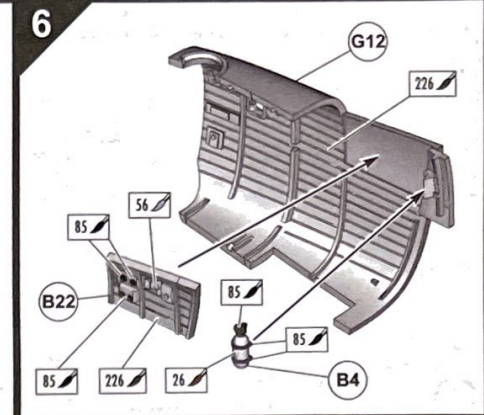
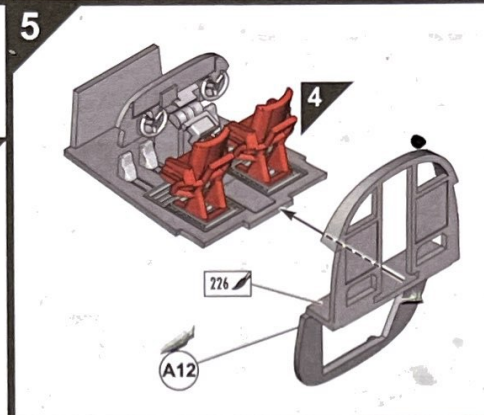
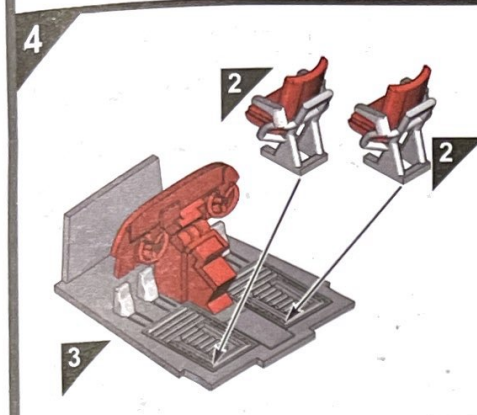
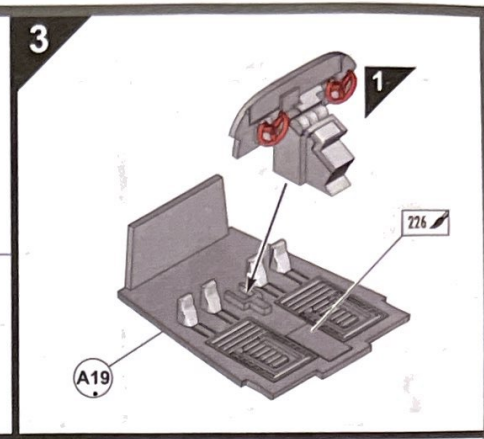
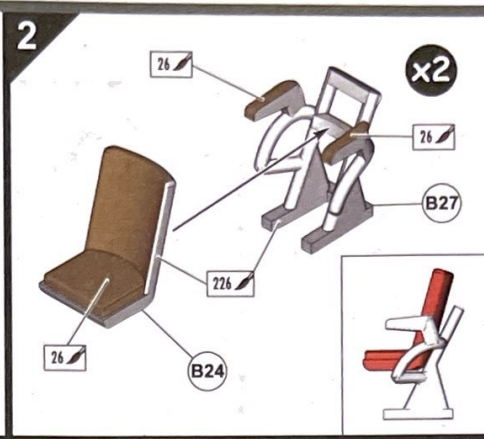
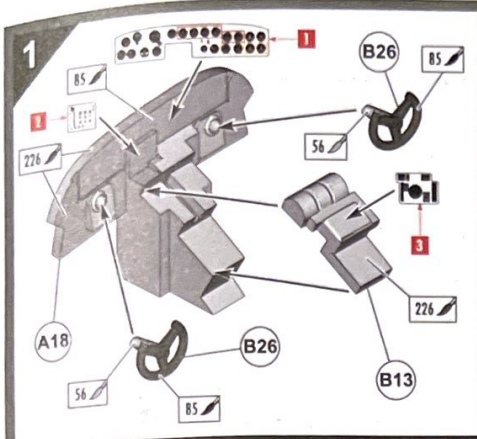
EL Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα συγκollήσετε. Αφαιρέστε επιμελώς την πλαστική βαφή από τις επιφάνειες τις οποίες θα συγκollήσετε. Όλα τα κομμάτια είναι αριθμημένα. Χρωματίστε τα μικρά κομμάτια πριν από τη συναρμολόγηση. Για να κολλήσετε τις χαλκομανίες, κόψτε γύρω από το σχέδιο όπως απαιτείται, βυθίστε το μερικά δευτερόλεπτα σε χλιαρό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, αφαιρώντας τη μεμβράνη που το καλύπτει. Λάβετε υπόψη σας ταυτόχρονα την εικονογράφηση του κουτιού. 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 limattavista pinnista. Kaikki osat on numeroitu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämiseksi leikkaa pienet osat ennen mukaen. Kasta kuvaa lämpimään veteen muutaman sekunnin ajaksi, anna takapuolen liukua kuvalle osoitetuun kohtaan. Käytetään yhdessä laatikon kuvituksen kanssa. Ei sovelleta alle kolmivuotiaita lapsille. Pajon irrotettavia pikkuosia.

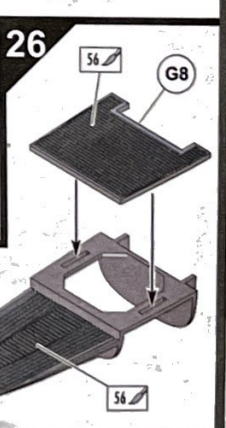
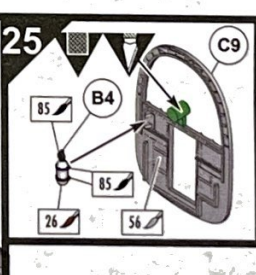
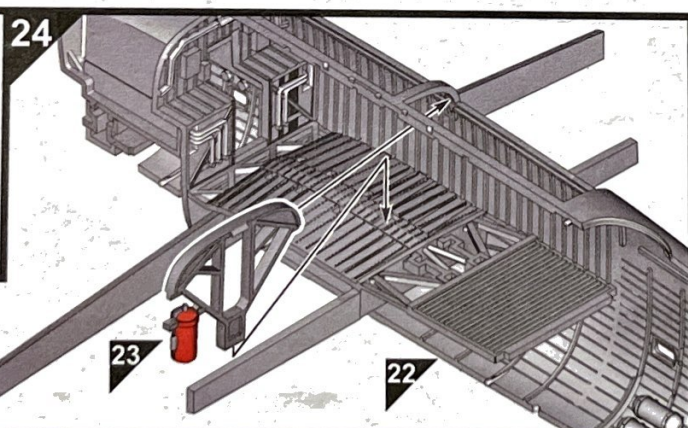
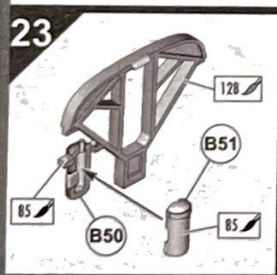
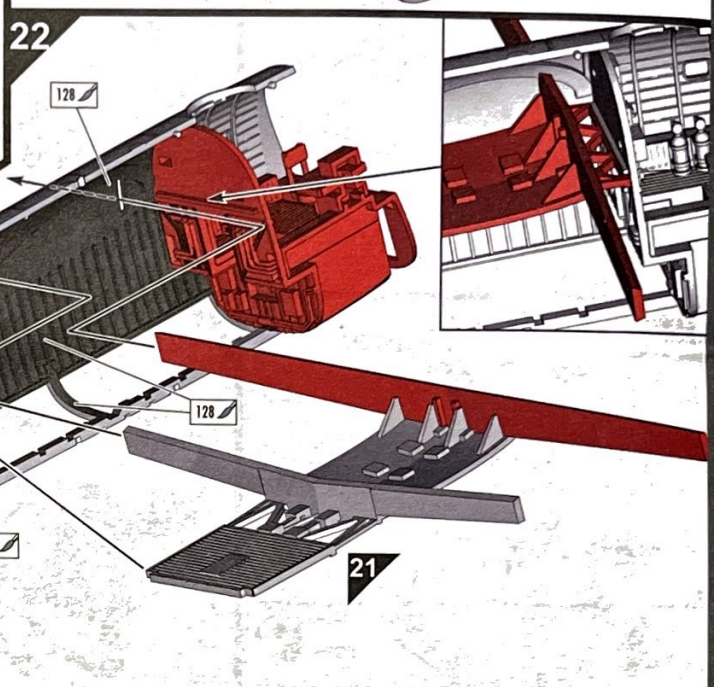
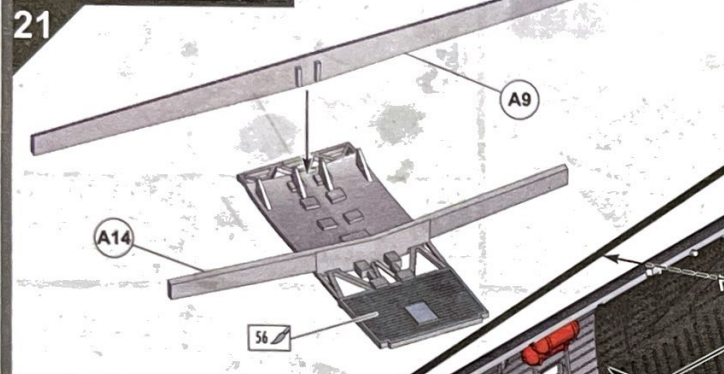
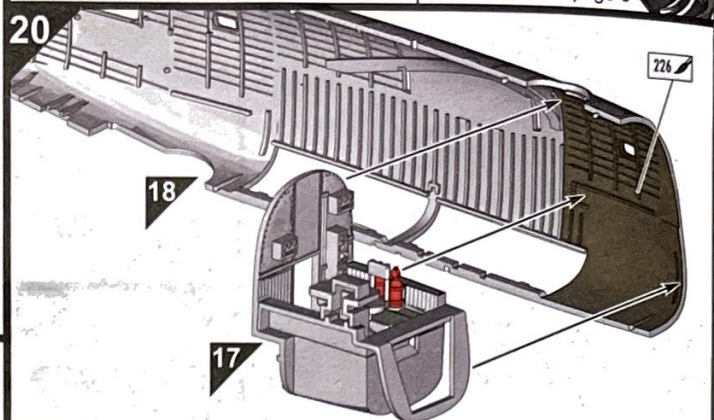
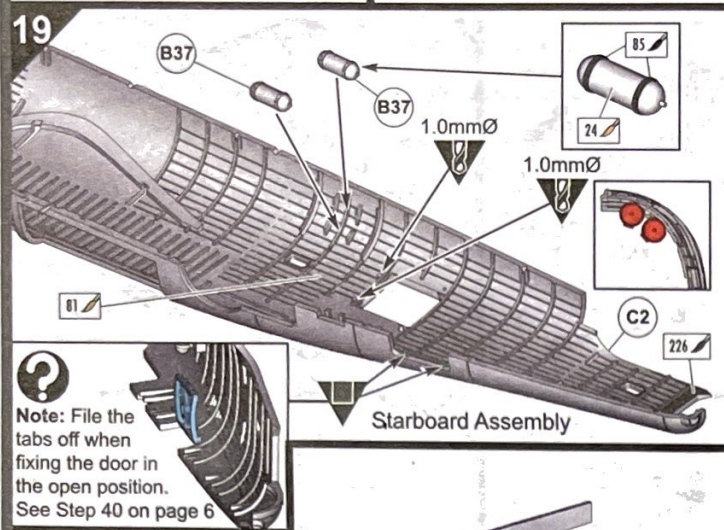
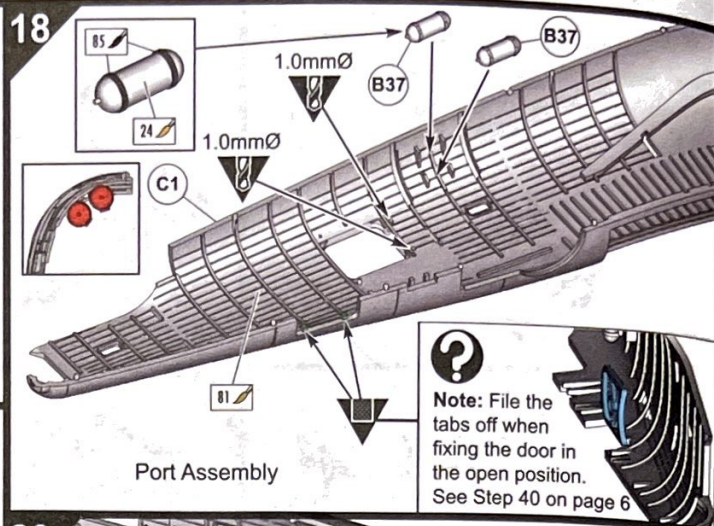
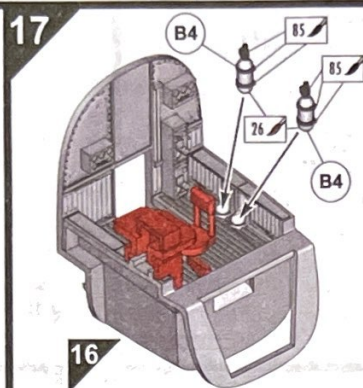
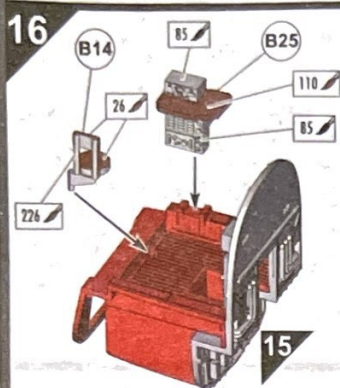
DA Studér tegningerne nøje og forsøg at sætte delene sammen, inden de klæbes sammen. Skrab forsigtigt malingen af de overflader, der skal klæbes sammen. Alle dele er nummererede. Små dele skal males, før de monteres. Overføringsbillederne påføres ved at klippe dem ud af ark, som påkrævet, dyppe dem i 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.

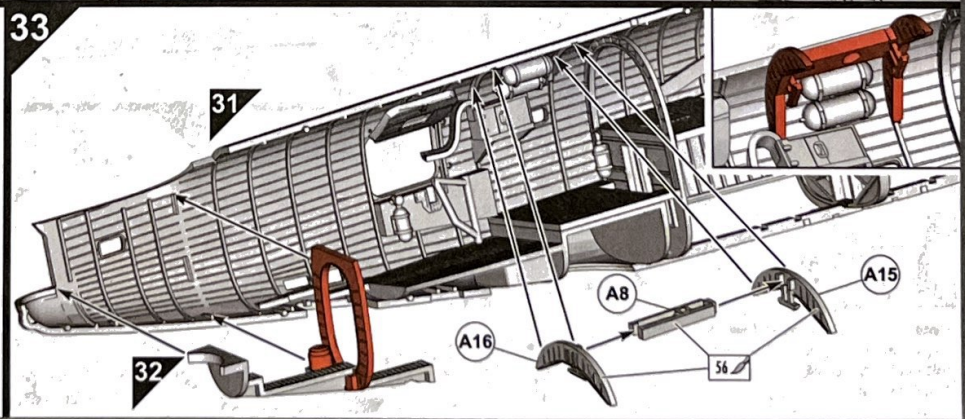
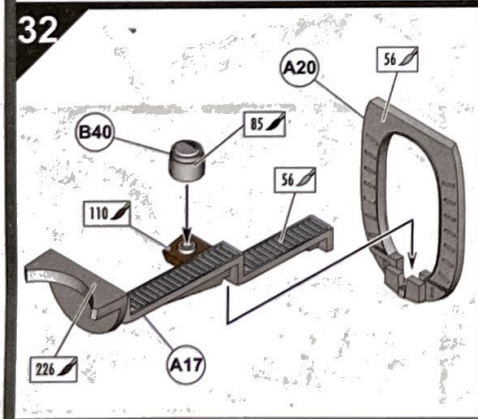
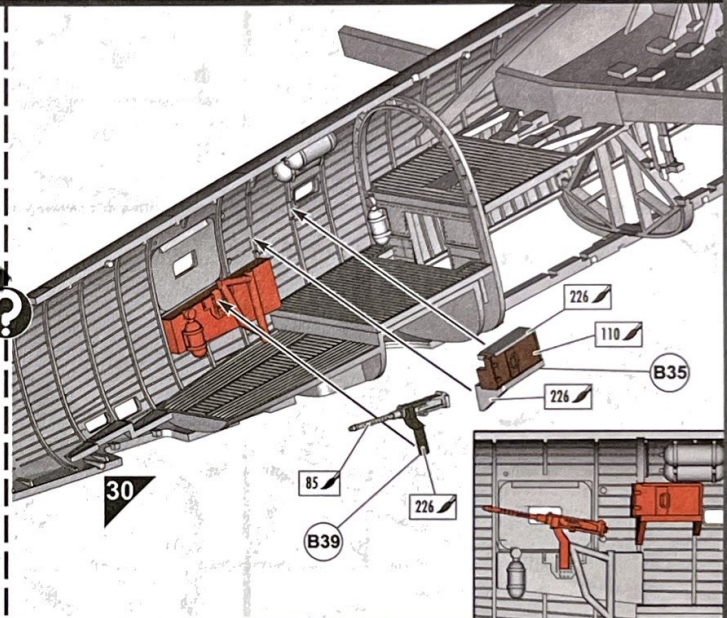
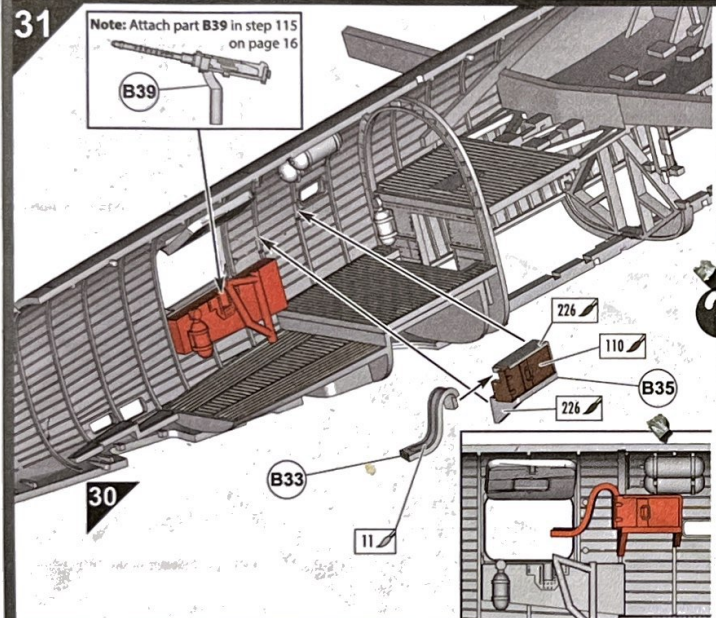
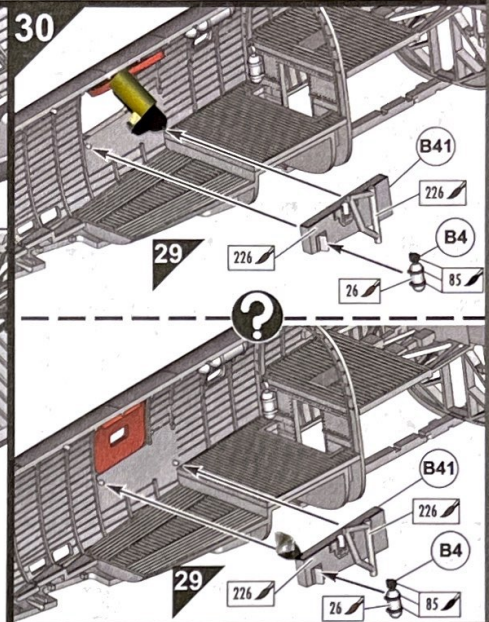
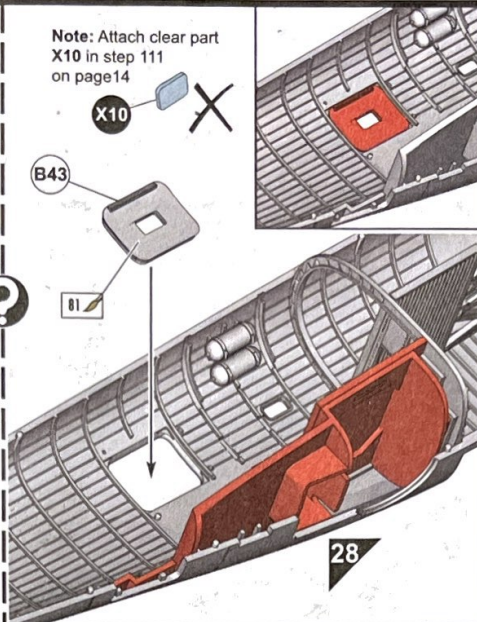
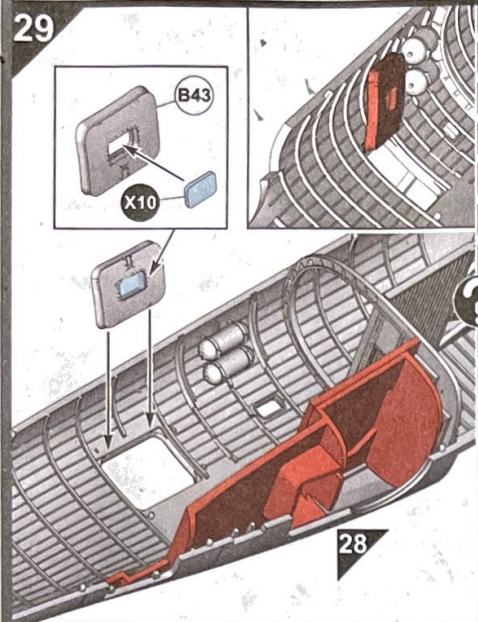
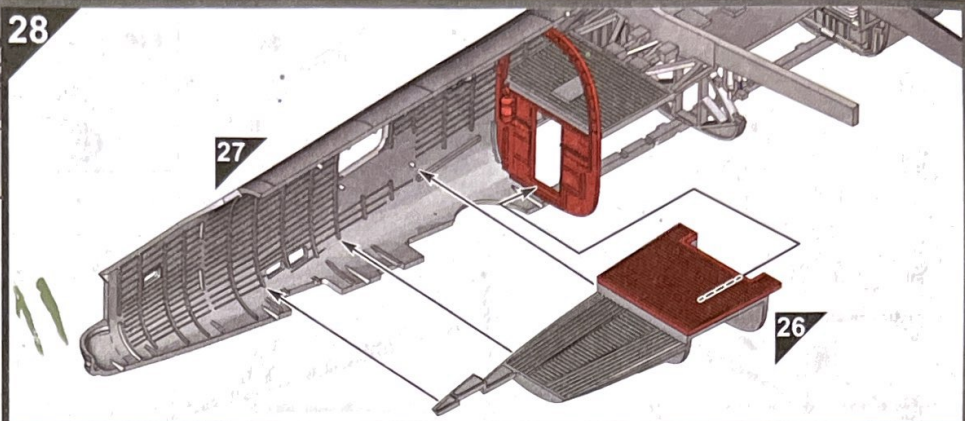
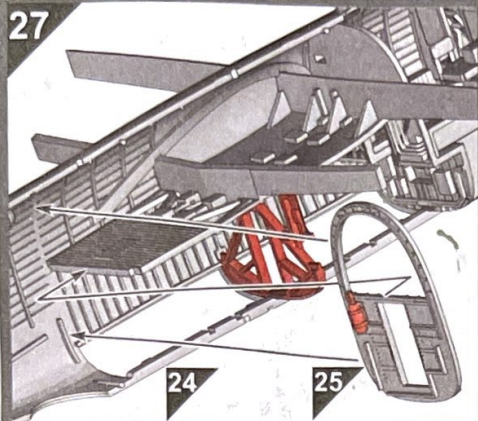
ASSEMBLY ICON INSTRUCTIONS

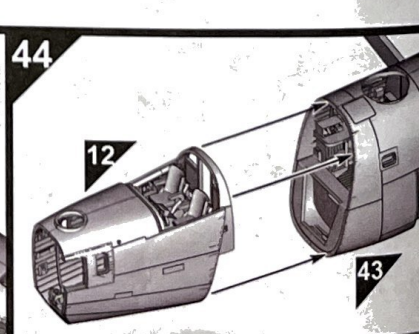
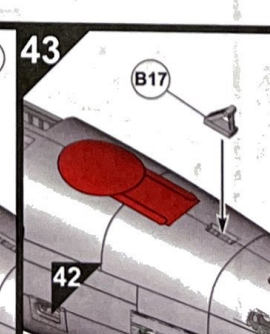
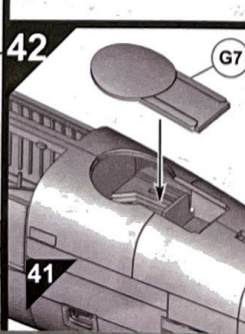
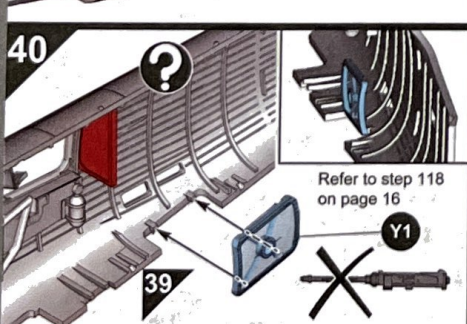
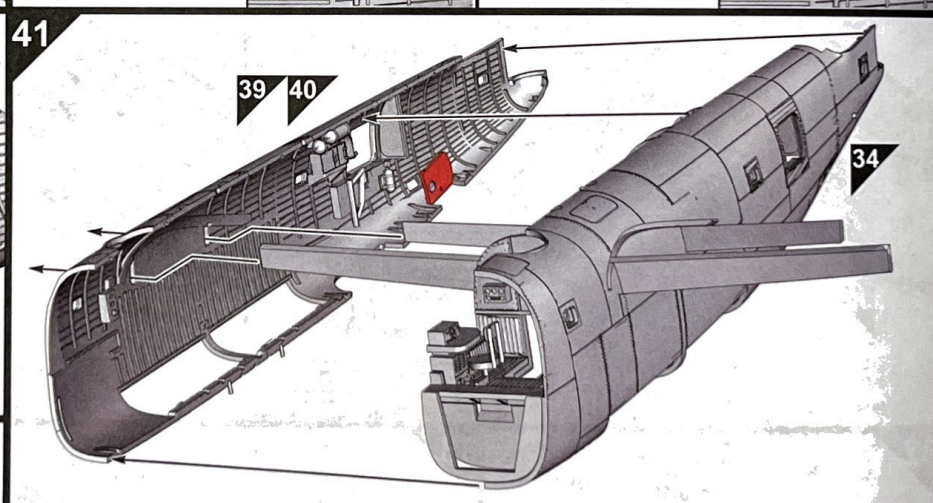
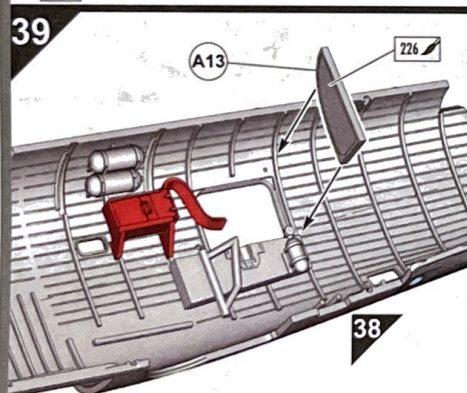
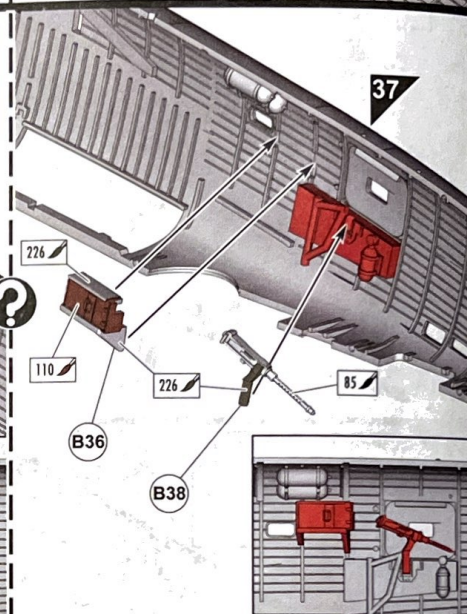
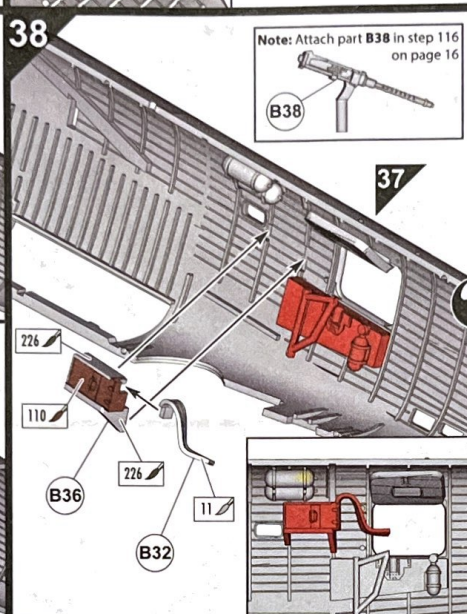
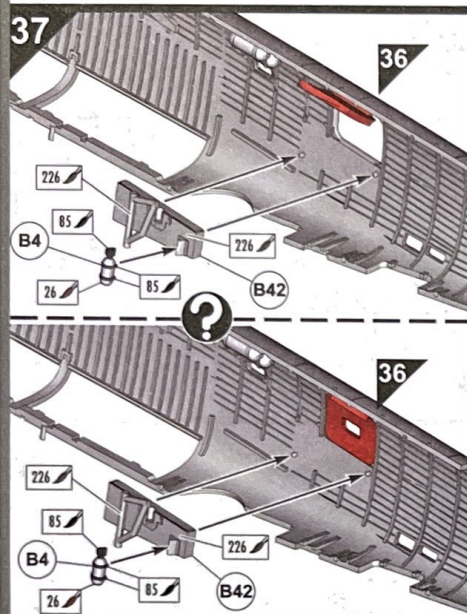
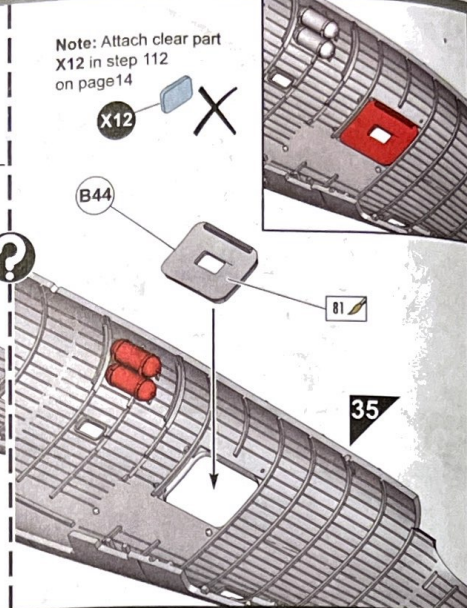
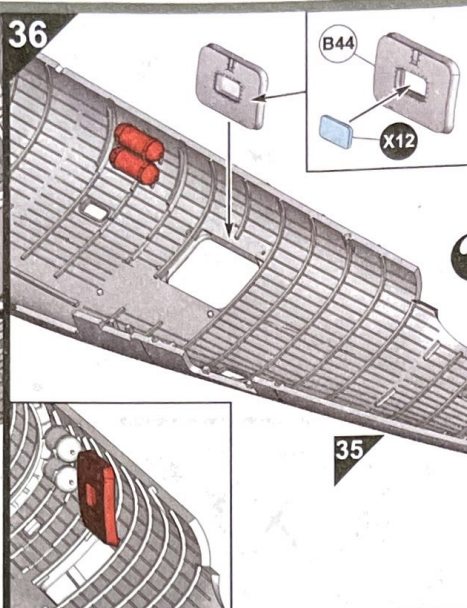
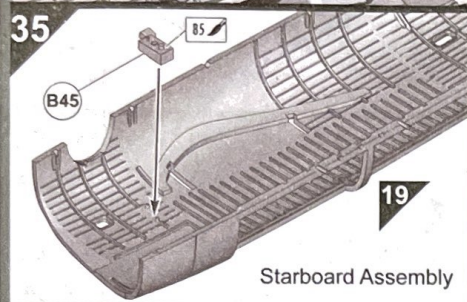
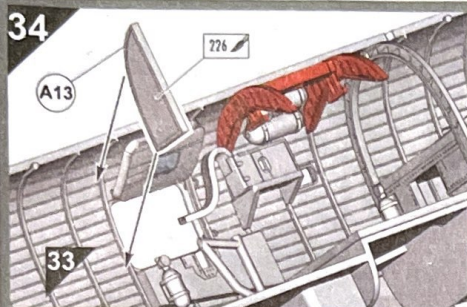
1 Assembly phase Phase de montage Montagephase Fase de montaje Monteringsfasen Fase di montaggio Montagefase Fase de montagem Monteringsfase Kokoomavahet Faza skadania Φάση συναρμολόγησης	A1 Cement Coller Kleben Pegar Limma Incollare Lijmen Colar Klæbes Limaa Kleić Kleć	Do not cement together No pas coller Nicht kleben No pegar Limma inte Non incollare Niet lijmen Não colar Skal ikke klæbes Älä limaa Nie kleić Μη συγκollήσετε	Indicates final location Indique l'emplacement final Zeigt Endposition Indica la ubicación definitiva Anger slutmonteringsplats Sede di montaggio finale Geeft uiteindelijke locatie aan Indica localização final Viser endelig placering Osoittaa lopullisen sijainnin Oznacza miejsce docelowe Υποδεικνύει τελική τοποθεσία	Alternative part(s) provided Autre(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 Peça(s) alternativa(s) fornecida(s) Alternativ(e) del(e) medföljer Vaihtoehtoiset osat pakkauskassa Dostępne części zamiennie Παρέχονται εναλλακτικά κομμάτια	Repeat this operation Répéter l'opération Vorgang wiederholen Repeter la operación Upprepa åtgärden Repetera l'operazione De verichting herhalen Repeter a operação Μανевρην gentages Toista toimenpite Powtórzyc operację Επανάλαβε τη διαδικασία
1 Decals Décalcomanies Abziehbild Calcomanias Dekaler Decalcomanie Stickers Decalcomania Billedoverføring Siirtokuvat Kalkomanie Χαλκομανίες	A1 Crystal part Pièce cristal Kristallteil Pieza de cristal Kristalidell Pezzo cristallo Kristallen onderdeel Pezgo de cristal Kryształytkie Kristallosa Część kryształowa Κομμάτι κρυστάλλου	Weight Lester Beschweren Lastnar Belasta Applicare un peso Verzwaren Lastnar Påler vægt Aseta vastapaino Obciążyc balastem Επιθέστε βάρος	Remove by filing Enlever avec une lime Abfeilen Eliminar con lima Ta bort genom att fila Rimuovere con la lima Verwijderen door afvlijen Removea limando Fjern ved at file væk Poista villaamalla Usunąć przy użyciu pilnika Αφαιρέστε λιμνώντας με λίμα	Drill or pierce Percer Durchbohren Perforar Borra Trapanare o forare Boren of doorboren Furar Gennembor Porae tai puhkaise Wywierć lub przedziuraw Τρυπήστε	00 Cut Découper Schneiden Cortar Skär Tagliare Snijden Cortar Skær Leikkaa Przeciąć Κόψτε



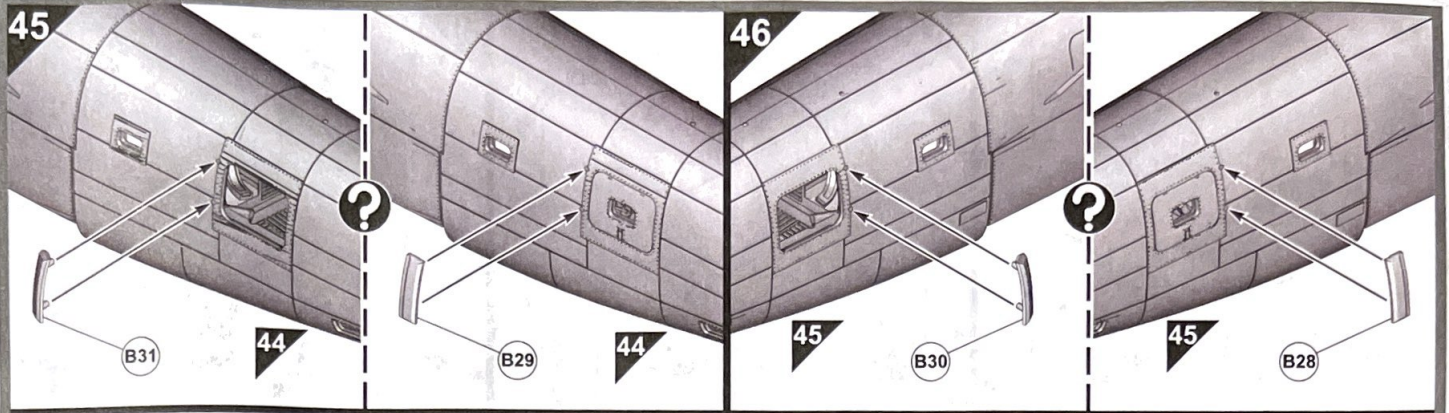
Note: Camouflaged aircraft had their internal skins painted in Zinc Chromate 81 but the internal framework was left unpainted aluminium 56





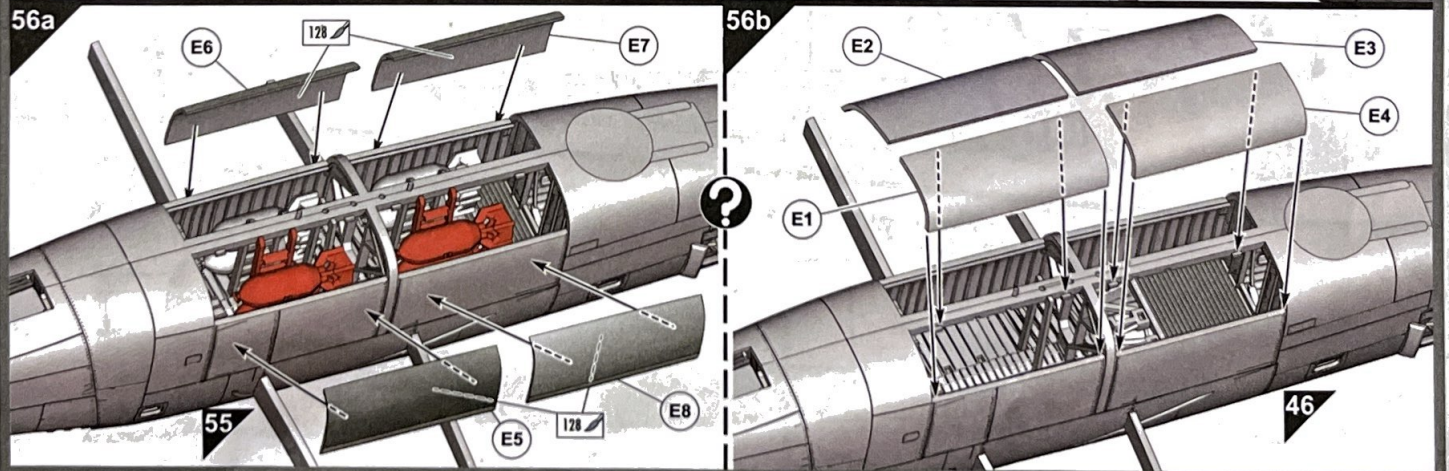
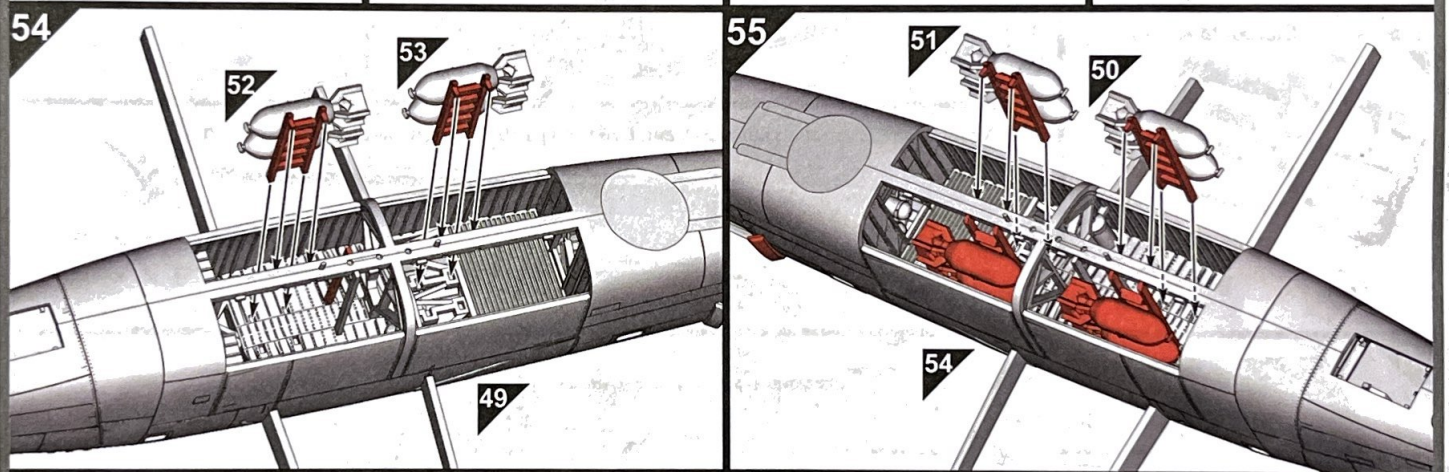
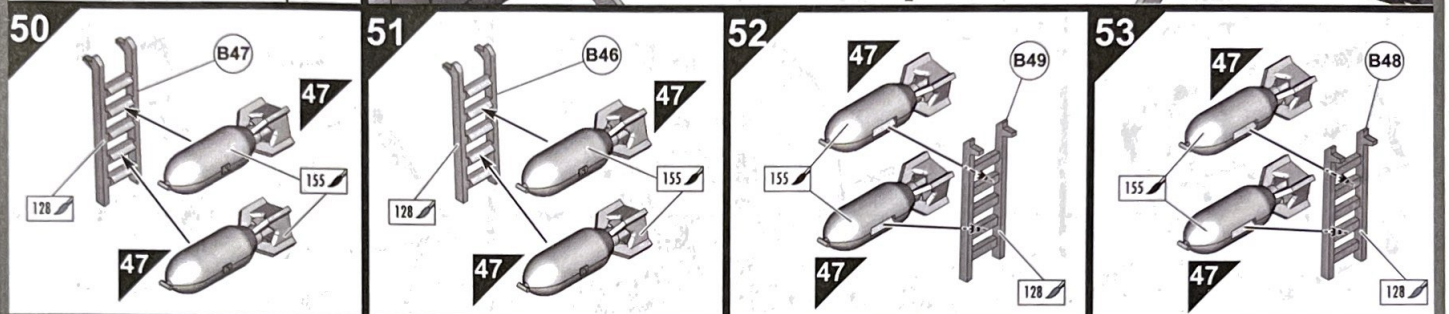
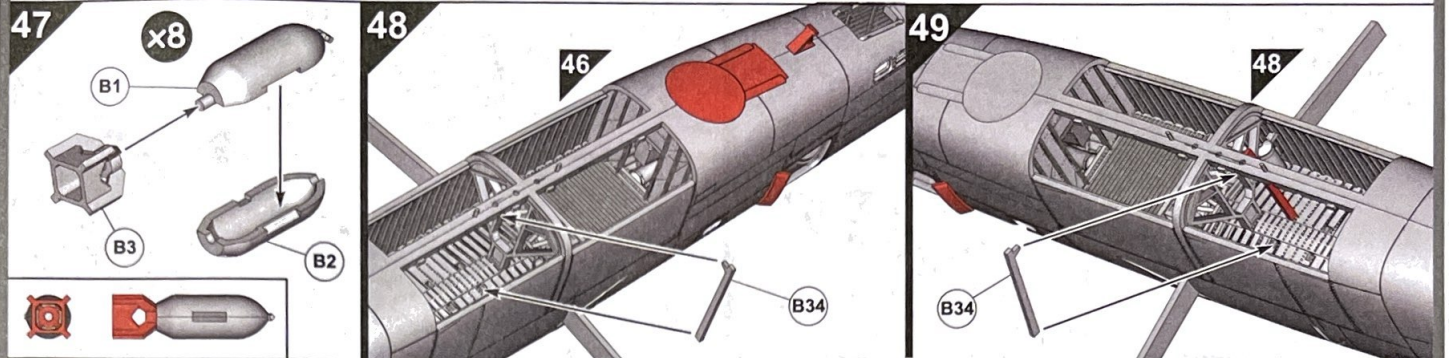


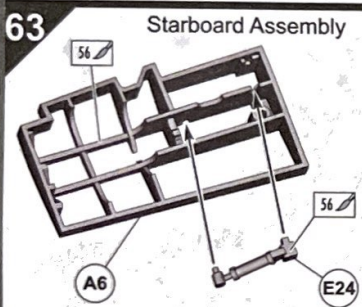
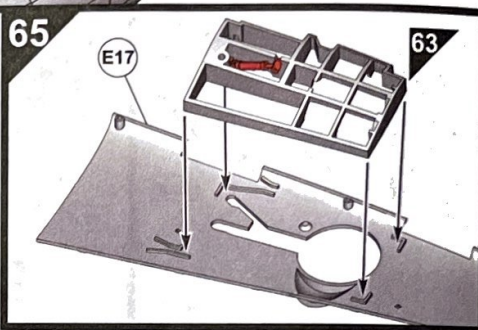
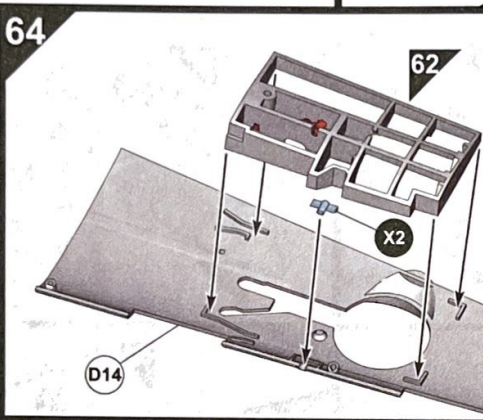
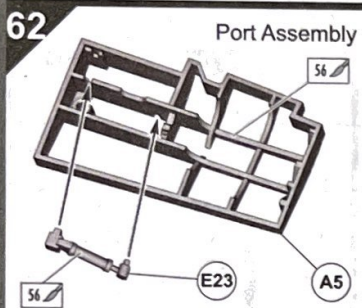
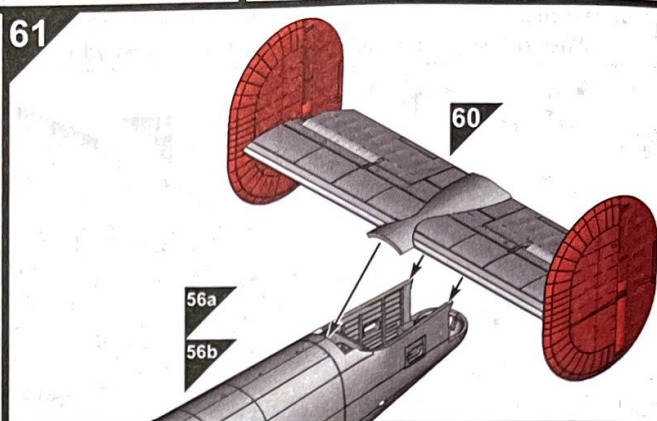
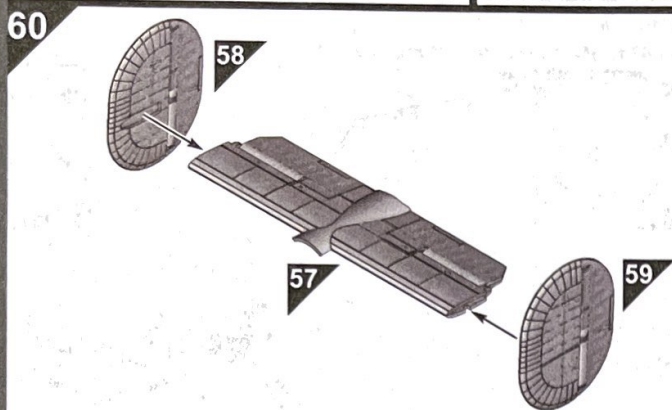
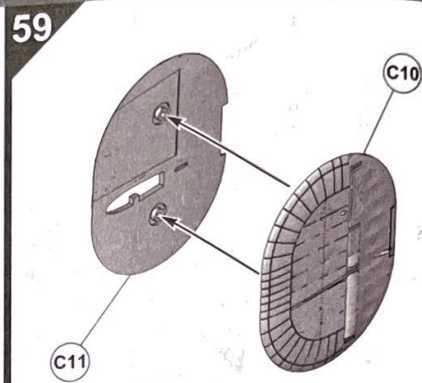
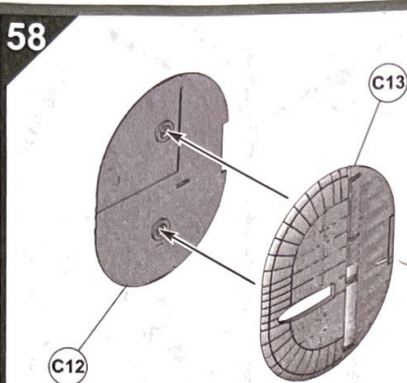
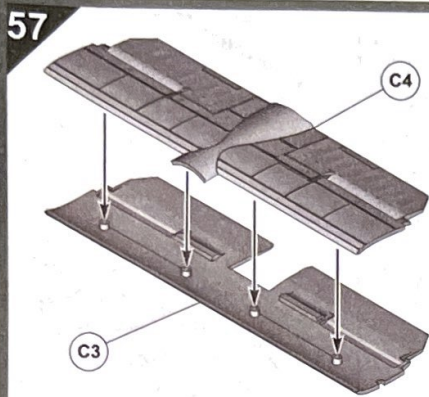
Note: If building this model with the clear door Y1 closed and gun fitted, miss out this step and see steps 102 & 103 on page 13.



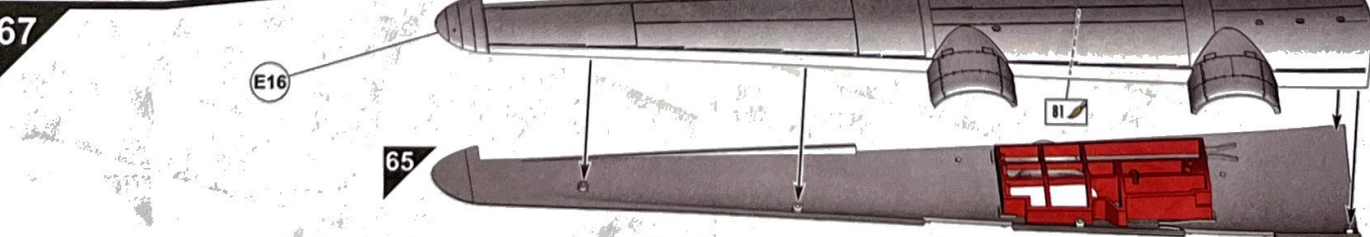
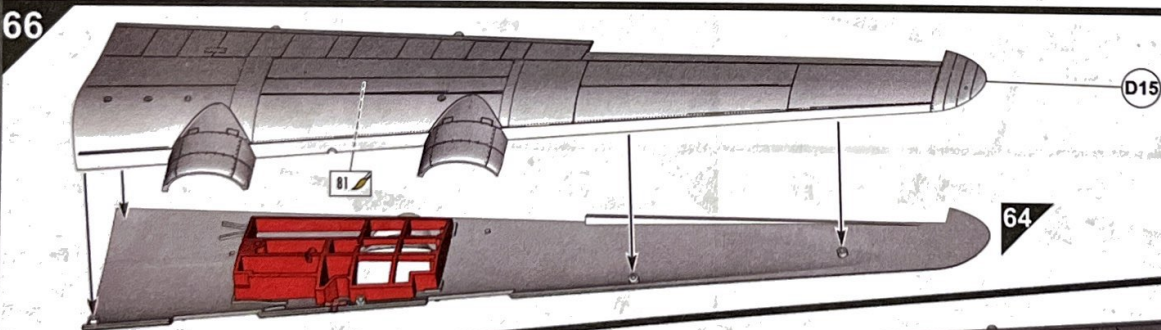
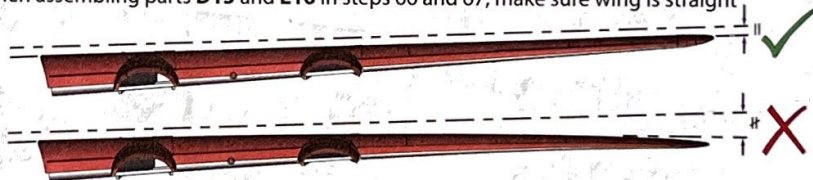
Note: When building this model with Bomb bay doors open, follow steps 47 to 56a.

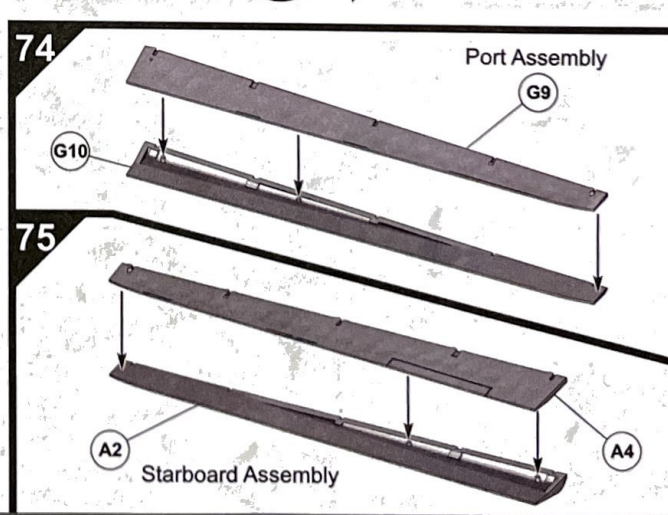
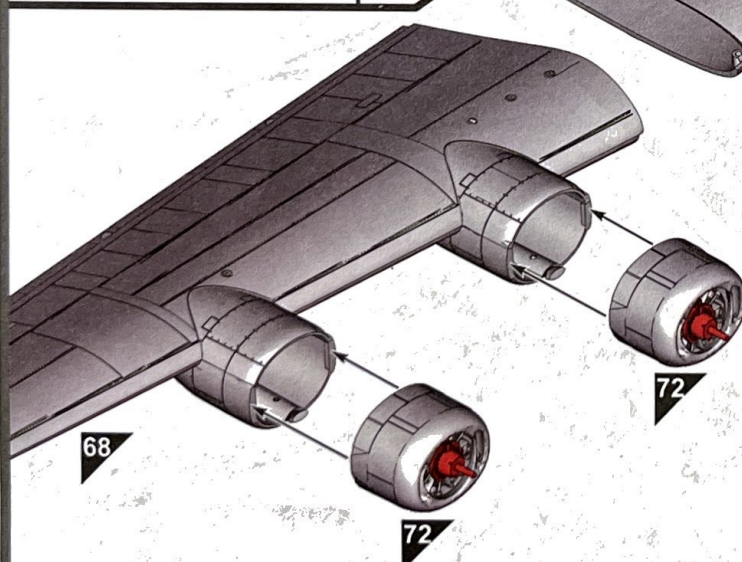
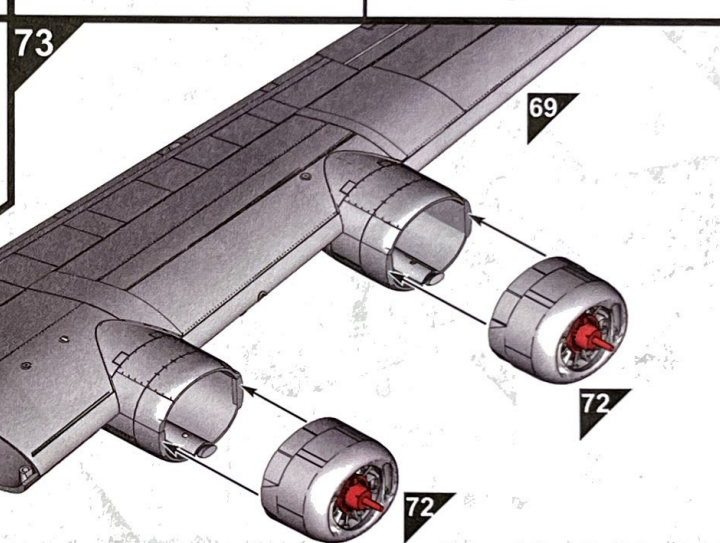
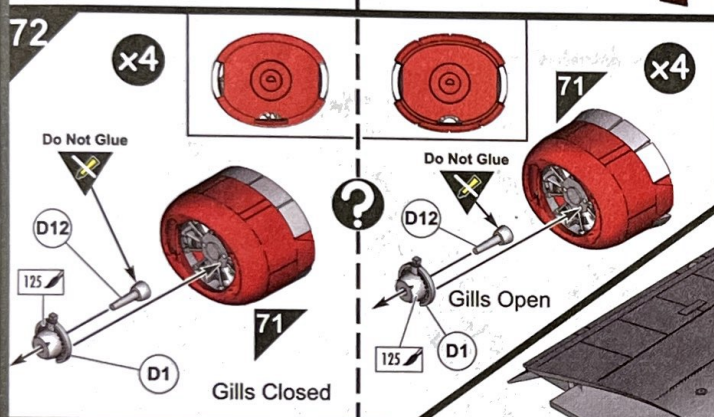
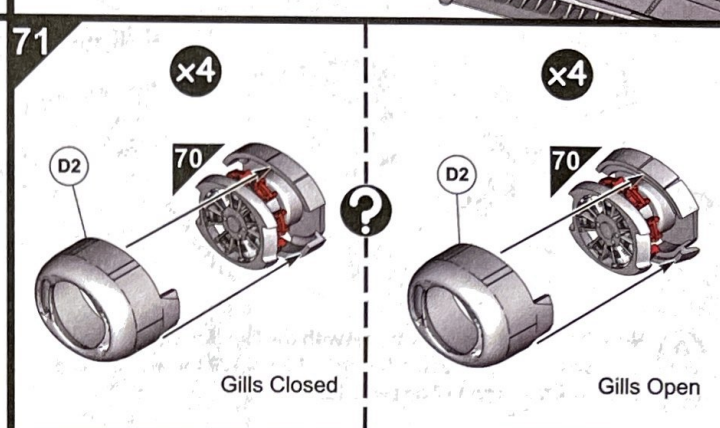
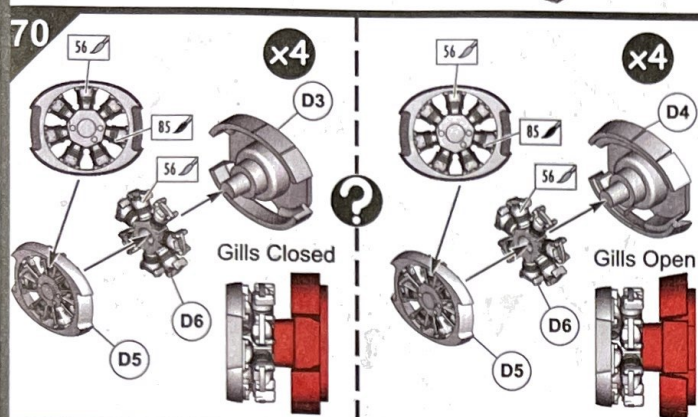
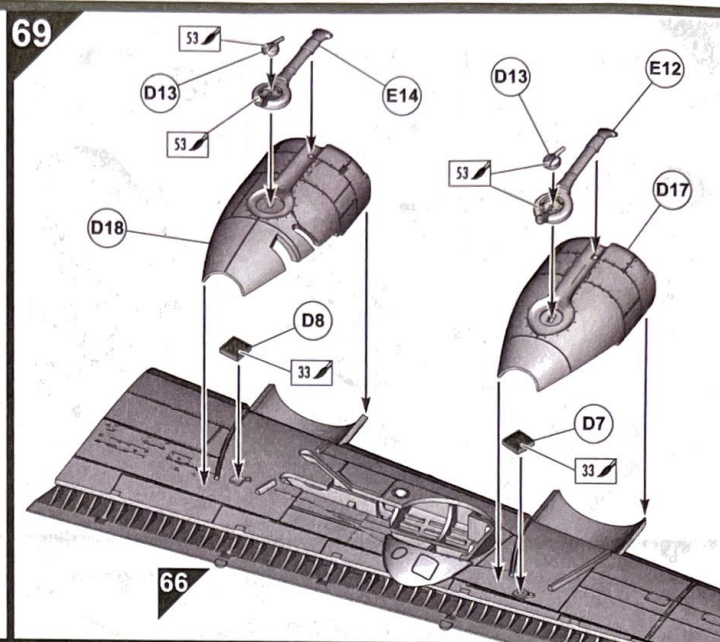
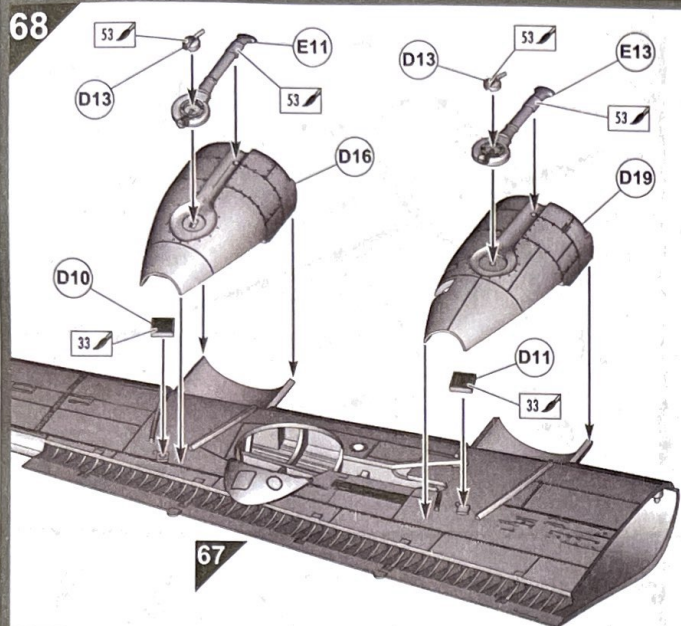
When building this model with Bomb bay doors closed, miss out steps 47 to 56a and carry on from Step 56b.



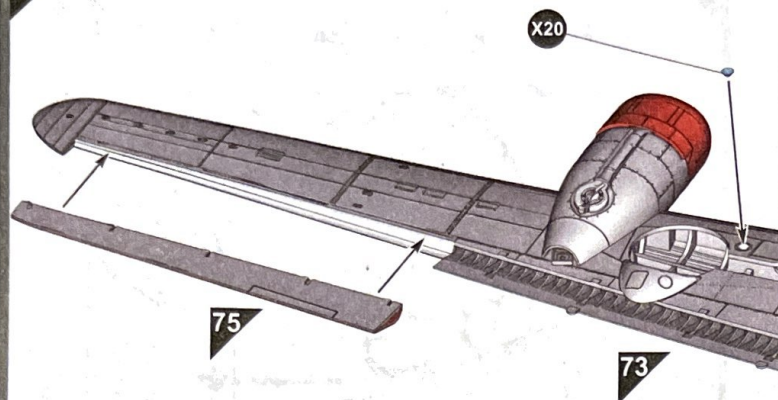


Note: When assembling parts **D15** and **E16** in steps 66 and 67, make sure wing is straight

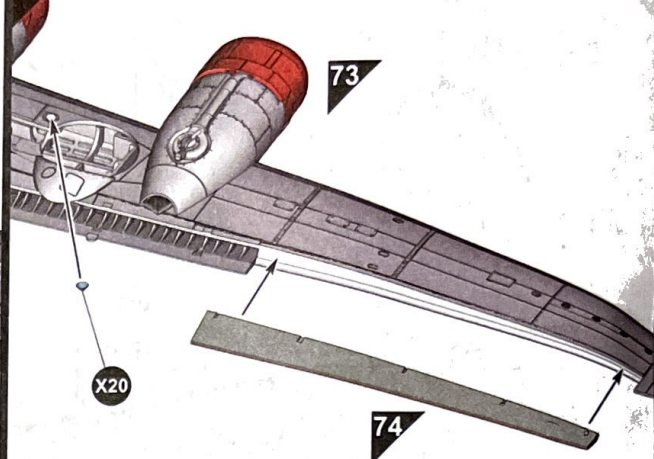




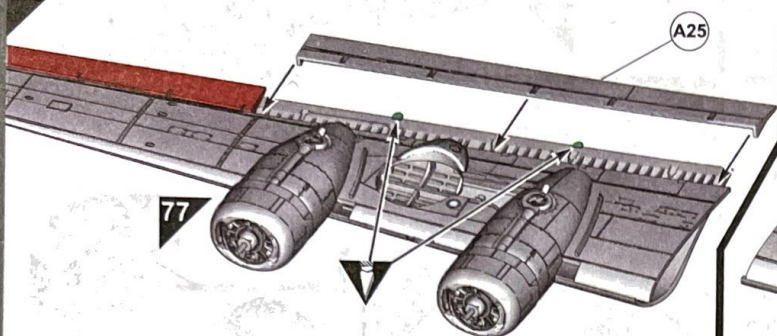
76



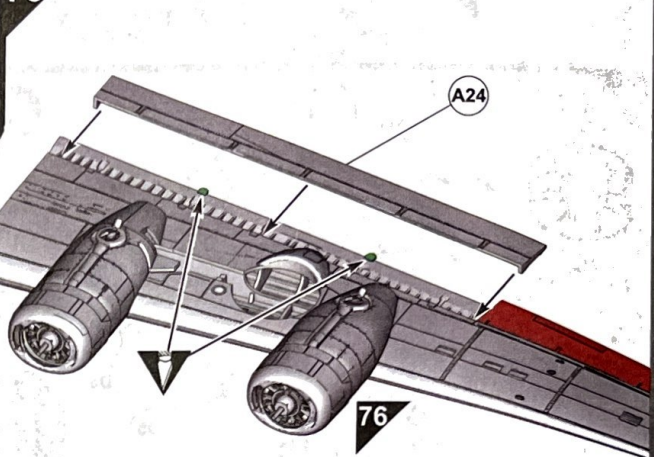
77



78

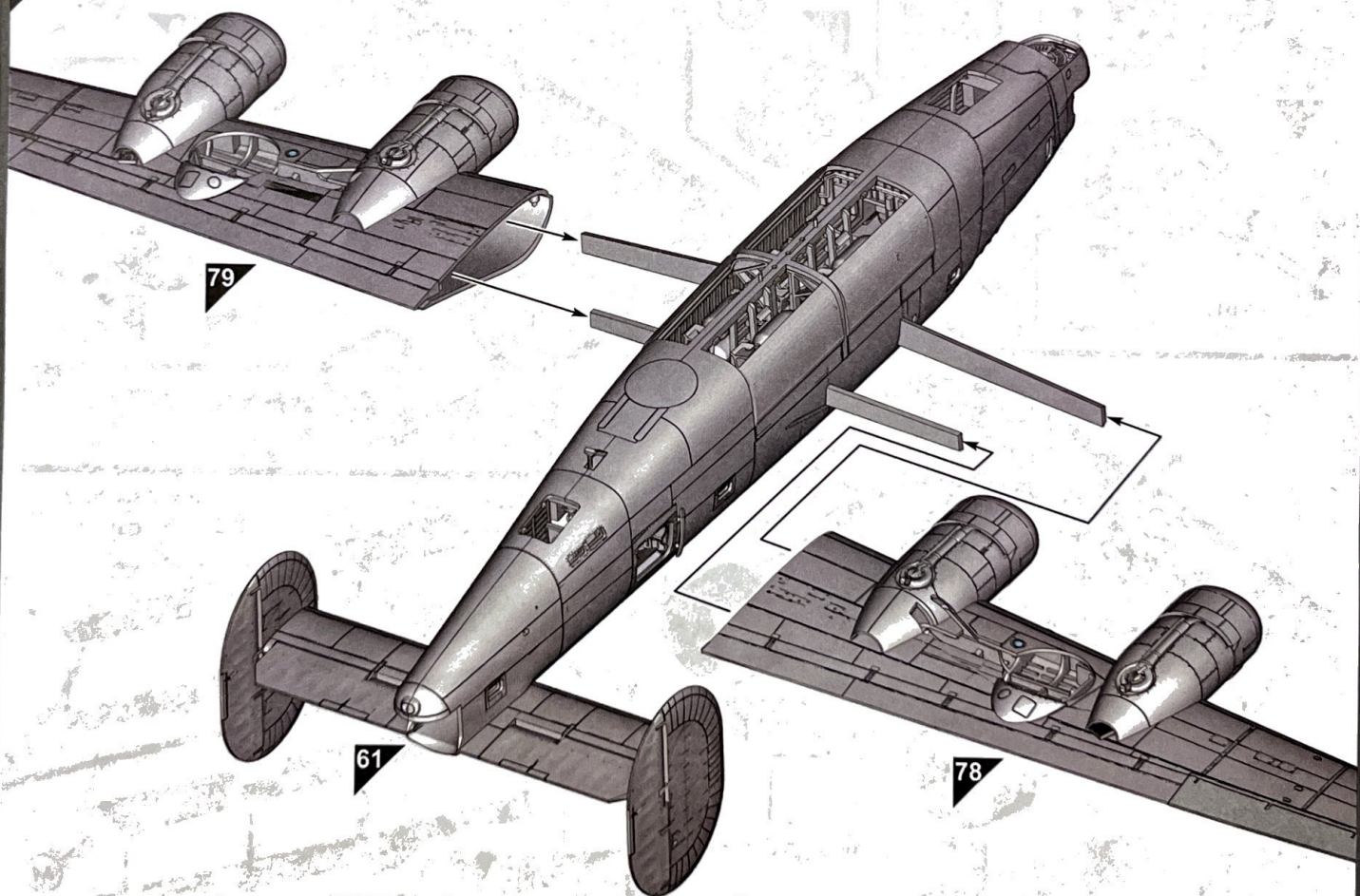


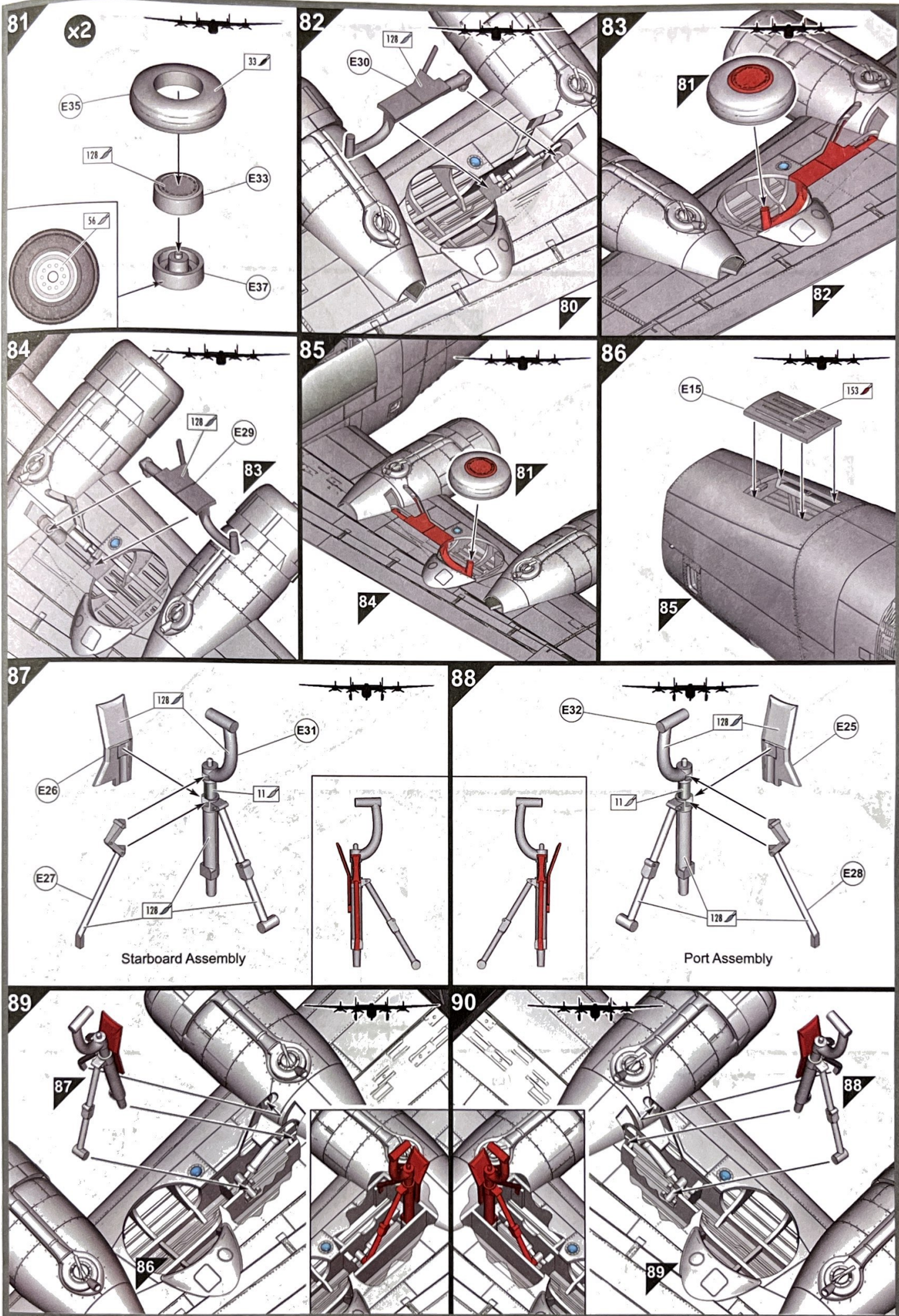
79



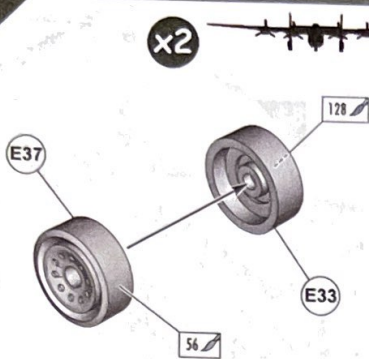
Note: When building this model with the flaps lowered, it would be better to assemble parts A22 & A23 towards the end of the build in step 117 on page 16.

80

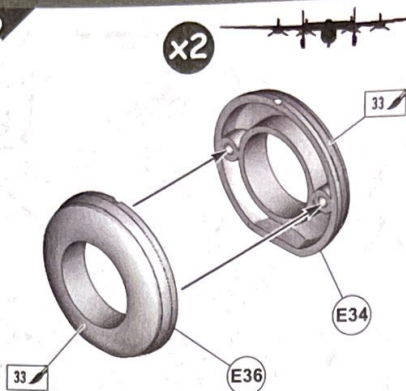




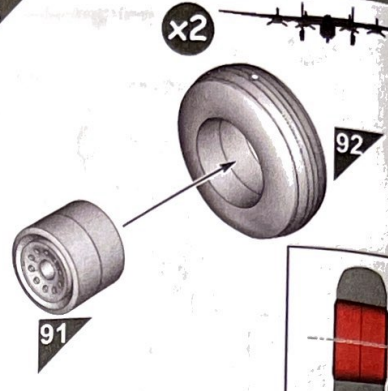
91



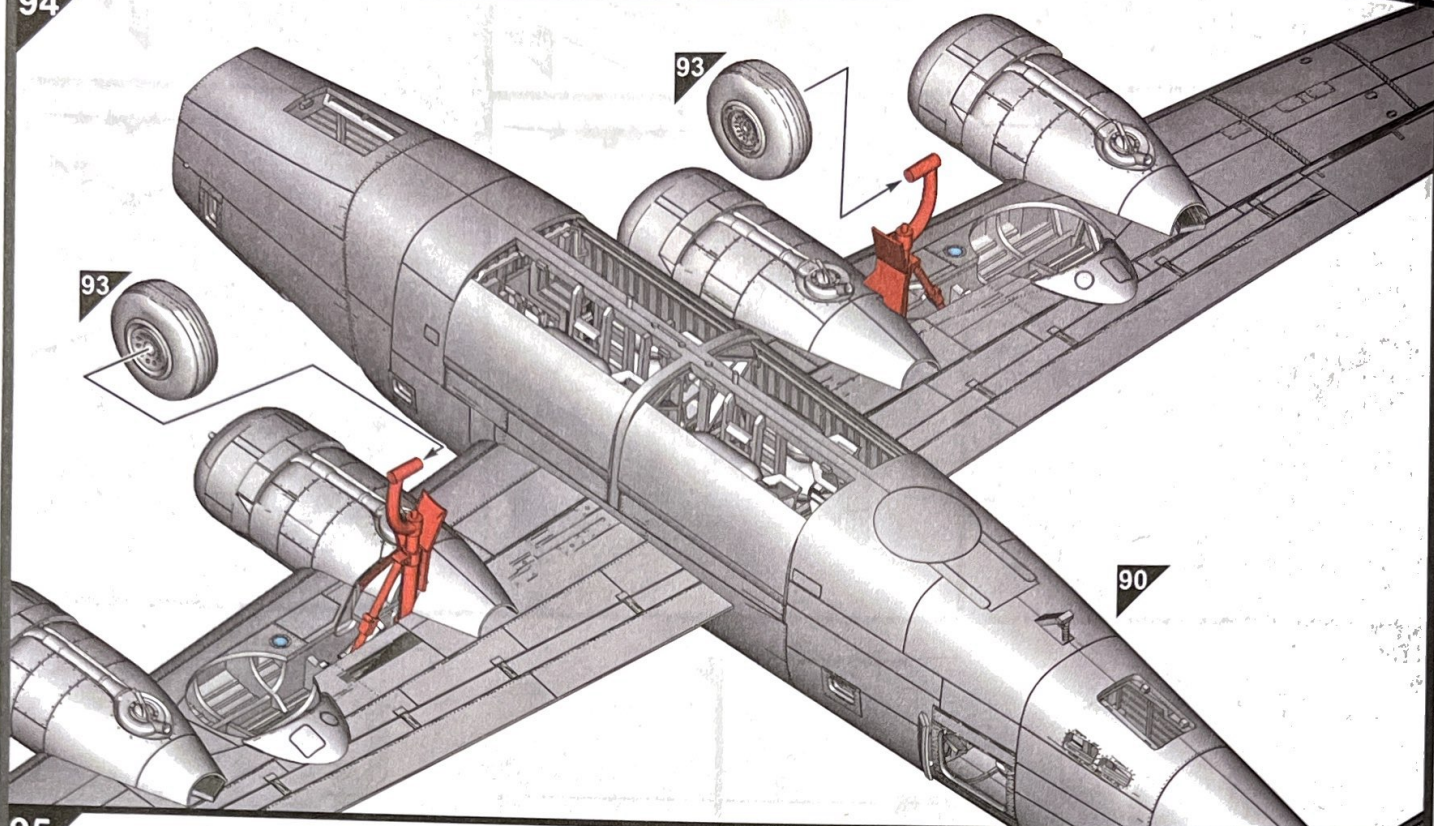
92



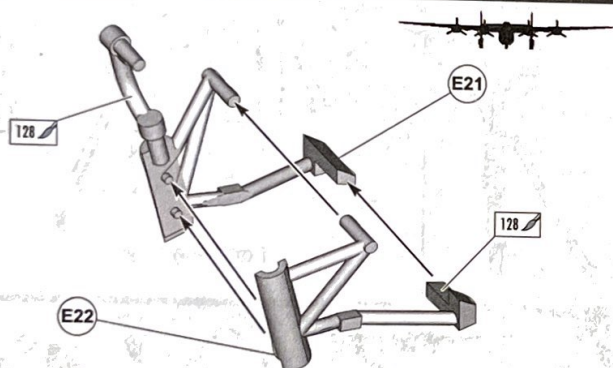
93



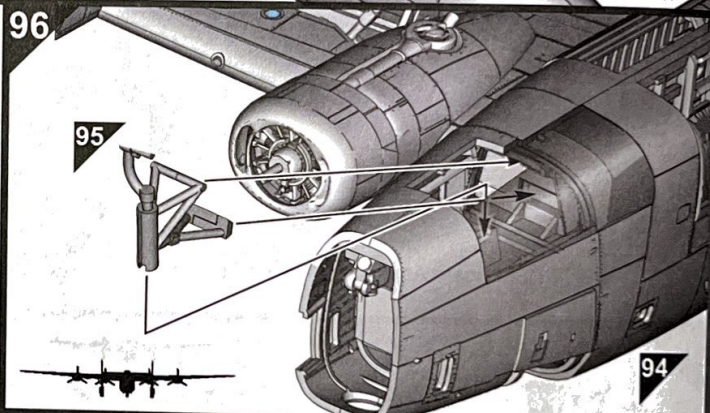
94



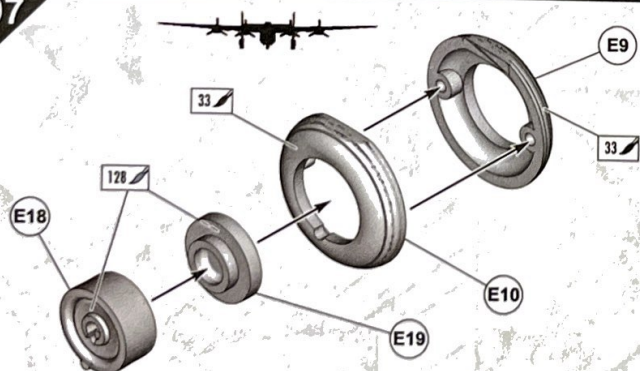
95



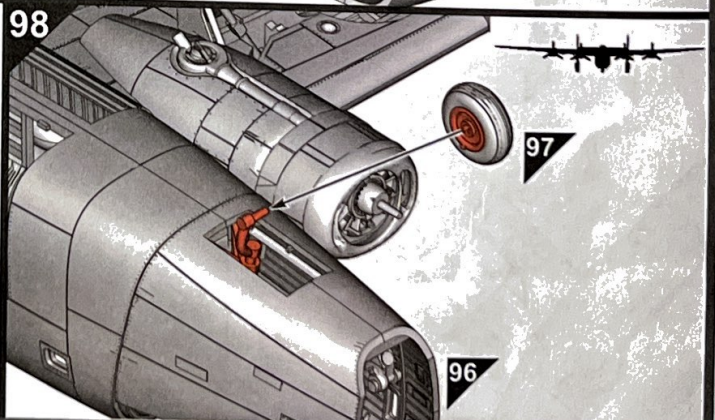
96



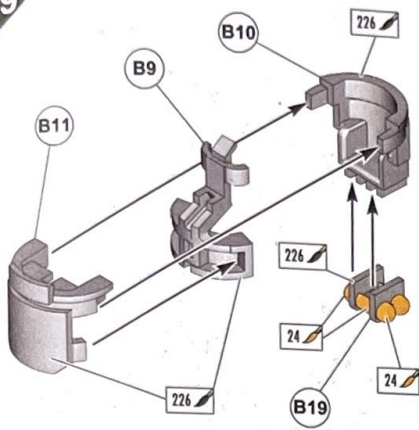
97



98

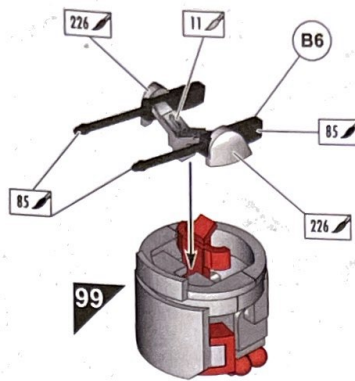


99



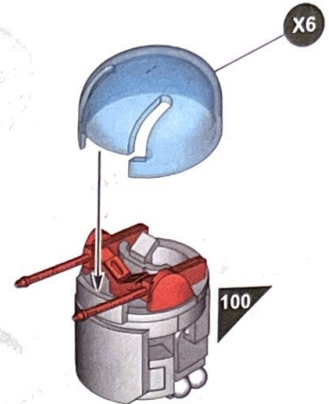
Top Turret Assembly

100



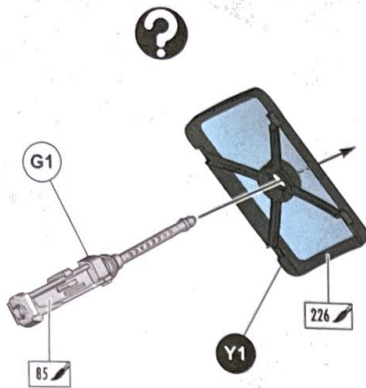
Top Turret Assembly

101



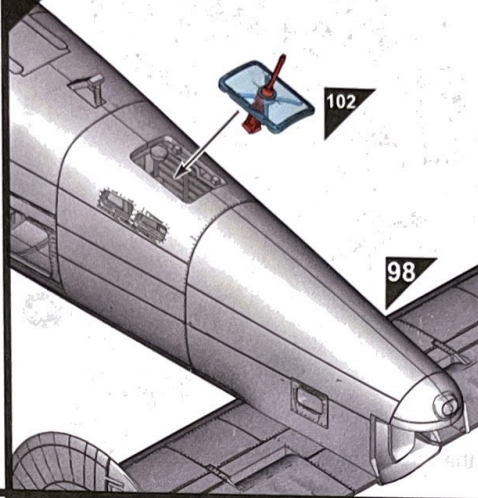
Top Turret Assembly

102

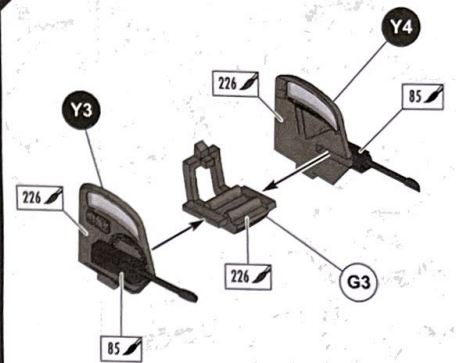


Bottom Door Gun Assembly

103

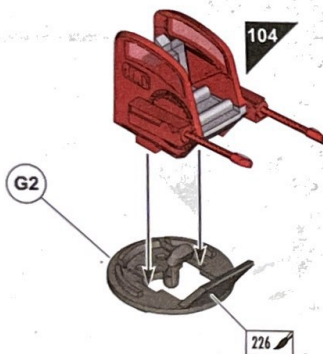


104



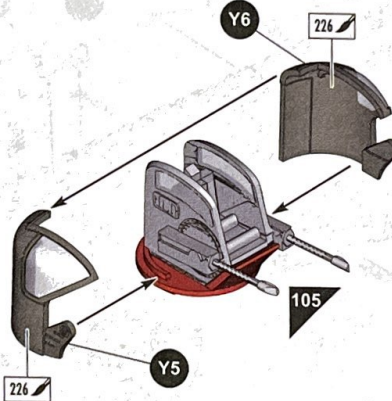
Rear Turret Assembly

105



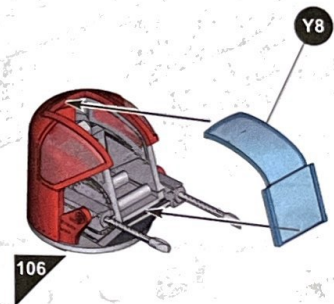
Rear Turret Assembly

106



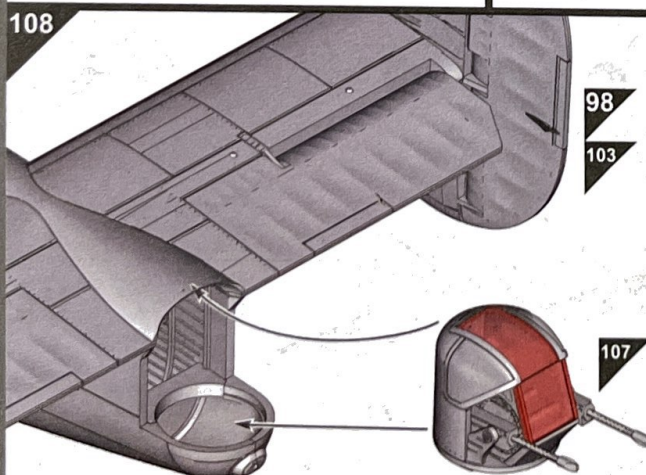
Rear Turret Assembly

107

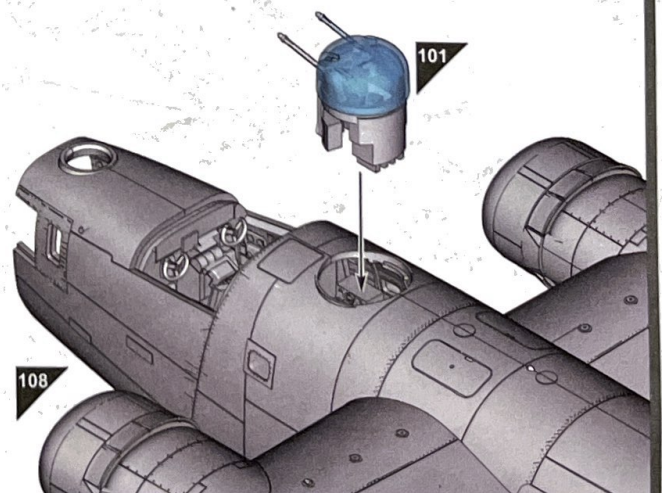


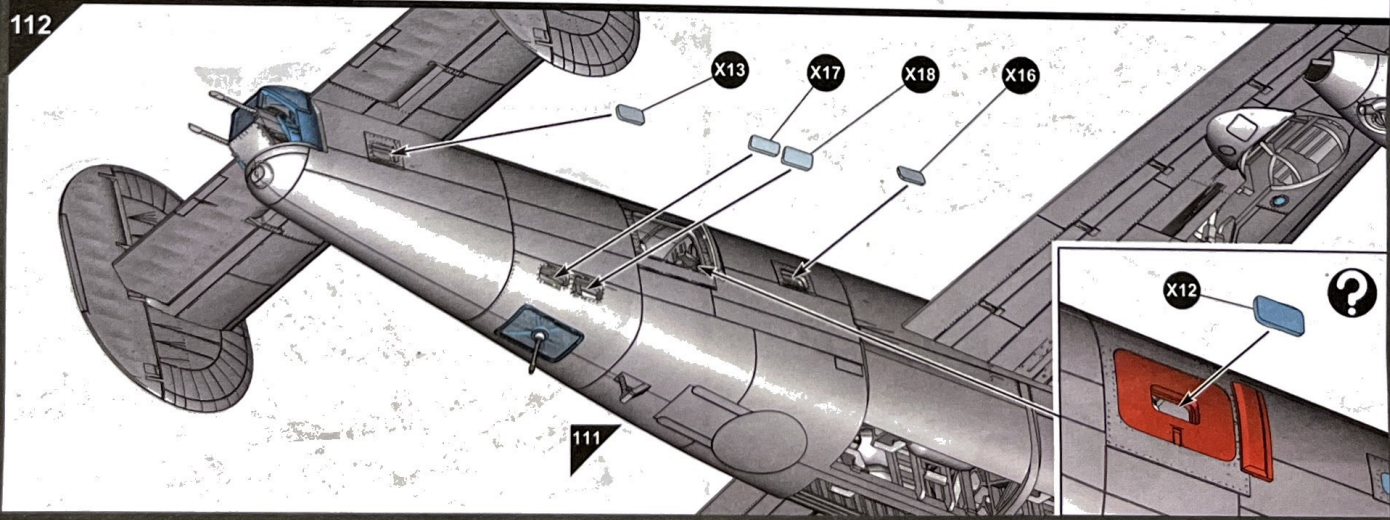
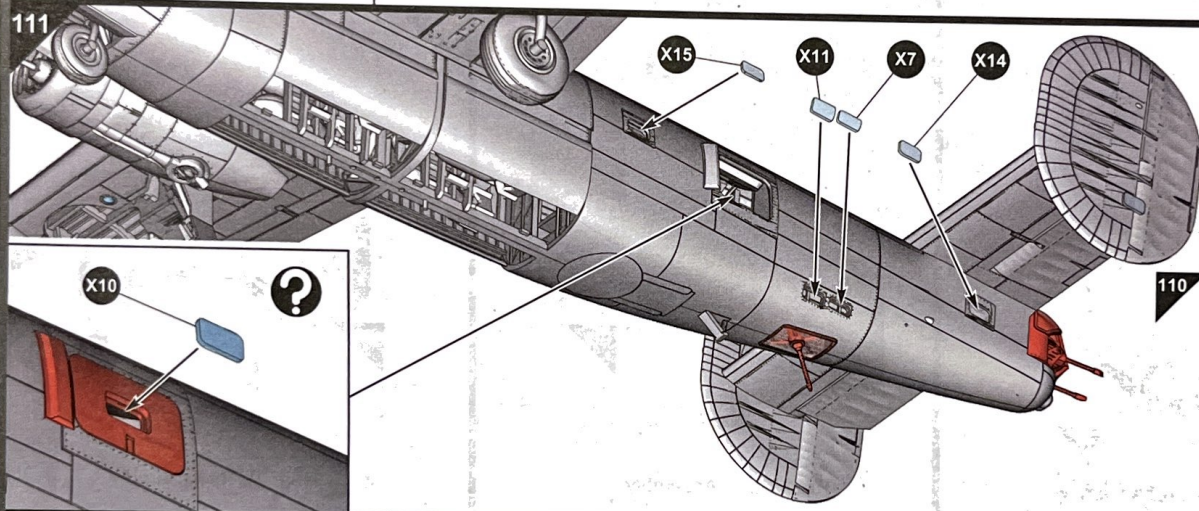
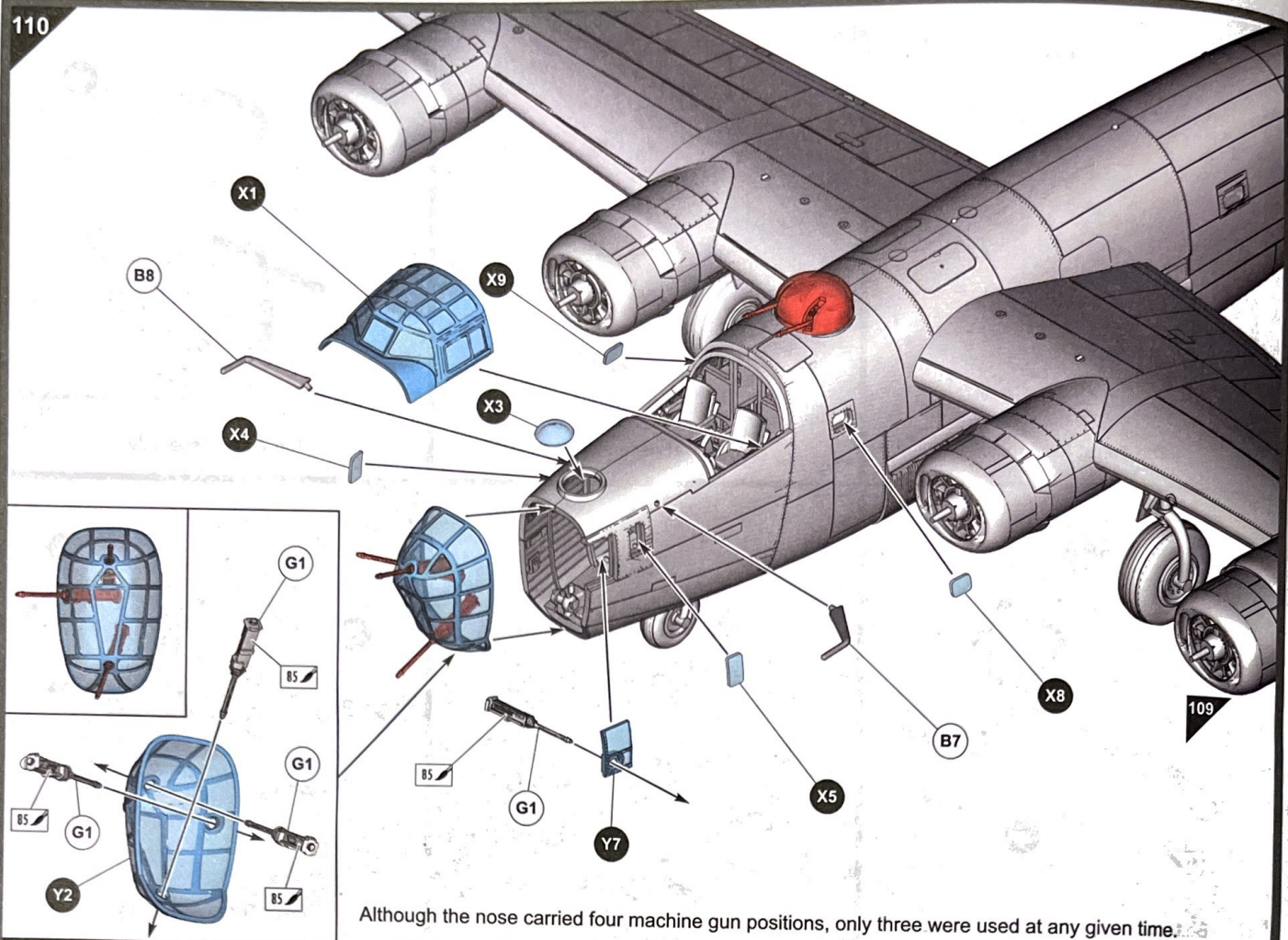
Rear Turret Assembly

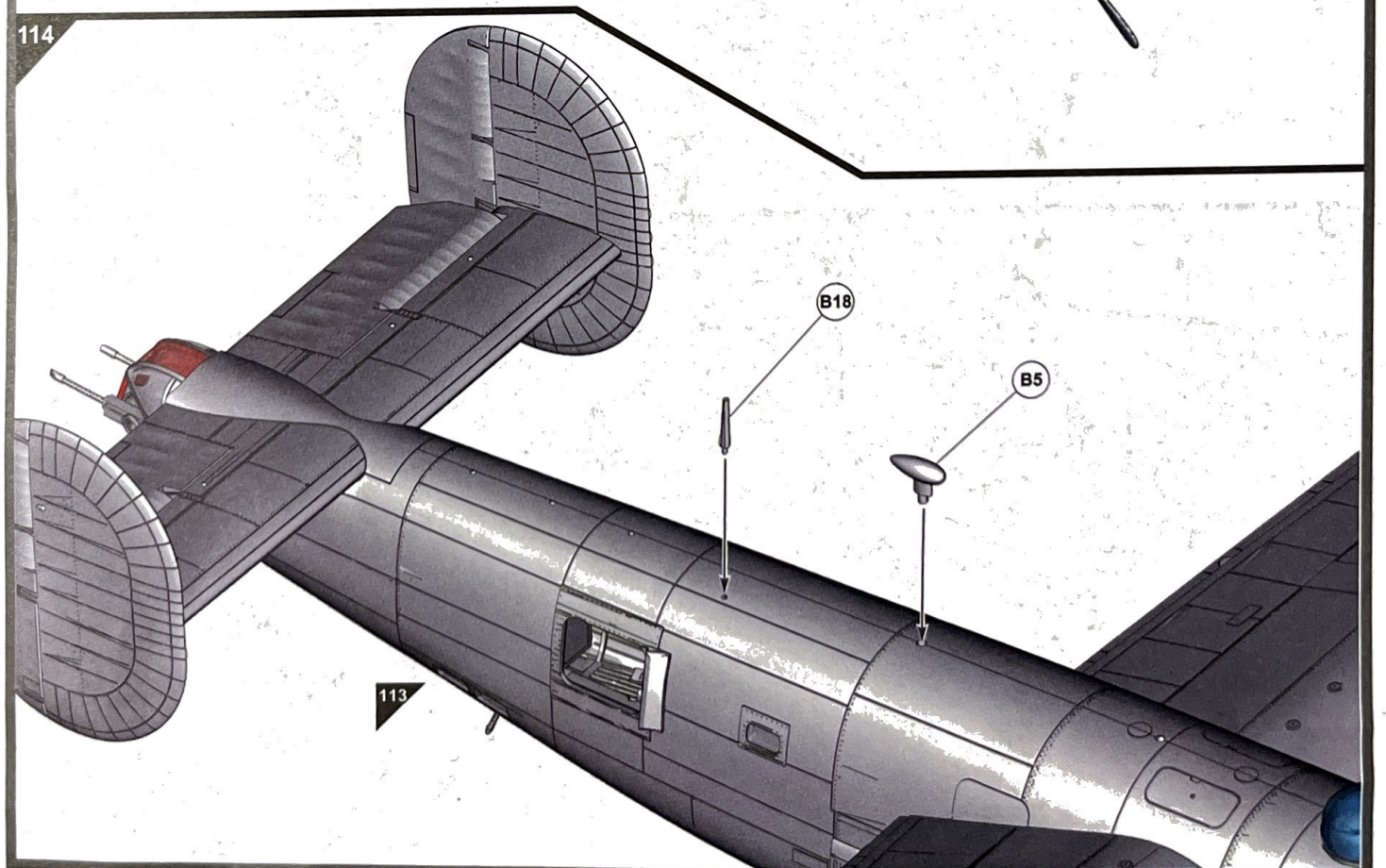
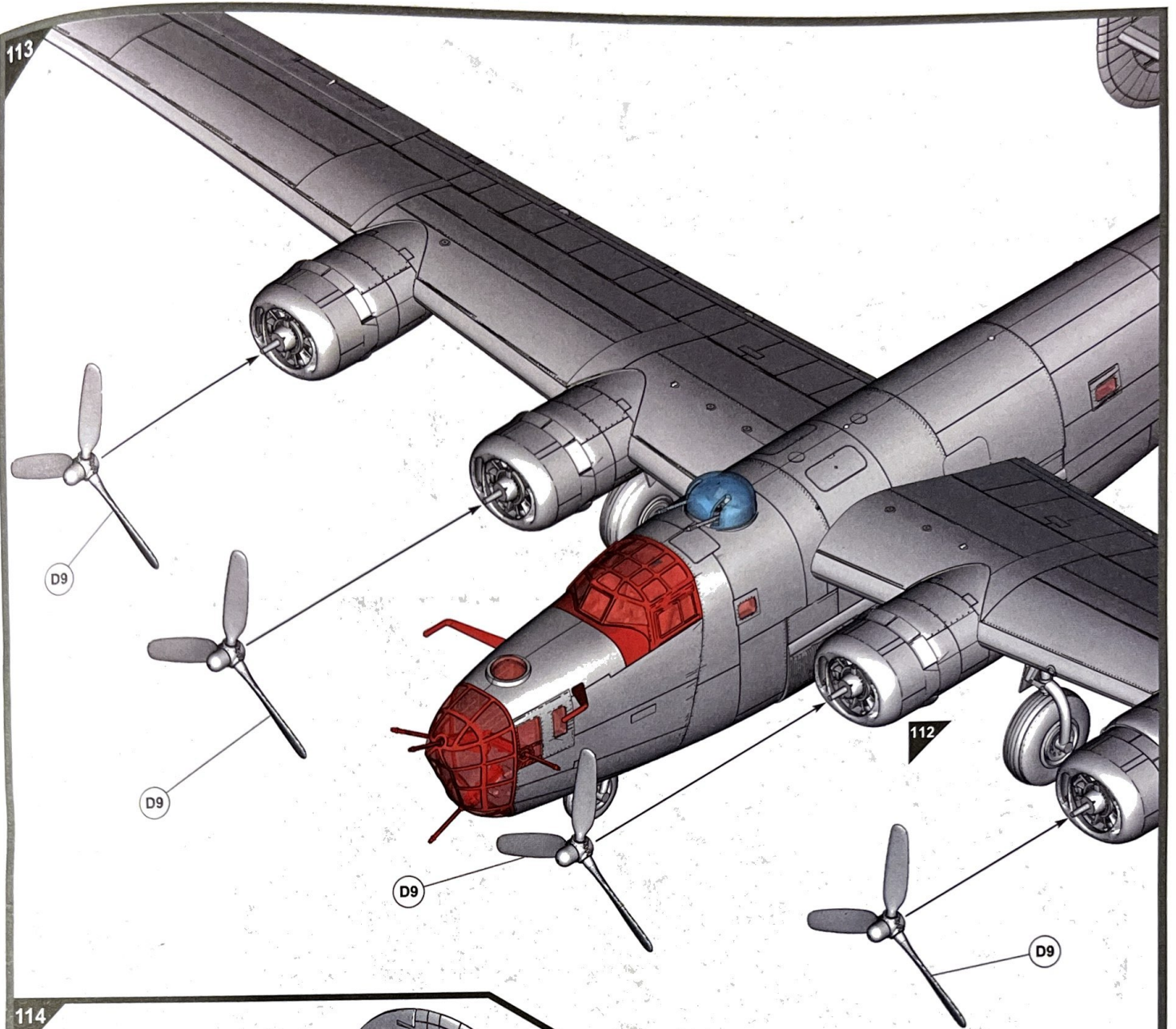
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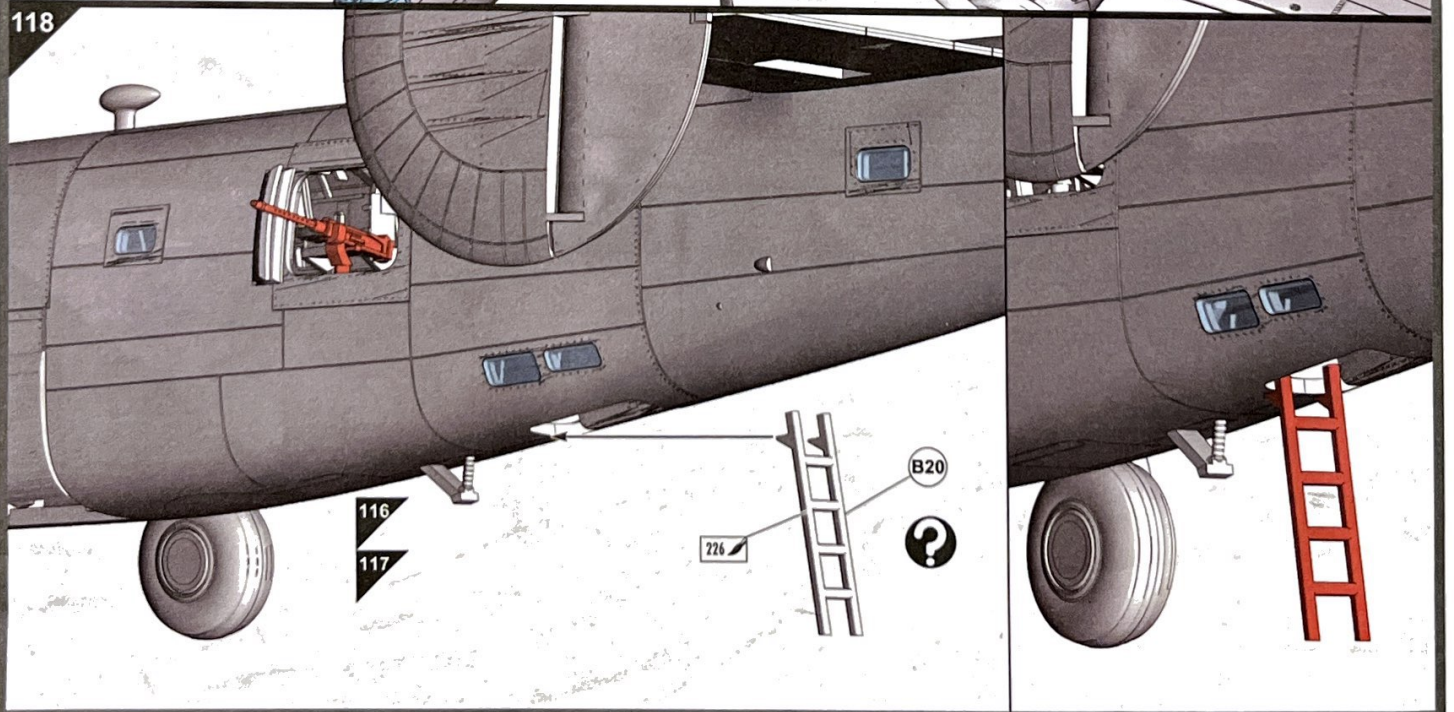
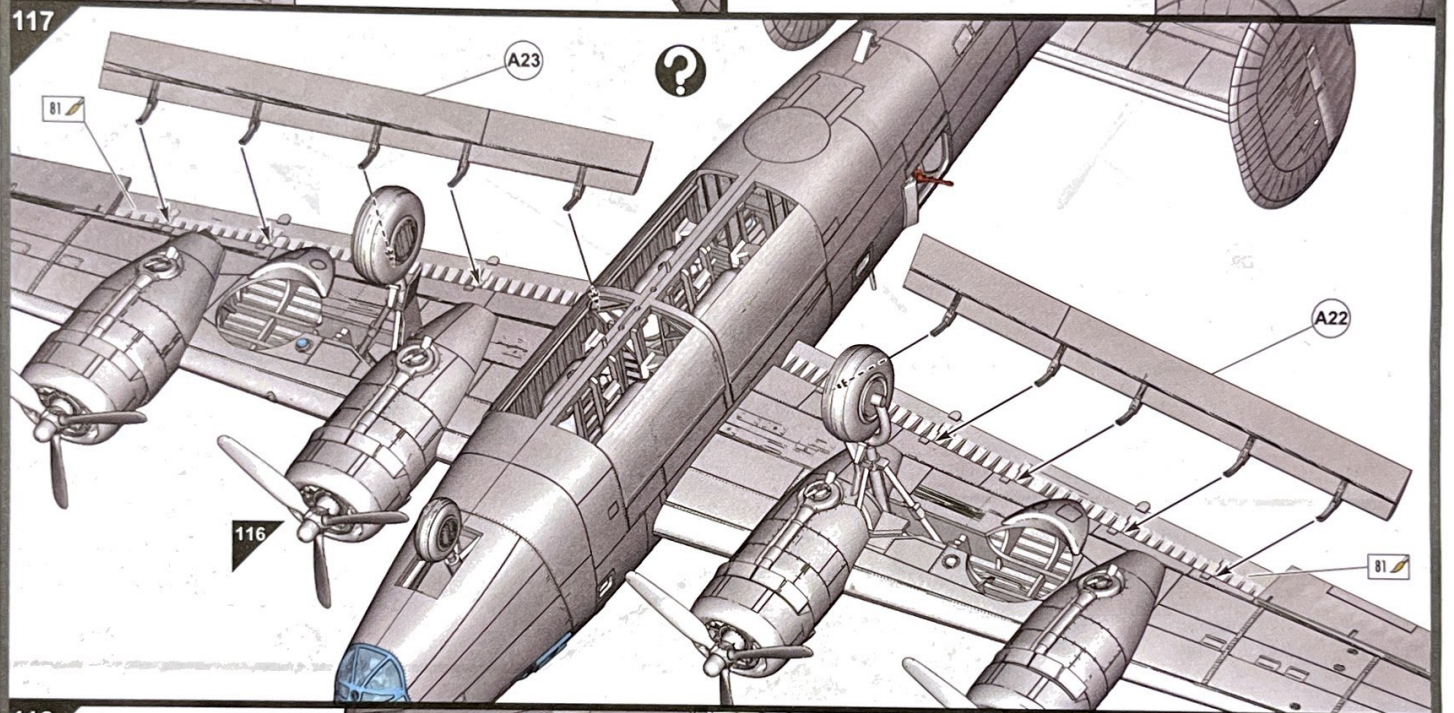
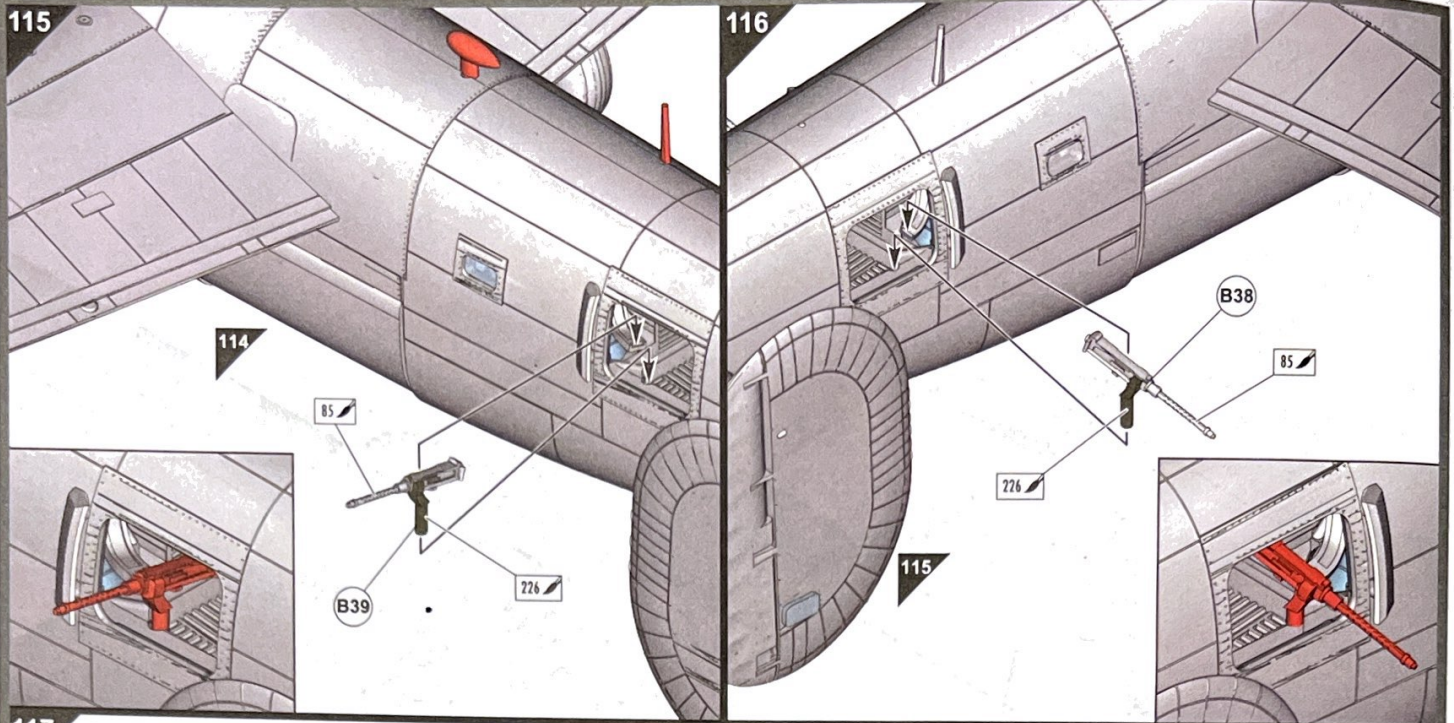


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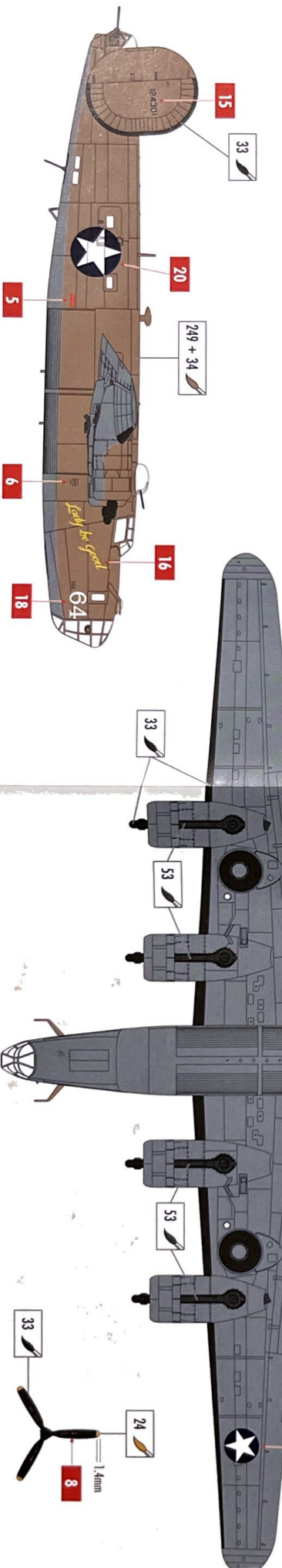
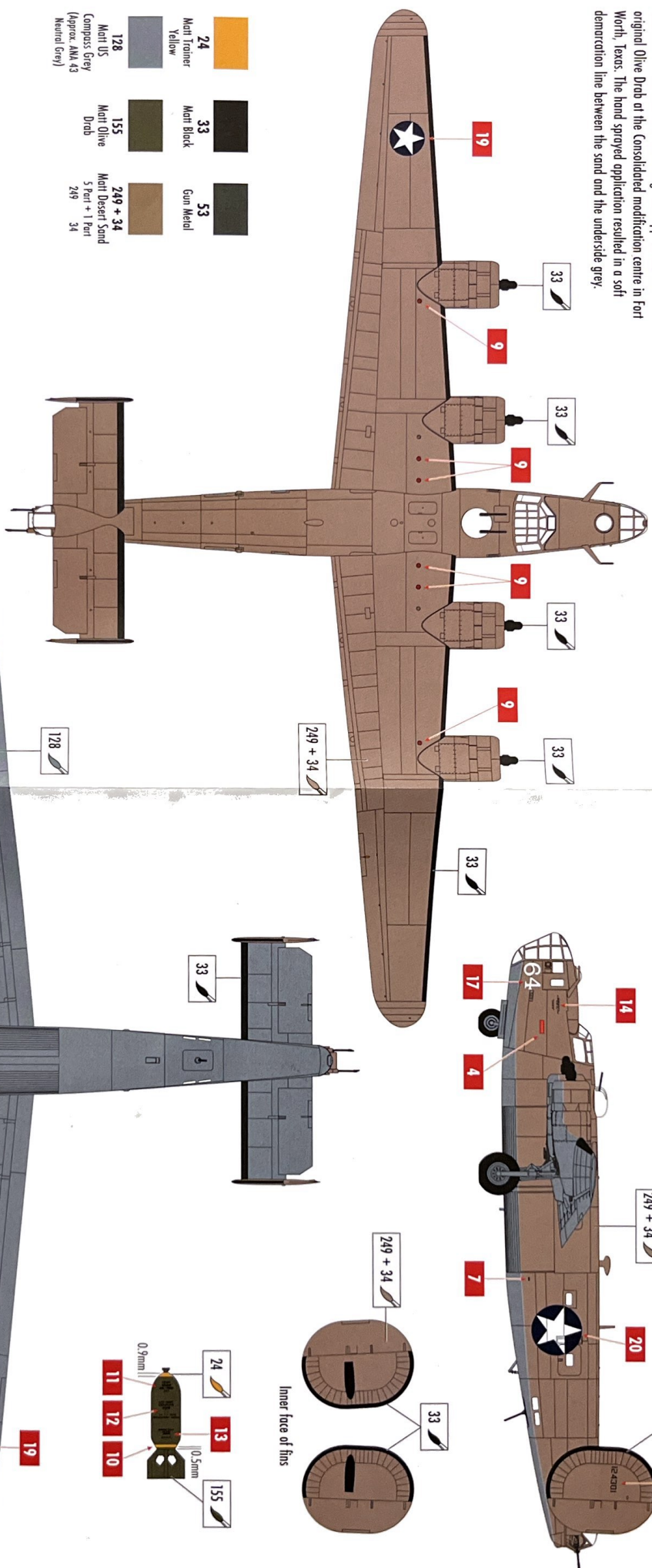






A Consolidated B-24D-25-CO Liberator 41-24301 'Lady Be Good', 514th Bomb Squadron, 376th Bomb Group, Ninth Air Force, United States Army Air Force, Soluch, Libya, March 1943.

Research Note: The sand camouflage was applied over the original Olive Drab at the Consolidated modification centre in Fort Worth, Texas. The hand sprayed application resulted in a soft demarcation line between the sand and the underside grey.



B Consolidated B-24D-25-CO Liberator

41-24290 'Hell's Belle', 400th Bomb Squadron, 90th Bomb Group, Fifth Air Force, United States Army Air Force, Iron Range Airfield, Queensland, Australia, mid-1943.

Research Note: Camouflage colours were hand sprayed at the Consolidated factory resulting in a soft demarcation line between the Olive Drab and the Neutral Grey. The addition of white bars and a red outline to the national insignia was introduced in June 1943. It appears only the white bars were added to the fuselage insignia, and it is possible the wing cockades were treated in a similar manner. Alternative wing insignia are included.

