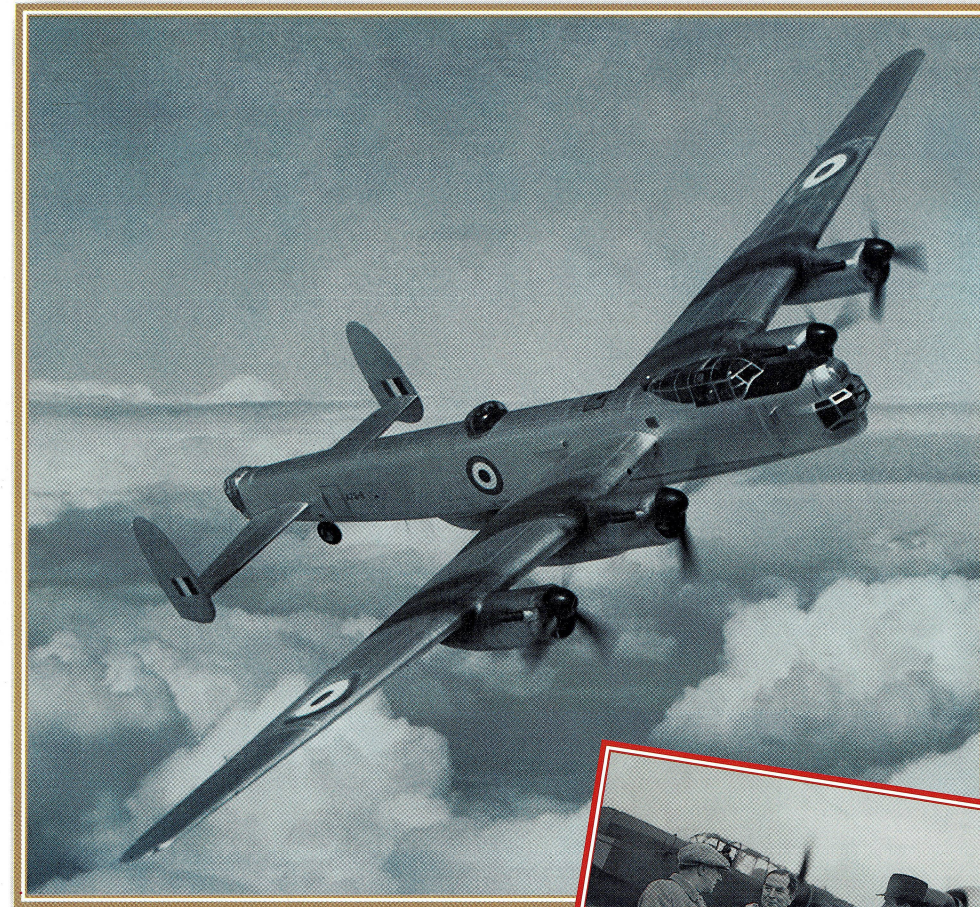


AVRO

LINCOLN

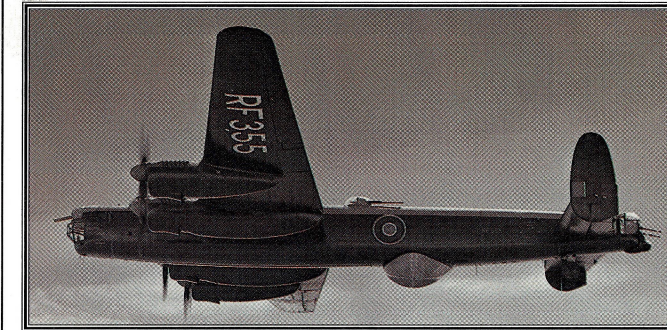
● High-altitude bomber ● Maritime patrol ● Bomber trainer



Avro's Lincoln never saw action in World War II, but it was the ultimate British bomber of the war era, drawing heavily upon knowledge gained with the battle-proven Lancaster. The four-engine Lincoln was scheduled to be a part of the Allied air force bombing Japan, but the war ended before it could see action. In the postwar era, these heavy bombers saw combat action in Kenya and Malaysia, and later served as engine test-beds and trainers.

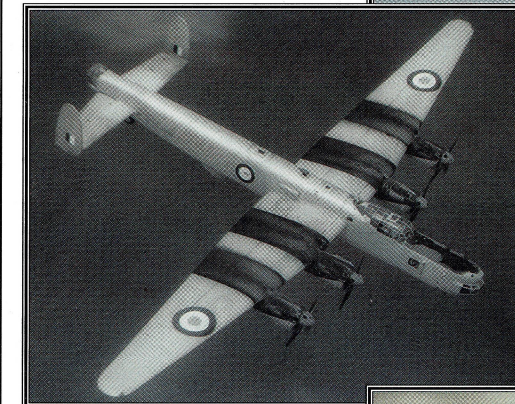
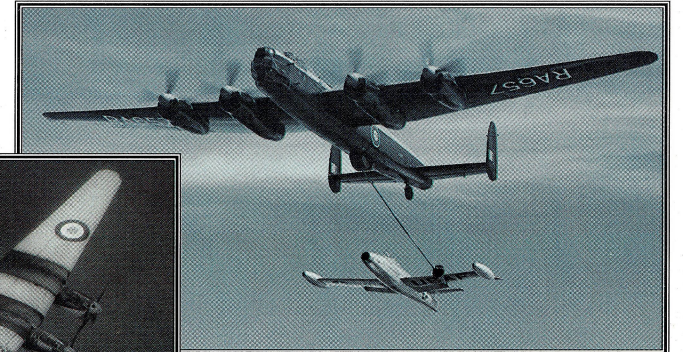
▲ Despite forming the backbone of RAF Bomber Command in the immediate postwar years, Lincolns were hopelessly outclassed in the opening years of the jet age. Relegated to secondary duties, several tests flew jet and turbine engines.

AVRO LINCOLN



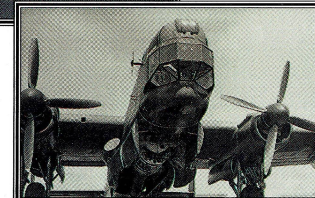
▲ **Operation Firedog**
RAF and RAAF Lincolns saw much action over Malaysia during Operation Firedog from 1948.

▲ **The new Lancaster**
From late 1945 the Lincoln began to replace the veteran Lancaster, offering better high-altitude performance, speed and range.



▲ **Refueling trials**
In joint experimental trials held in the early 1950s, modified Lincolns and USAF Boeing B-50s refueled probe-carrying RAF Meteors and American Republic F-84 Thunderjets (above).

▲ **Nose job**
The Australian maritime Lincoln B.Mk 30 featured a characteristic nose lengthened by over five feet to accommodate radar, anti-submarine systems and observers.



◀ **Jet engine test-bed**
After the end of its front-line career, the Lincoln became a useful engine test-bed and experimental platform. Here a Lincoln carries a Bristol Phoebus jet engine in its bomb-bay. Other engines were even nose-mounted.

FACTS AND FIGURES

- Of 2,254 Lincolns ordered during the war, 615 were built; 541 in Britain, one in Canada and 73 in Australia.
- Australian Lincolns received a nose extension to house radar operators.
- The prototype Lincoln with three-blade propellers first flew on June 9, 1944.
- The postwar Shackleton maritime patrol aircraft was another development of the Lancaster and Lincoln.
- Entry into service was delayed by the RAF's reluctance to lose the Lancaster.
- Australian and Argentine Lincolns remained in service up until 1965.

PROFILE

Outclassed postwar heavyweight

Being readied for action against the Japanese when the war in the Pacific ended, the Avro 694 Lincoln bomber was an improved and enlarged successor to the immortal Lancaster that bombed the Ruhr dams and spearheaded the Allies' night-bombing campaign. The Royal Air Force began receiving Lincolns in February 1945 and they saw over a decade of faithful service.

Canada planned to produce the Lincoln, but reversed the decision after building a prototype. Australia built the Lincoln and used it, with the

RAF, against Communist insurgents in Malaysia.

British pilots and crews flew the Lincoln on Cold War missions and were fond of the aircraft, with its great power and payload. But the Lincoln was essentially a 1930s design and not specifically designed for carrying atomic bombs. In the late 1940s the RAF acquired Boeing B-29 bombers, known as Washingtons in British service, ending any prospect that the Lincoln might have a real nuclear role. The Lincoln saw the RAF through into the jet era of the 1950s, when it was replaced by the English Electric Canberra.

Above: The first prototype Lincoln flew in 1945, and a total of 528 production machines were to follow. The Lincoln would go on to end its RAF days as a bomber trainer and research testbed.

Right: For the aborted Operation Tiger and in the Malaysian conflicts, the Lincoln wore an all-white paint scheme. It also served with distinction in Kenya, bombing the positions held by opposition Mau Mau guerrillas.

LINCOLN B.Mk 2

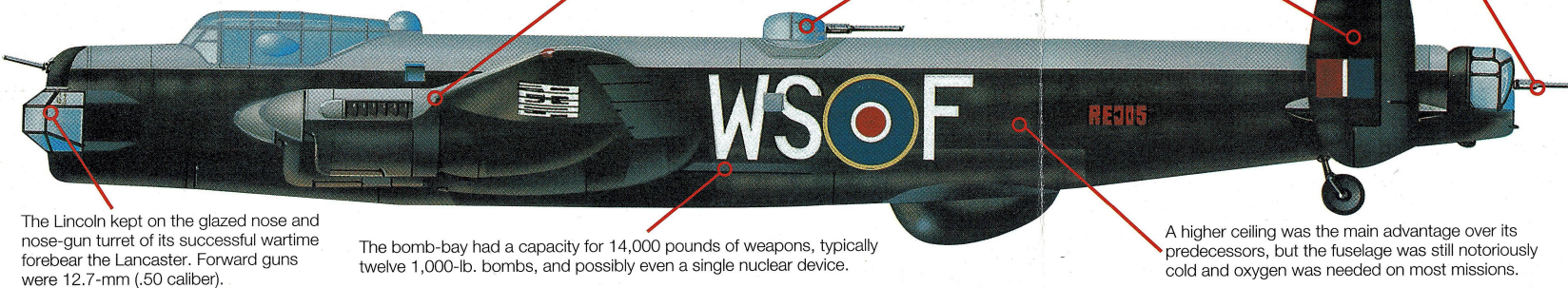
This aircraft carries the markings of No. 9 Squadron, whose Lincolns flew from RAF Binbrook, from July 1946 to May 1952. Since the Lincoln's retirement, the squadron has operated Canberras, Vulcans and the Tornado.

The Avro Lincoln B.Mk II was powered by Rolls-Royce Merlin 66 or 68 V-12 liquid-cooled engines; unlike the earlier Lancaster, the Lincoln had modern variable-pitch all-metal propellers.

The mid-upper Martin dorsal turret carried two 12.7-mm (.50 caliber) machine guns. The turret was later replaced by a Bristol turret with 20-mm cannon. The last aircraft had the turret removed altogether.

The Lincoln inherited the Lancaster's distinctive twin tails and rear turret, and many other features, leading to the aircraft initially being known as the Lancaster Mk IV.

The Lincoln's last line of defense was the tail turret and tail gunner, also with two 12.7-mm (.50 caliber) machine guns.

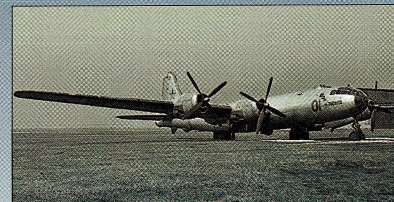


Bombers of the postwar years

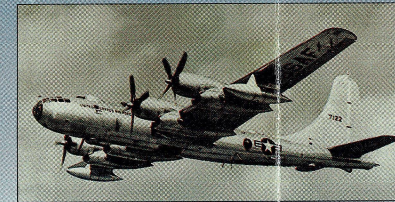
AVRO LANCASTER: After successful wartime service with the RAF, the Lancaster went on to serve with the French Aéronavale.



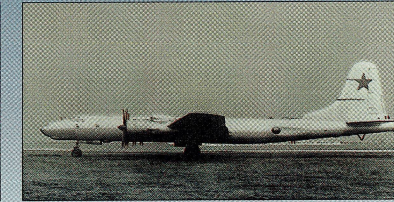
TUPOLEV Tu-4 "BULL": Essentially a Soviet copy of the B-29, the Tu-4 was a useful aircraft, paving the way for later Tupolev bomber designs.



BOEING B-50: Externally similar to the B-29, the B-50 found success as a high-altitude reconnaissance bomber and aerial tanker.



TUPOLEV Tu-85 "BARGE": A development of the Tu-4, the nuclear-capable Tu-85 was abandoned when the Tu-95 became available.



SPECIFICATIONS Lincoln B.Mk 1

Type: Seven-seat long-range bomber.

Powerplant: Four 1,750-hp. Rolls-Royce Merlin 85 inline piston engines.

Maximum speed: 295 m.p.h. at 15,600 ft.

Cruising speed: 215 m.p.h. at 20,000 ft.

Service ceiling: 30,500 ft.

Range: 1,470 mi. with max bomb load.

Weapons: Twin 12.7-mm (.50 cal.) machine guns one each in nose, dorsal and tail turrets; plus up to 14,000 lb. of bombs.

Weights: Empty 43,309 lb.; max takeoff 74,842 lb.

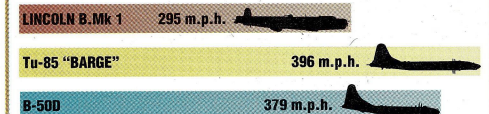
Dimensions:

Span	120 ft.
Length	78 ft. 3 in.
Height	12 ft. 3 in.
Wing area	1,402 sq. ft.

ACTION DATA

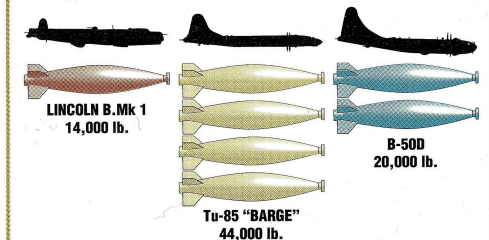
SPEED

The Lincoln suffered from being no more than an enlarged Lancaster, the design of which dated from the 1930s. The Tu-85 and B-50 were both developments of the wartime B-29.



BOMB LOAD

Lincolns had a limited bomb load, not a great deal more than that of the Lancaster. The B-50 could carry half as much again, while the larger Tu-85 doubled the load of the B-50.



CEILING

A major disadvantage suffered by the Lincoln, other than its speed, was its service ceiling. Even though early jet fighters were restricted in their altitude capability, the Lincoln would have been easy prey.

