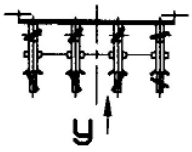
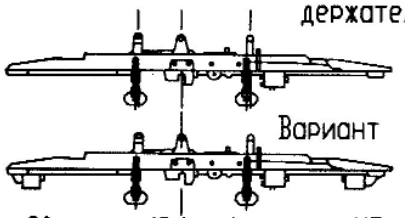
Держатель для бомб

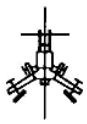
Устанавливался на серии Mk.I



Универсальный держатель No.1



Вариант

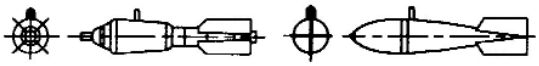


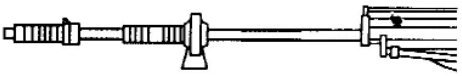
0 1

Экспериментальна установка двух пу "Эрликон" - 20 мм

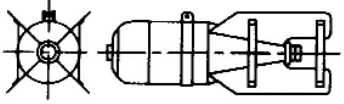
11,5 фунт. (5,22 кг) практическая дымовая бомба

20 фунт. (9,1 кг) бомбы HE (усиленного фугасного действия)

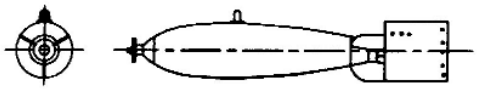




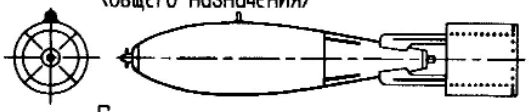
112 фунт. (50,8 кг) бомба "Mk.VII HE" (усиленного фугасного действия)



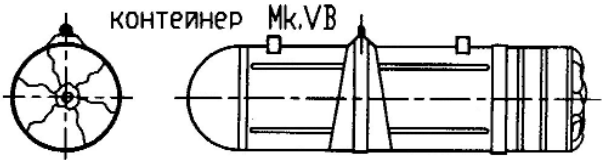
120 фунт. (54,5 кг) бомба GP (общего назначения)



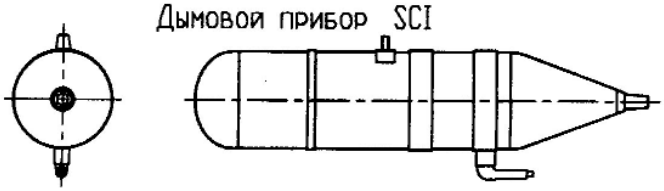
250 фунт. (113,5 кг) бомба GP (общего назначения)



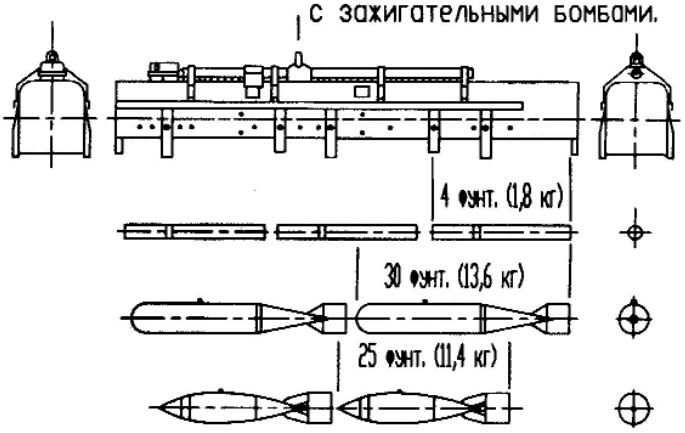
Грузовой парашютный контейнер Mk.VB



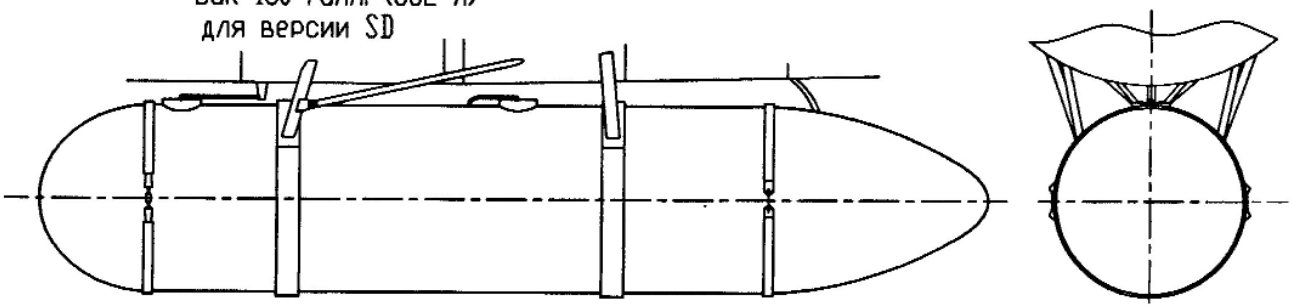
Дымовой прибор SCI



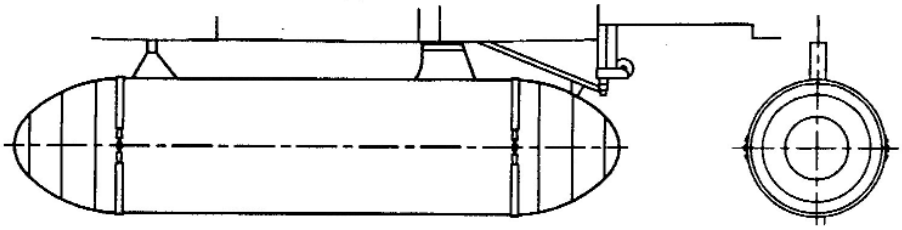
Контейнер SBC с зажигательными бомбами.

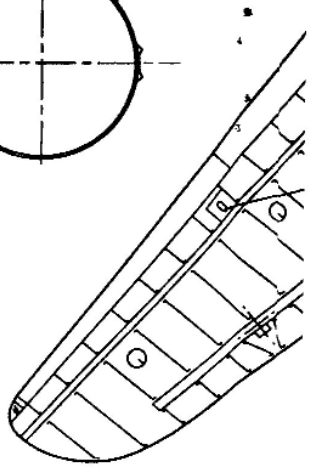


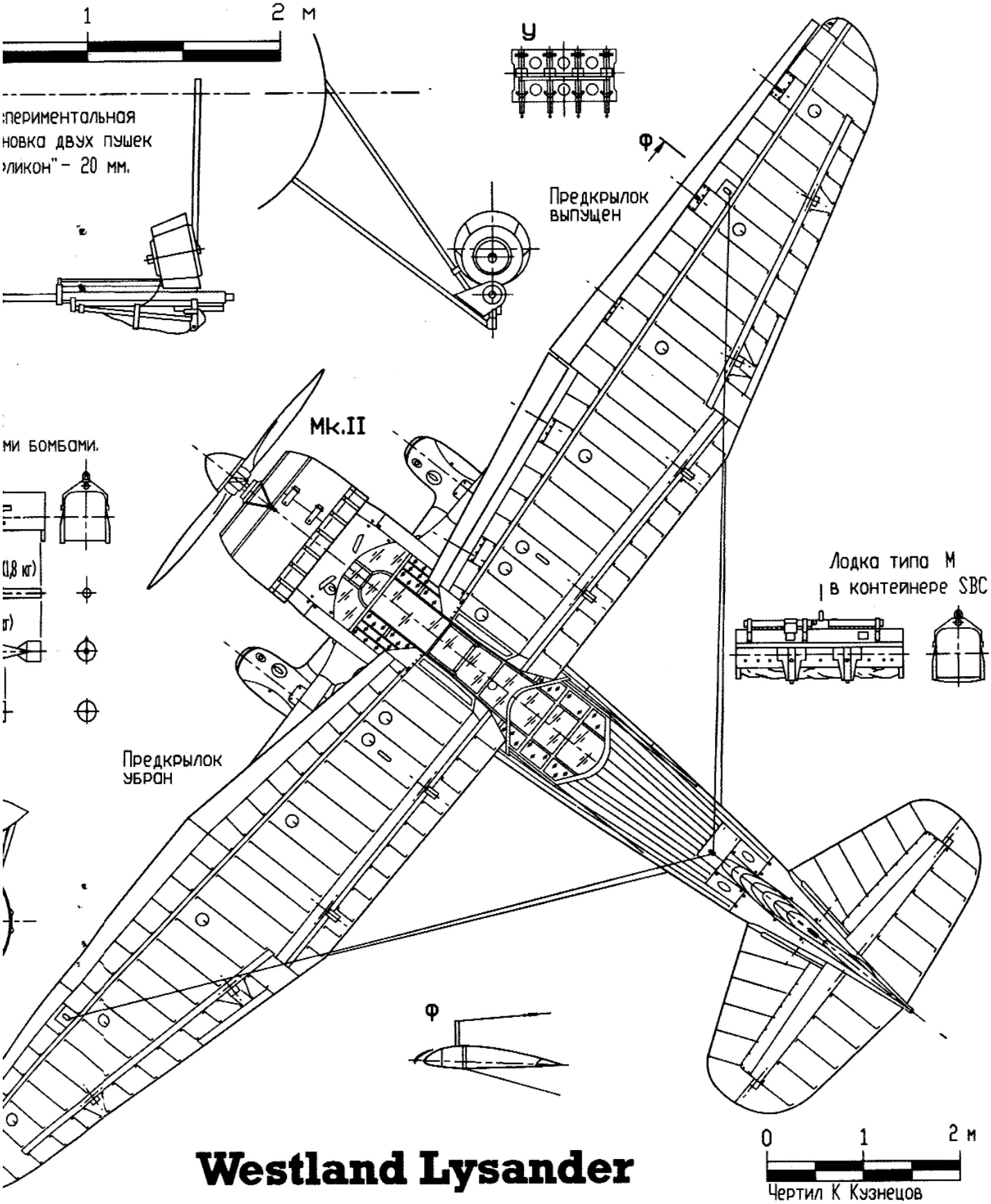
Бак 150 галл. (682 л) для версии SD



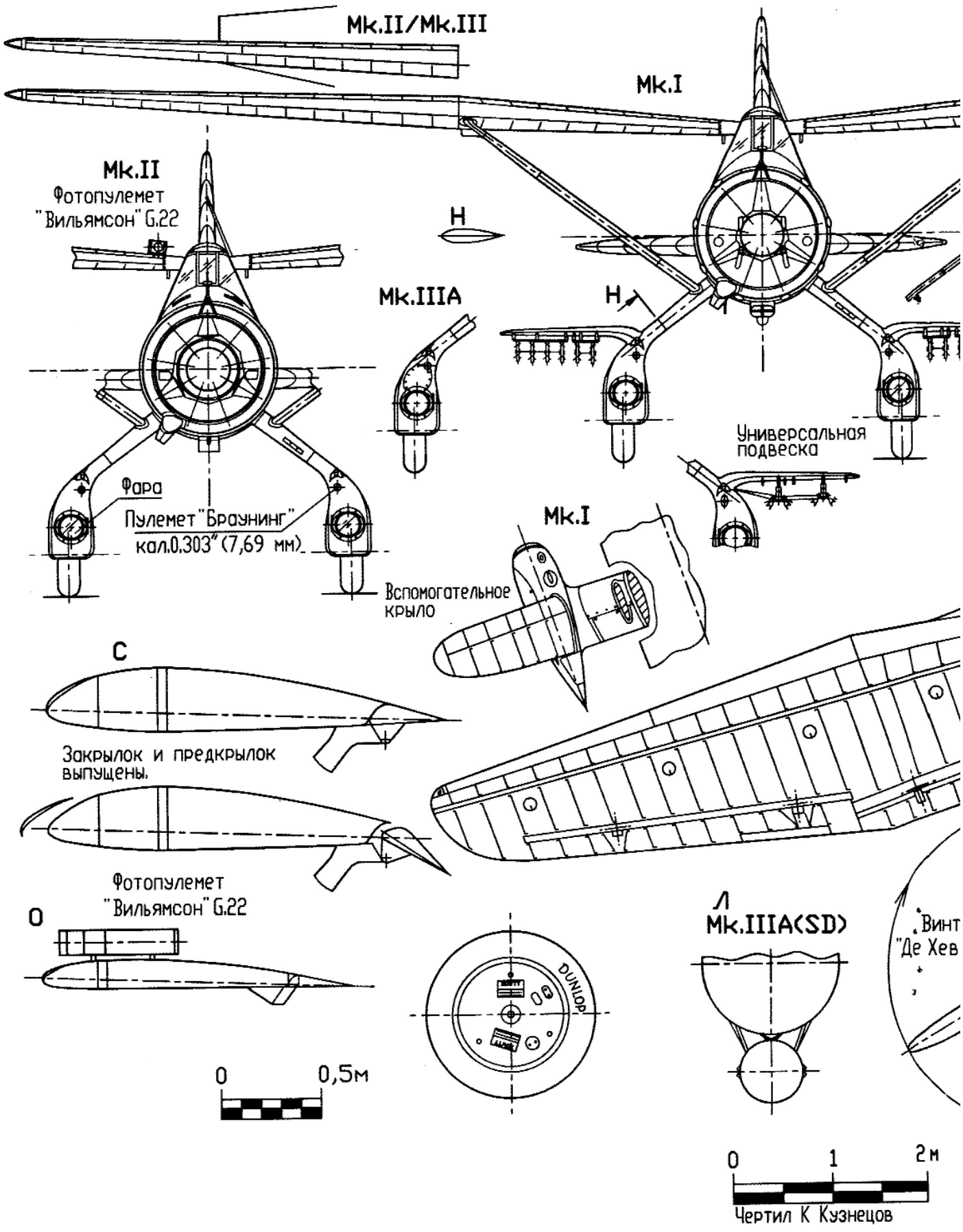
Бак 68 галл. (309 л) Для версии TT

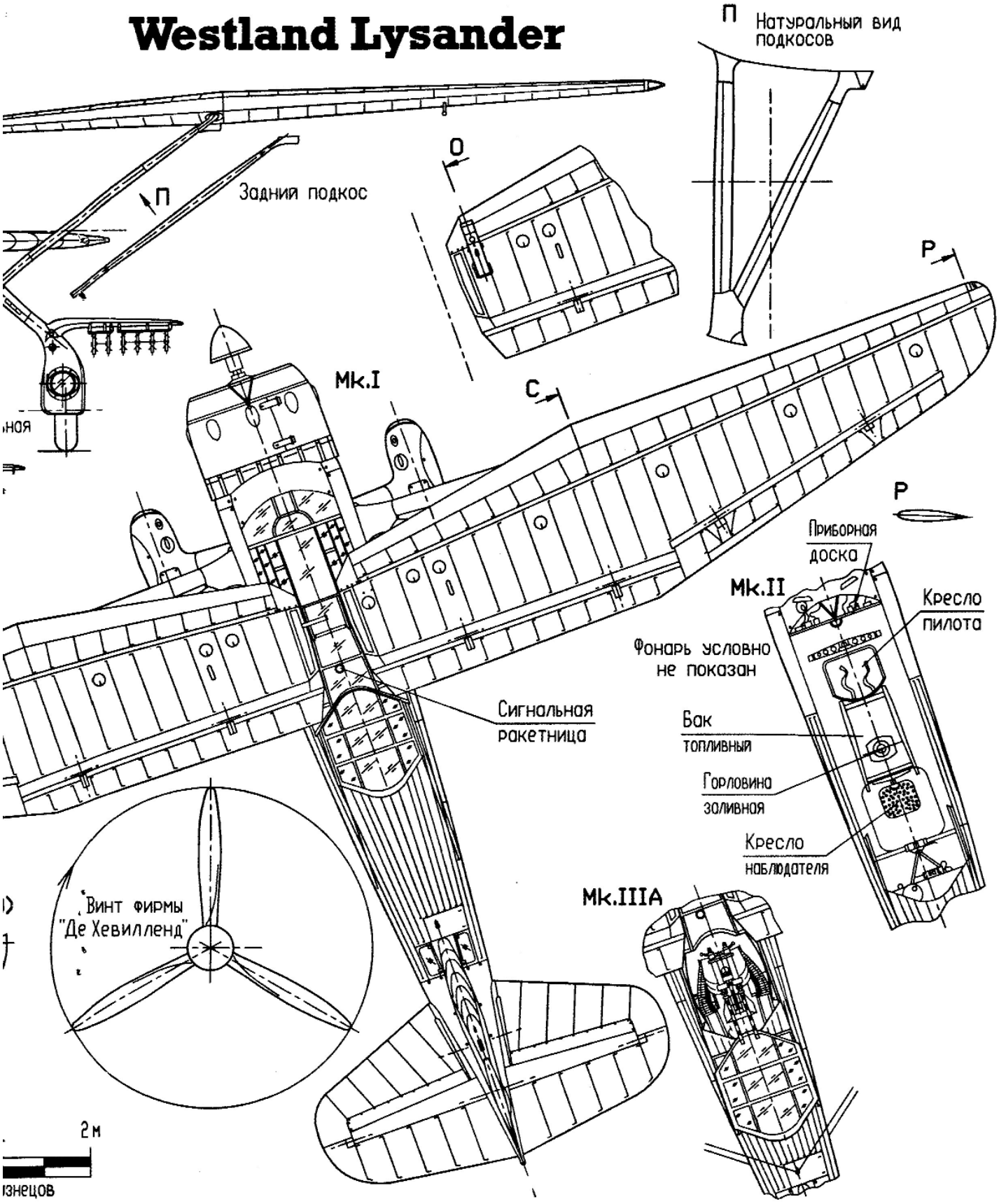


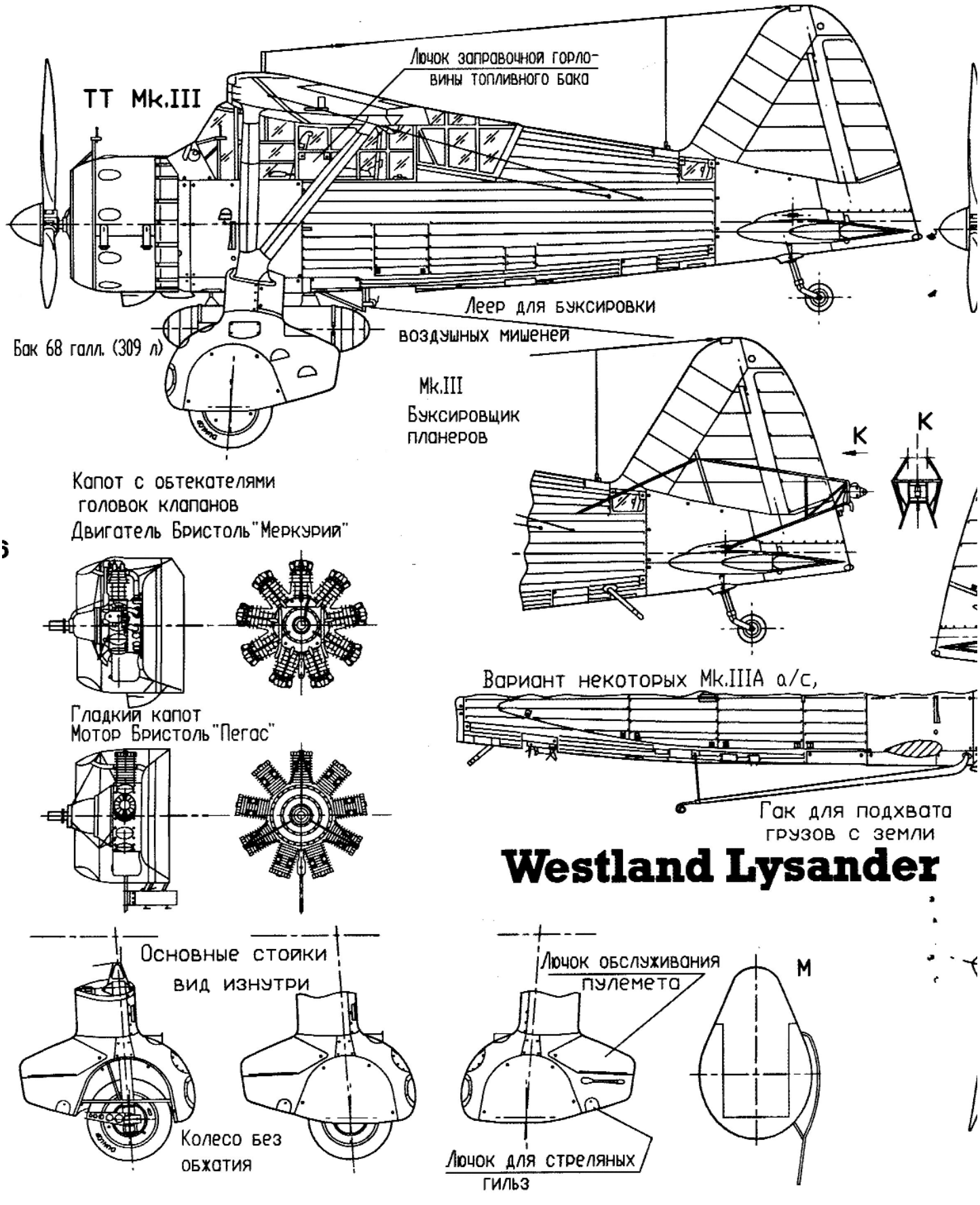


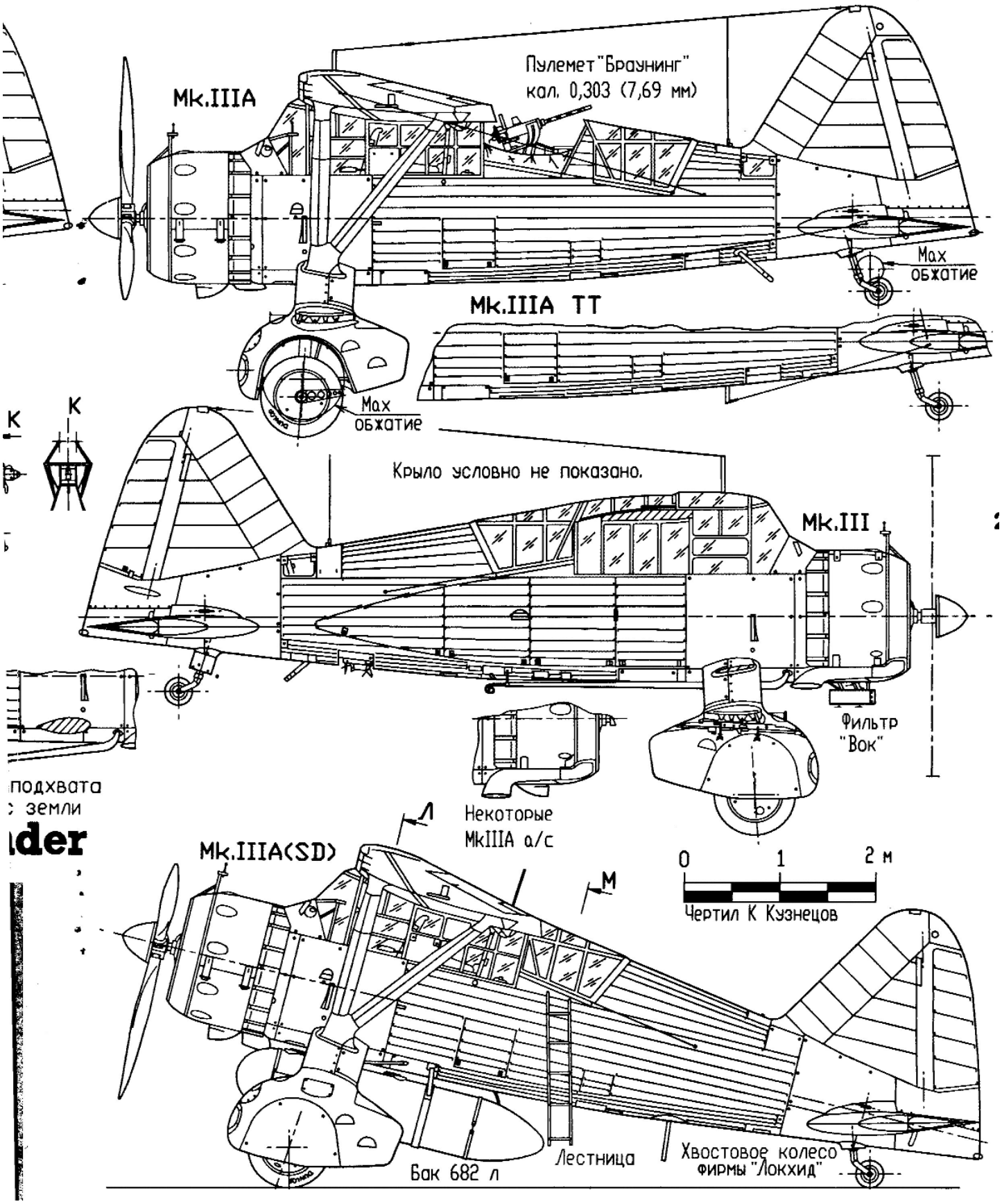


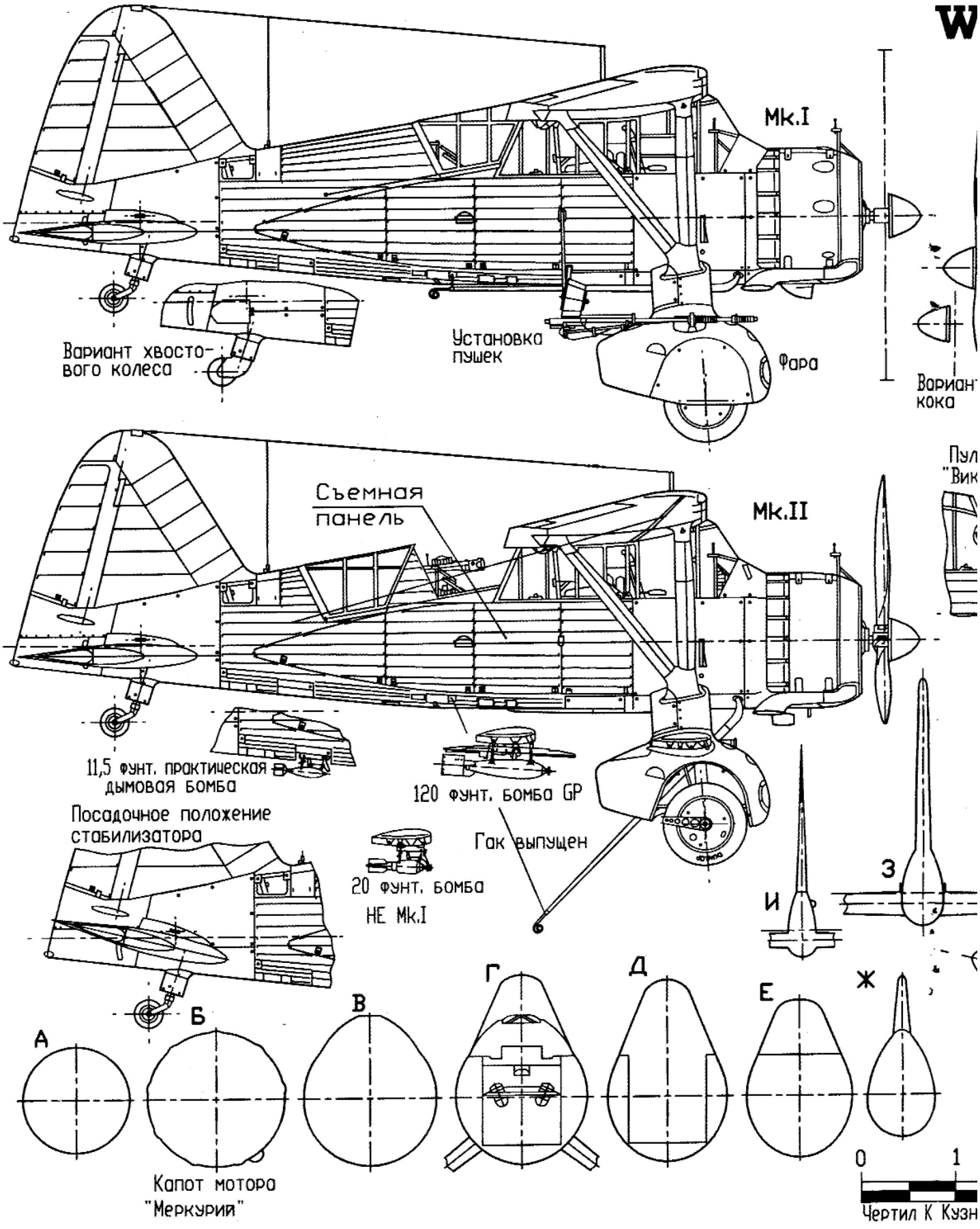
Westland Lysander


Mk.II/Mk.III
Mk.I
Mk.II
Фотопулемет
"Вильямсон" G.22
H
Mk.IIIA
H
Универсальная
подвеска
Фара
Пулемет "Браунинг"
кал.0.303" (7,69 мм)
Mk.I
Вспомогательное
крыло
C
Закрылок и предкрылок
выпущены.
Фотопулемет
"Вильямсон" G.22
O
DUNLOP
Л
Mk.IIIA(SD)
Винт
"Де Хев
0
0,5м
0
1
2м
Чертил К Кузнецов

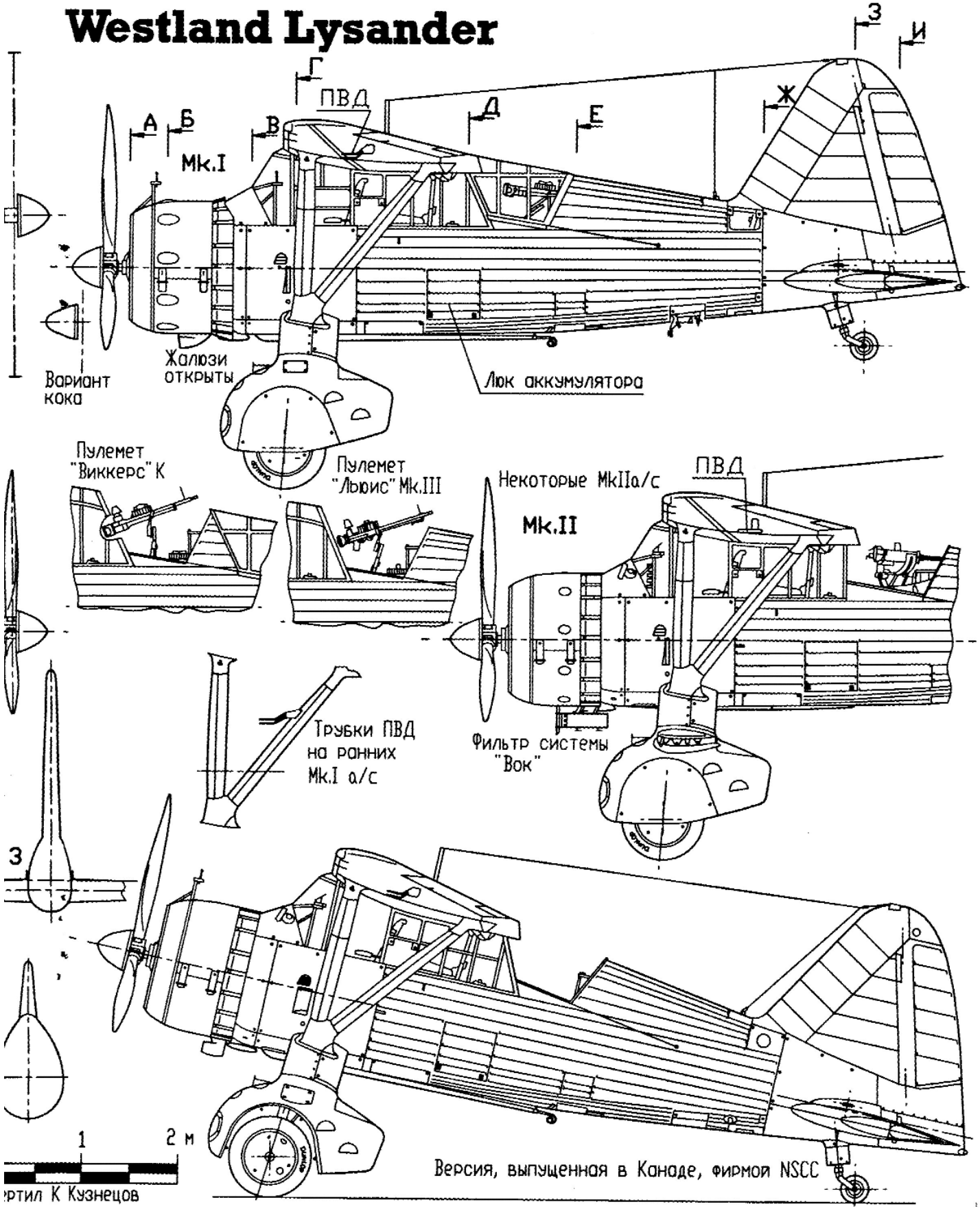

Westland Lysander
П
Натуральный вид подкосов
О
П
Задний подкос
Р
Mk.I
С
Р
Приборная доска
Mk.II
Кресло пилота
Фонарь условно не показан
Сигнальная ракетница
Бак топливный
Горловина заливная
Кресло наблюдателя
Mk.IIIA
Винт фирмы "Де Хевилленд"
2м

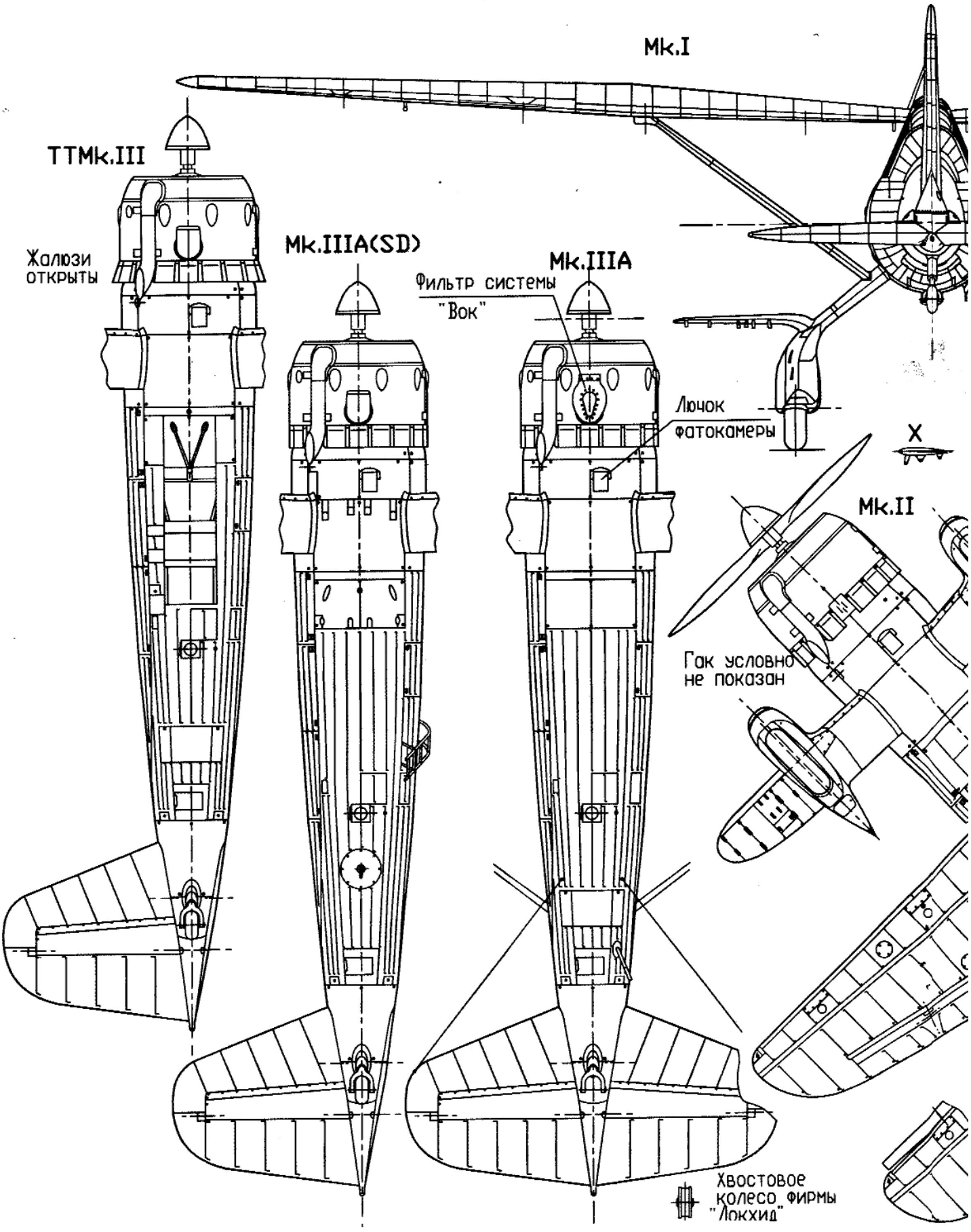

TT Mk.III
Лючок заправочной горловины топливного бака
Бак 68 галл. (309 л)
Леер для буксировки воздушных мишеней
Mk.III
Буксировщик планеров
K
K
Капот с обтекателями головок клапанов
Двигатель Бристоль "Меркурий"
Гладкий капот
Мотор Бристоль "Пегас"
Вариант некоторых Mk.IIIA a/c,
Гак для подхвата грузов с земли
Westland Lysander
Основные стойки вид изнутри
Колесо без обжатия
Лючок обслуживания пулемета
M
Лючок для стреляных гильз


Mk.IIIA
Пулемет "Браунинг"
кал. 0,303 (7,69 мм)
Max
обхатие
Mk.IIIA TT
Max
обхатие
K
K
Крыло условно не показано.
Mk.III
Фильтр
"Вок"
подхвата
земли
Некоторые
MkIIIA a/c
Mk.IIIA(SD)
Л
М
0
1
2 м
Чертил К Кузнецов
Бак 682 л
Лестница
Хвостовое колесо
фирмы "Локхид"

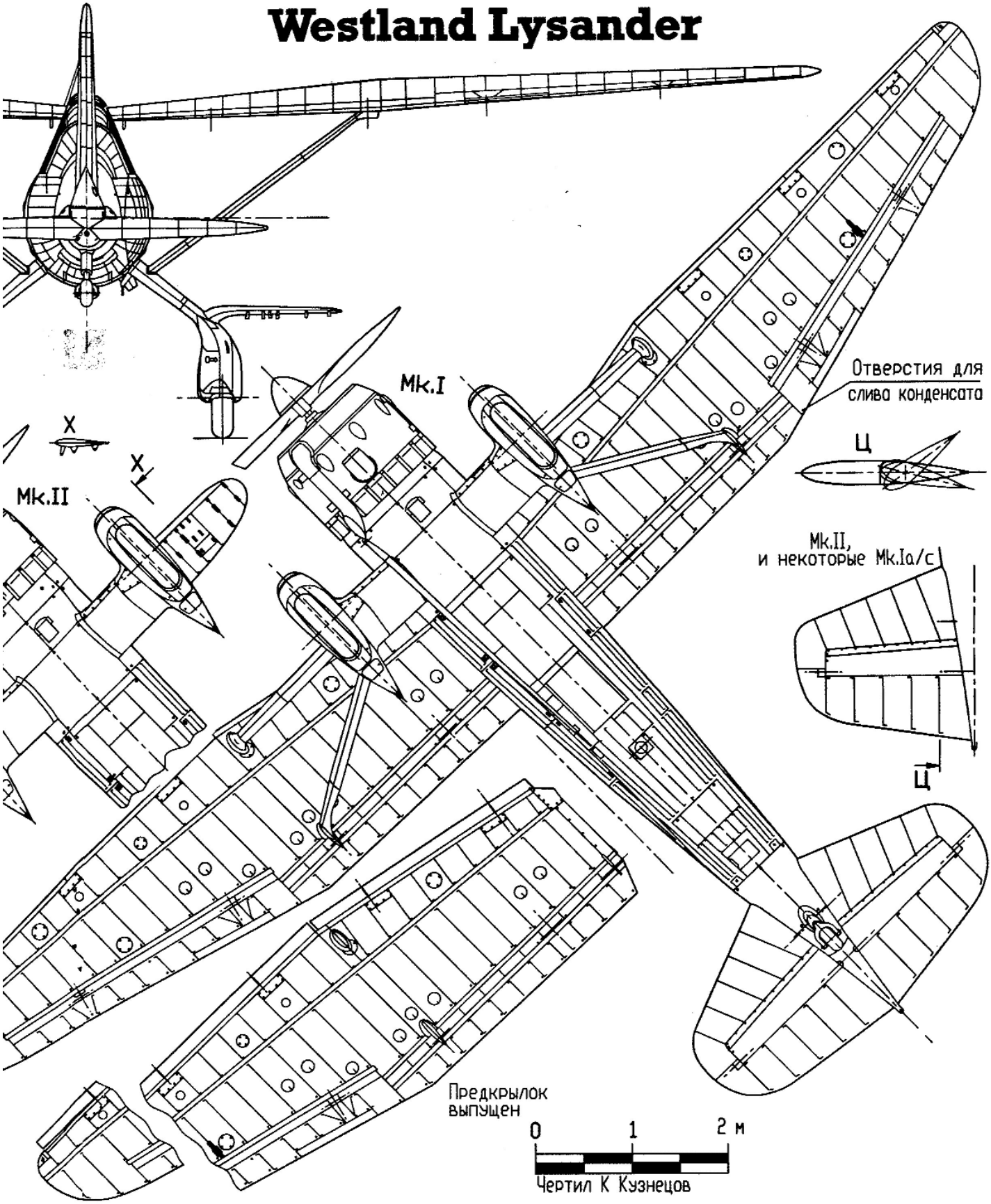

W
Mk.I
Вариант хвостового колеса
Установка пушек
Фара
Вариант кока
Пул
"Вик
Съемная панель
Mk.II
11,5 фунт. практическая дымовая бомба
120 фунт. бомба GP
Посадочное положение стабилизатора
20 фунт. бомба НЕ Mk.I
Гак выпущен
И
З
А
Б
В
Г
Д
Е
Ж
Капот мотора "Меркурий"
0
1
Чертил К Кузн

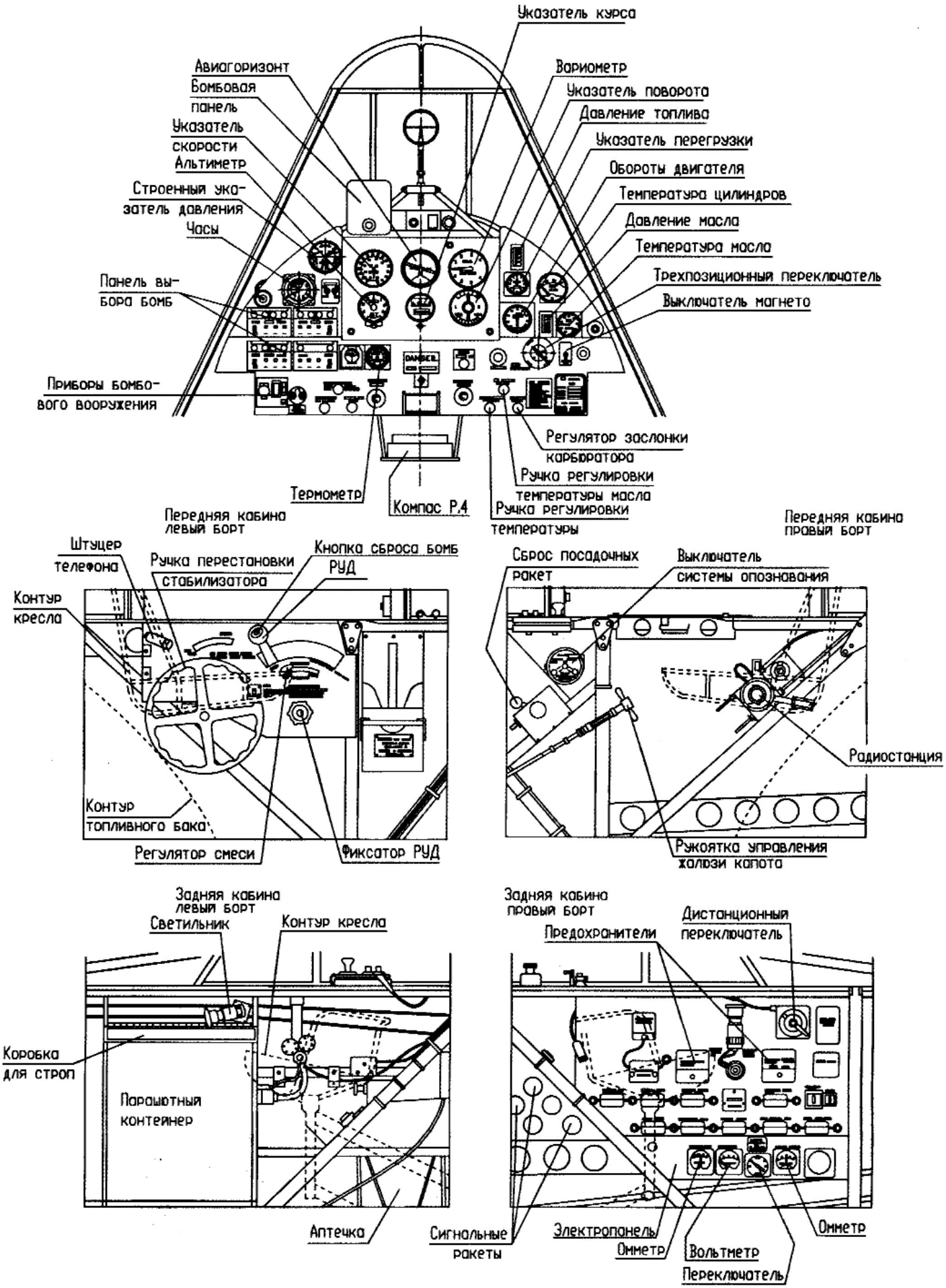
Westland Lysander

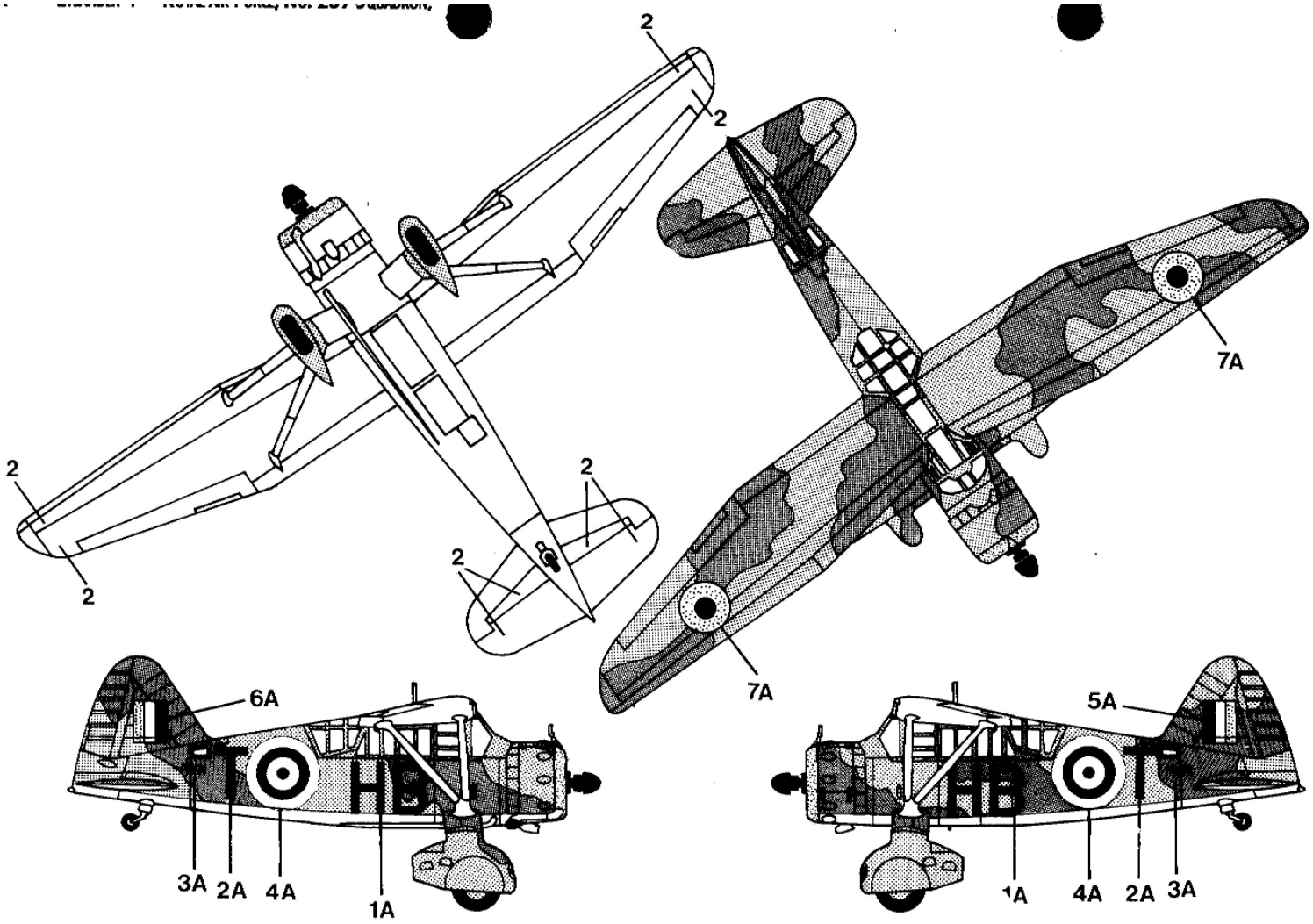



Mk.I
TTMk.III
Mk.IIIA(SD)
Mk.IIIA
Жалюзи открыты
Фильтр системы "Вок"
Лючок фотокамеры
X
Mk.II
Гак условно не показан
Хвостовое колесо фирмы "Локхид"

Westland Lysander




Указатель курса
Авиагоризонт
Бомбовая панель
Указатель скорости
Альтиметр
Строенный указатель давления
Часы
Панель выбора бомб
Приборы бомбового вооружения
Вариометр
Указатель поворота
Давление топлива
Указатель перегрузки
Обороты двигателя
Температура цилиндров
Давление масла
Температура масла
Трехпозиционный переключатель
Выключатель магнето
Регулятор заслонки карбюратора
Ручка регулировки температуры масла
Ручка регулировки температуры
Термометр
Компас Р.4
Передняя кабина левый борт
Передняя кабина правый борт
Штуцер телефона
Ручка перестановки стабилизатора
Кнопка сброса бомб РУД
Контур кресла
Контур топливного бака
Регулятор смеси
Фиксатор РУД
Сброс посадочных ракет
Выключатель системы опознавания
Радиостанция
Рукоятка управления жалюзи капота
Задняя кабина левый борт
Задняя кабина правый борт
Светильник
Контур кресла
Коробка для строп
Парашютный контейнер
Аптечка
Предохранители
Дистанционный переключатель
Сигнальные ракеты
Электропанель
Омметр
Вольтметр
Переключатель
Омметр

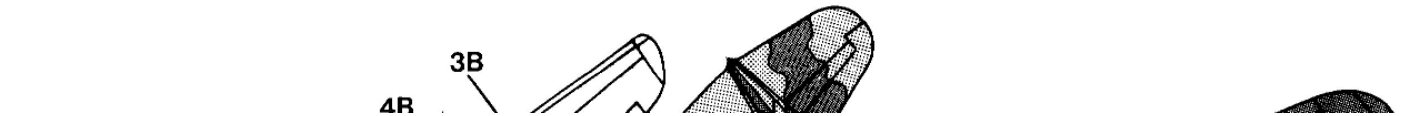


1710 Model Master
FS34079
Dark Green
Dunkelgrün (M)
Verde Scuro (O)
Vert Foncé (M)

1567 Model Master
Flat Tan
Erde (M)
Terra Chiara (O)
Couleur de Chêne Terne (M)

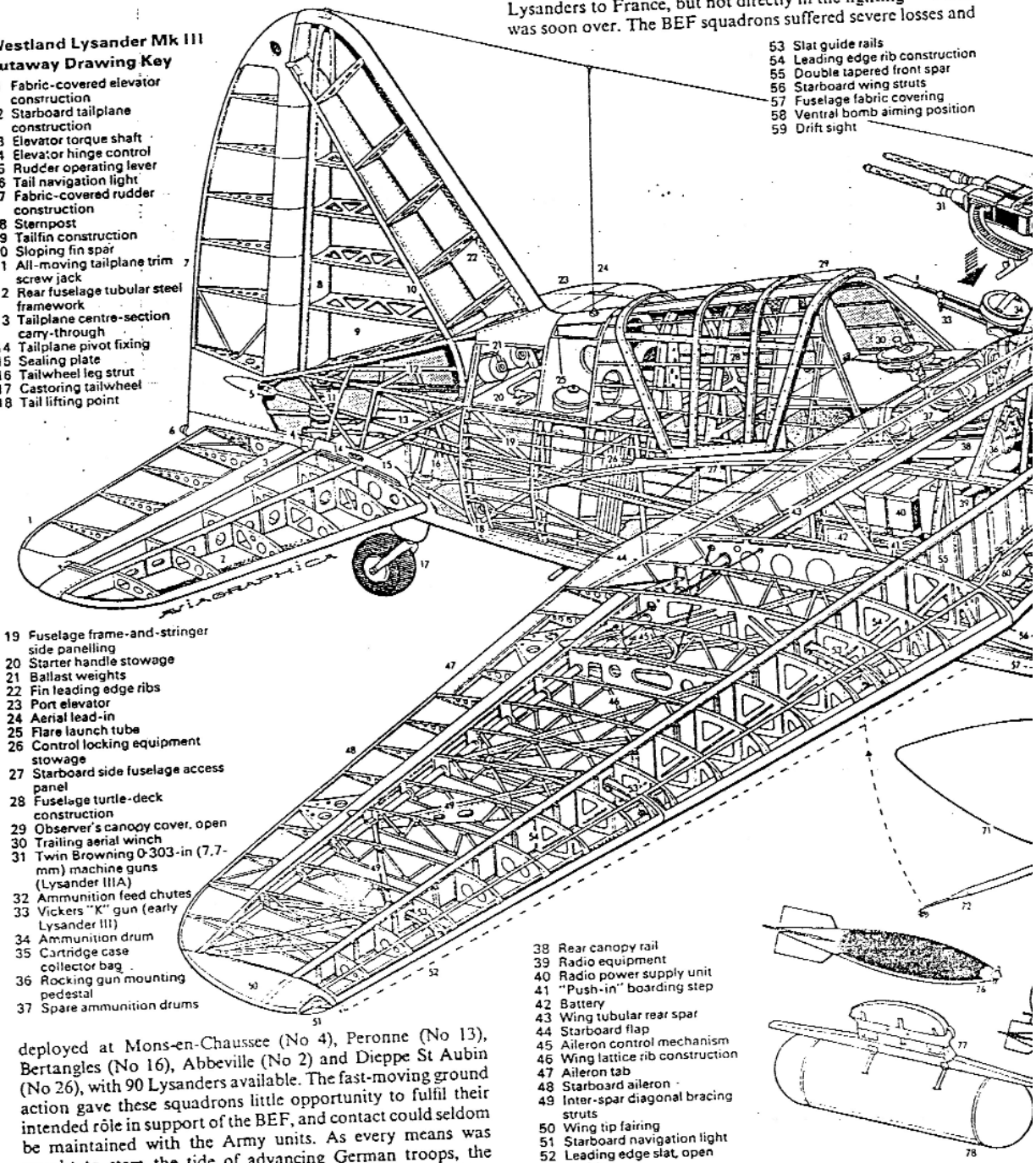
1749 Model Master
FS37038
Flat Back
Schwarz (M)
Nero (O)
Noir Mat (M)

B LYSANDER - FREE FRENCH FORCES; GROUP BRETAGNE; TUNISIA 1942



operation) Wing and Nos 2 and 26 (the 51st Wing) made up part of the British Expeditionary Force that was despatched to France in September and October 1939. No 16 Squadron deployed to France early in 1940 and the strength of the force was increased by bringing the established strength up from 12 to 18 aircraft per squadron. The period of the Phoney War allowed these squadrons to familiarise themselves with their French surroundings, and when the German offensive through the Low Countries began on 10 May 1940, they were deployed at Mons-en-Chaussee (No 4), Peronne (No 13), Bertangles (No 16), Abbeville (No 2) and Dieppe St Aubin (No 26), with 90 Lysanders available. The fast-moving ground action gave these squadrons little opportunity to fulfil their intended rôle in support of the BEF, and contact could seldom be maintained with the Army units. As every means was sought to stem the tide of advancing German troops, the Lysanders were called upon to fly bombing missions, taking advantage of their ability to carry weapons on the stub wings — two 250-lb (113,5-kg) bombs, four Mk VII 112-lb (51-kg) or 120-lb (54-kg) GP bombs or 12 Mk I 20-lb (9,1-kg) bombs, plus four more of the latter under the rear fuselage.

In the UK, the vacuum formed by transfer of the Lysander squadrons to France had been filled by issuing the Westland aircraft to two AAF squadrons, Nos 614 and 613, towards the end of 1939; No 614 was subsequently split into two to form a third new Lysander unit, No 225. These units, and particularly Nos 613 and 614, became involved flying replacement Lysanders to France, but not directly in the fighting — which was soon over. The BEF squadrons suffered severe losses and



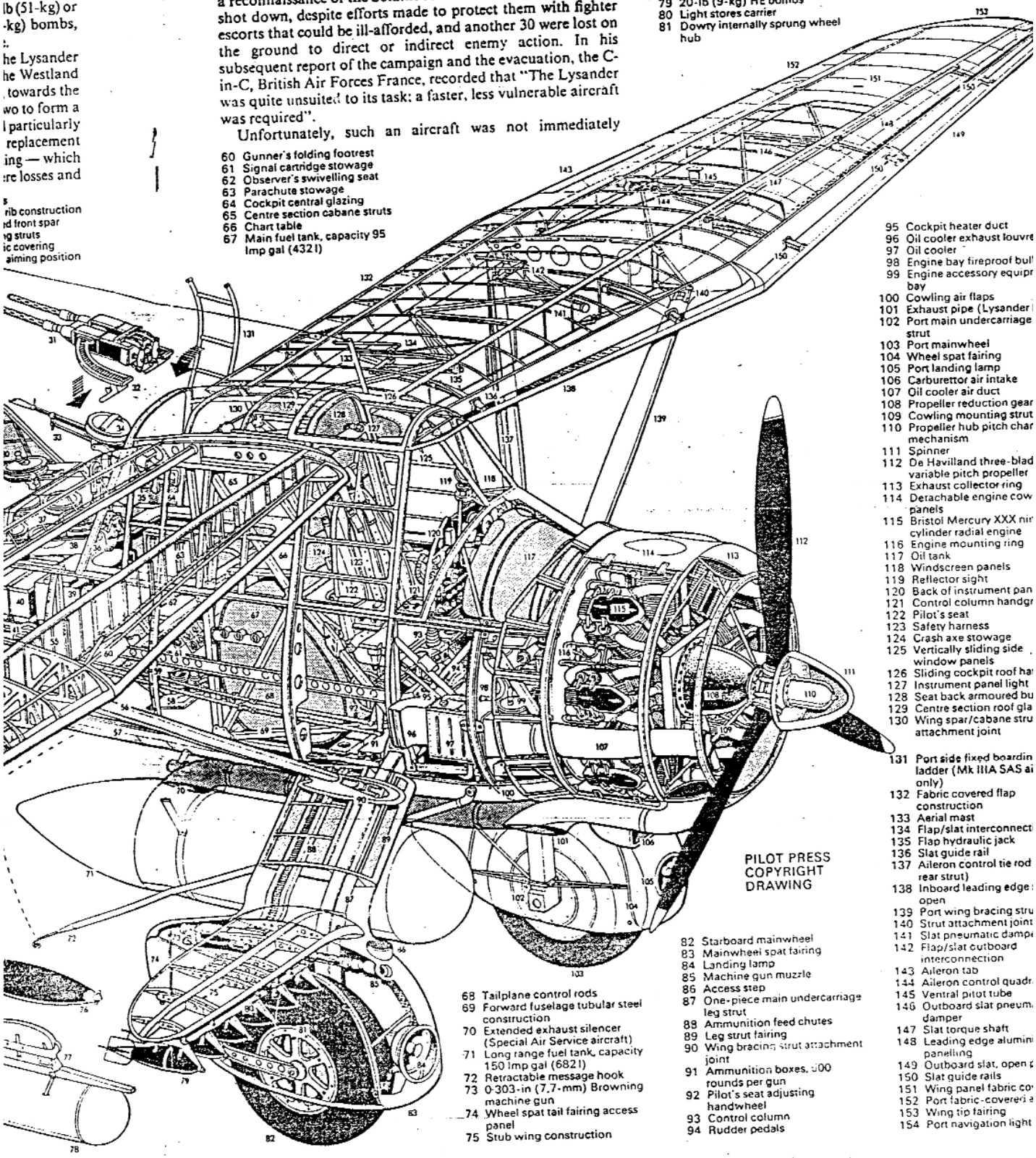
; stub wings
lb (51-kg) or
-kg) bombs,

he Lysander
he Westland
towards the
wo to form a
particularly
replacement
ing — which
re losses and

rib construction
d front spar
g struts
ic covering
aiming position

achieved little by the time the last sortie was flown on 3 June — a reconnaissance of the Somme area: some 50 Lysanders were shot down, despite efforts made to protect them with fighter escorts that could be ill-afforded, and another 30 were lost on the ground to direct or indirect enemy action. In his subsequent report of the campaign and the evacuation, the C-in-C, British Air Forces France, recorded that "The Lysander was quite unsuited to its task: a faster, less vulnerable aircraft was required".

Unfortunately, such an aircraft was not immediately



60 Gunner's folding footrest
61 Signal cartridge stowage
62 Observer's swivelling seat
63 Parachute stowage
64 Cockpit central glazing
65 Centre section cabane struts
66 Chart table
67 Main fuel tank, capacity 95 Imp gal (432 l)

68 Tailplane control rods
69 Forward fuselage tubular steel construction
70 Extended exhaust silencer (Special Air Service aircraft)
71 Long range fuel tank, capacity 150 Imp gal (682 l)
72 Retractable message hook
73 0·303-in (7,7-mm) Browning machine gun
74 Wheel spat tail fairing access panel
75 Stub wing construction

76 120-lb (54-kg) HE bomb
77 Universal stores carrier
78 Parachute supply container
79 20-lb (9-kg) HE bombs
80 Light stores carrier
81 Dowty internally sprung wheel hub

82 Starboard mainwheel
83 Mainwheel spat fairing
84 Landing lamp
85 Machine gun muzzle
86 Access step
87 One-piece main undercarriage leg strut
88 Ammunition feed chutes
89 Leg strut fairing
90 Wing bracing strut attachment joint
91 Ammunition boxes, 300 rounds per gun
92 Pilot's seat adjusting handwheel
93 Control column
94 Rudder pedals

95 Cockpit heater duct
96 Oil cooler exhaust louvre
97 Oil cooler
98 Engine bay fireproof bull
99 Engine accessory equipr bay
100 Cowling air flaps
101 Exhaust pipe (Lysander
102 Port main undercarriage strut
103 Port mainwheel
104 Wheel spat fairing
105 Port landing lamp
106 Carburettor air intake
107 Oil cooler air duct
108 Propeller reduction gear
109 Cowling mounting strut
110 Propeller hub pitch char mechanism
111 Spinner
112 De Havilland three-blad variable pitch propeller
113 Exhaust collector ring
114 Detachable engine cow panels
115 Bristol Mercury XXX nir cylinder radial engine
116 Engine mounting ring
117 Oil tank
118 Windscreen panels
119 Reflector sight
120 Back of instrument pan
121 Control column handgr
122 Pilot's seat
123 Safety harness
124 Crash axe stowage
125 Vertically sliding side window panels
126 Sliding cockpit roof ha
127 Instrument panel light
128 Seat back armoured bu
129 Centre section roof gla
130 Wing spar/cabane stru attachment joint
131 Port side fixed boardin ladder (Mk IIIA SAS ai only)
132 Fabric covered flap construction
133 Aerial mast
134 Flap/slat interconnect
135 Flap hydraulic jack
136 Slat guide rail
137 Aileron control tie rod rear strut)
138 Inboard leading edge open
139 Port wing bracing stru
140 Strut attachment joint
141 Slat pneumatic dampe
142 Flap/slat outboard interconnection
143 Aileron tab
144 Aileron control quadr
145 Ventral pitot tube
146 Outboard slat pneum damper
147 Slat torque shaft
148 Leading edge alumini panelling
149 Outboard slat, open
150 Slat guide rails
151 Wing panel fabric co
152 Port fabric-covered
153 Wing tip fairing
154 Port navigation light

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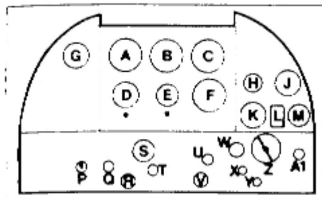
DRAWING

CONCLUDING THE AUGUST
KIT REVIEW WITH AN EXCLUSIVE
CUTAWAY DRAWN BY TONY BARNES

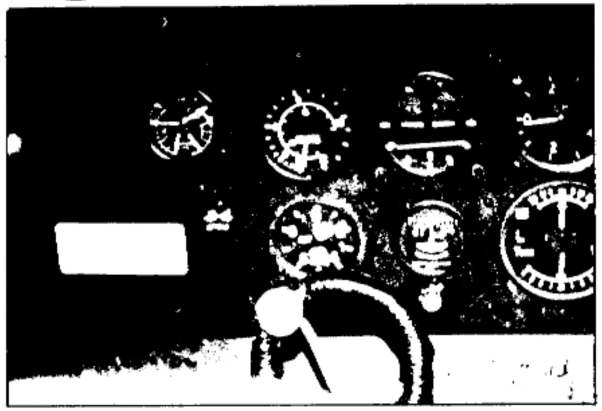
Westland Lysander



The dash panel of Booker based restored Lysander differs from standard panel in several respects as reference to Mike Philpot's sketch at left will show.

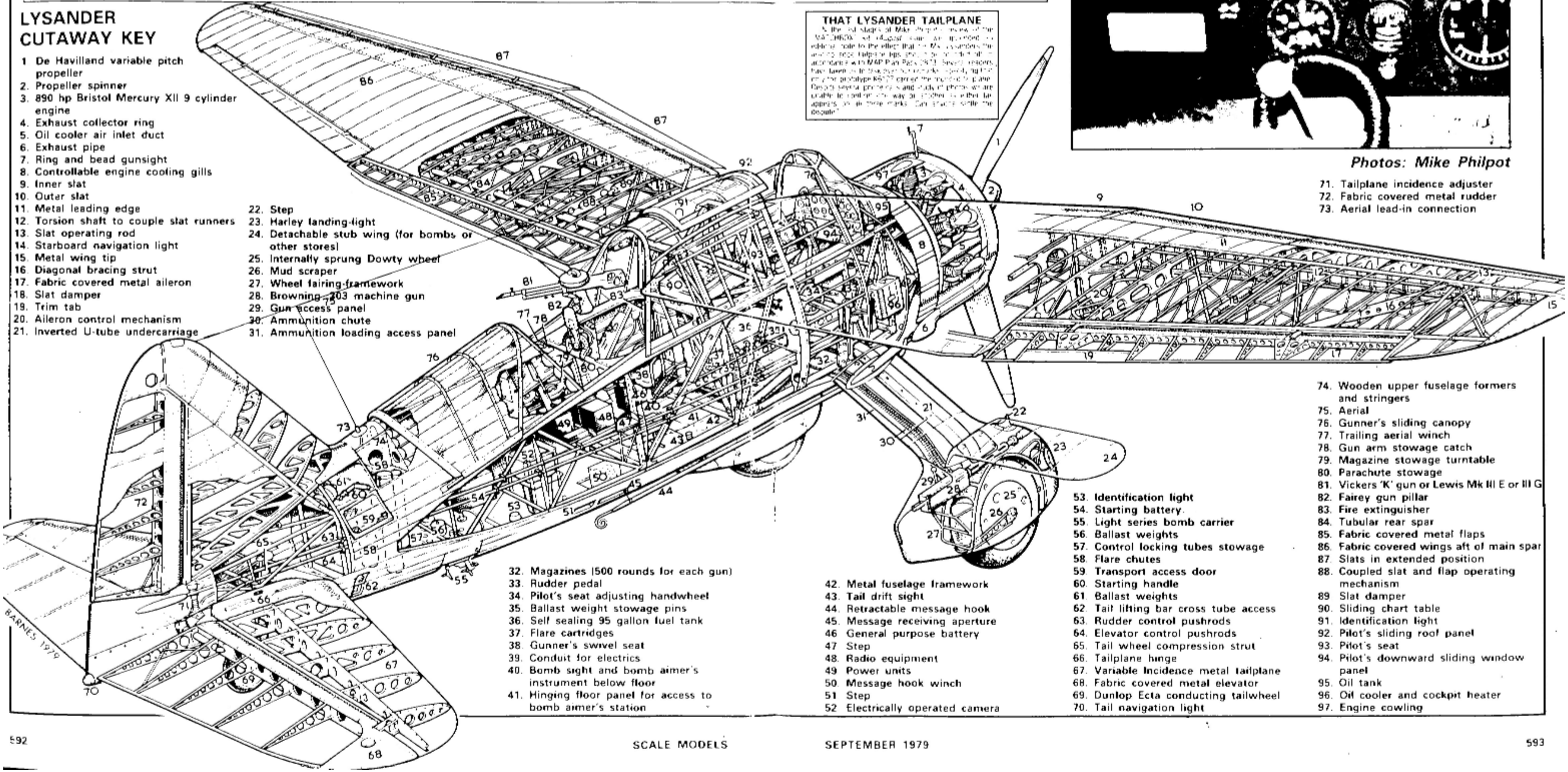
KEY TO PANEL
A1—Starter Button (Black)
A—Air Speed Indicator
B—Artificial Horizon
C—Climb and Descent Indicator
D—Altimeter
E—Compass
F—Turn and Slip Indicator
G—Air Pressure
H—Boost
J—Cylinder Temperature
K—Engine RPM
L—Oil Temperature } Orange
M—Oil Pressure } Orange
P—Engine off switch (Black)
Q—Pitch Control
R—Internal Light
S—Fuel Pressure
T—Rudder Adjus
U—Cockpit Air C trol
V—Internal Light
W—K1 Gas Knob (Brass)
X—Oil Warm Up
Y—Air Intake Control
Z—Priming Cock (Silver)

For additional cockpit, instrument, multiview drawings, colour data etc see also MAP Plan Pack 3873.



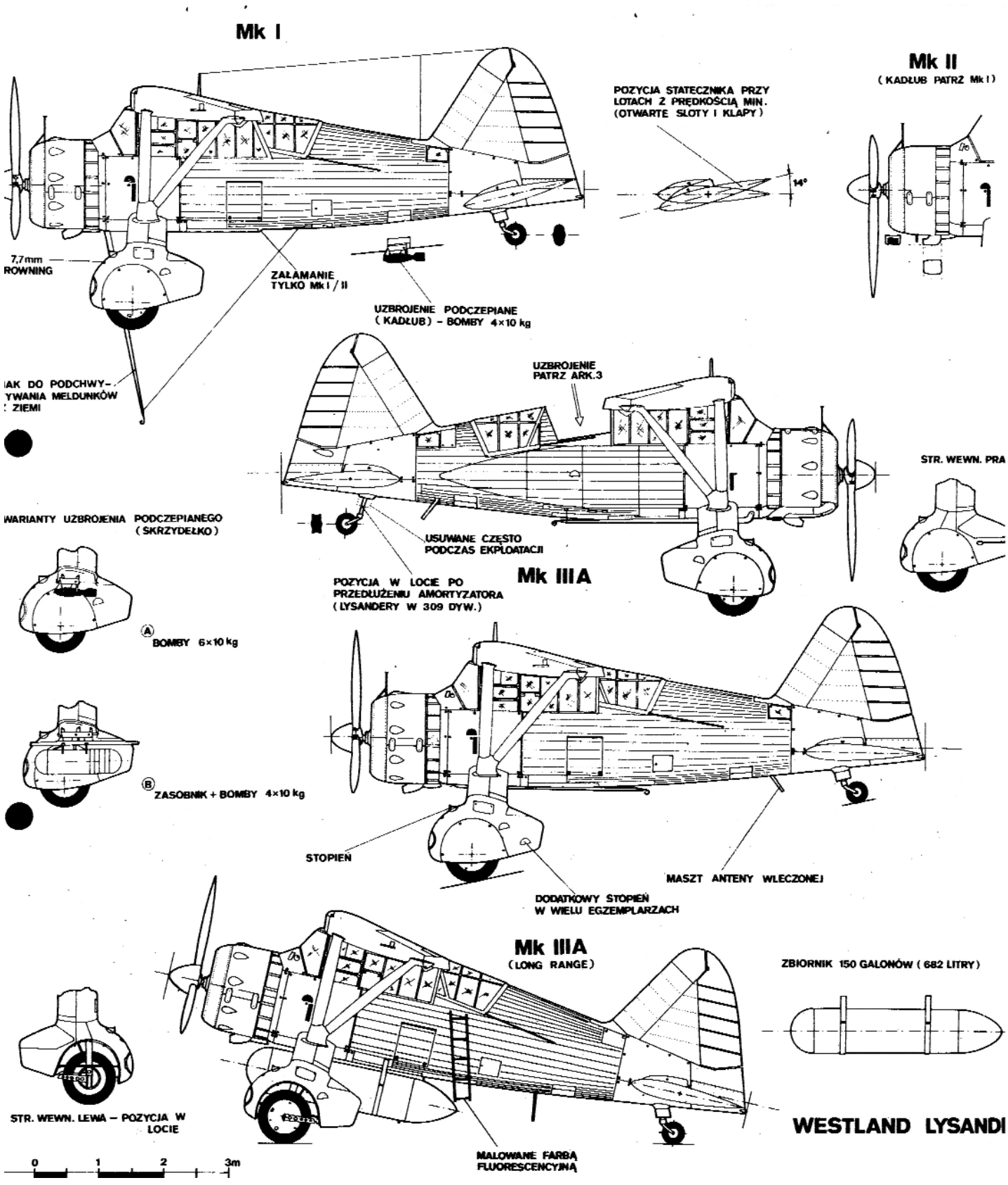
Photos: Mike Philpot

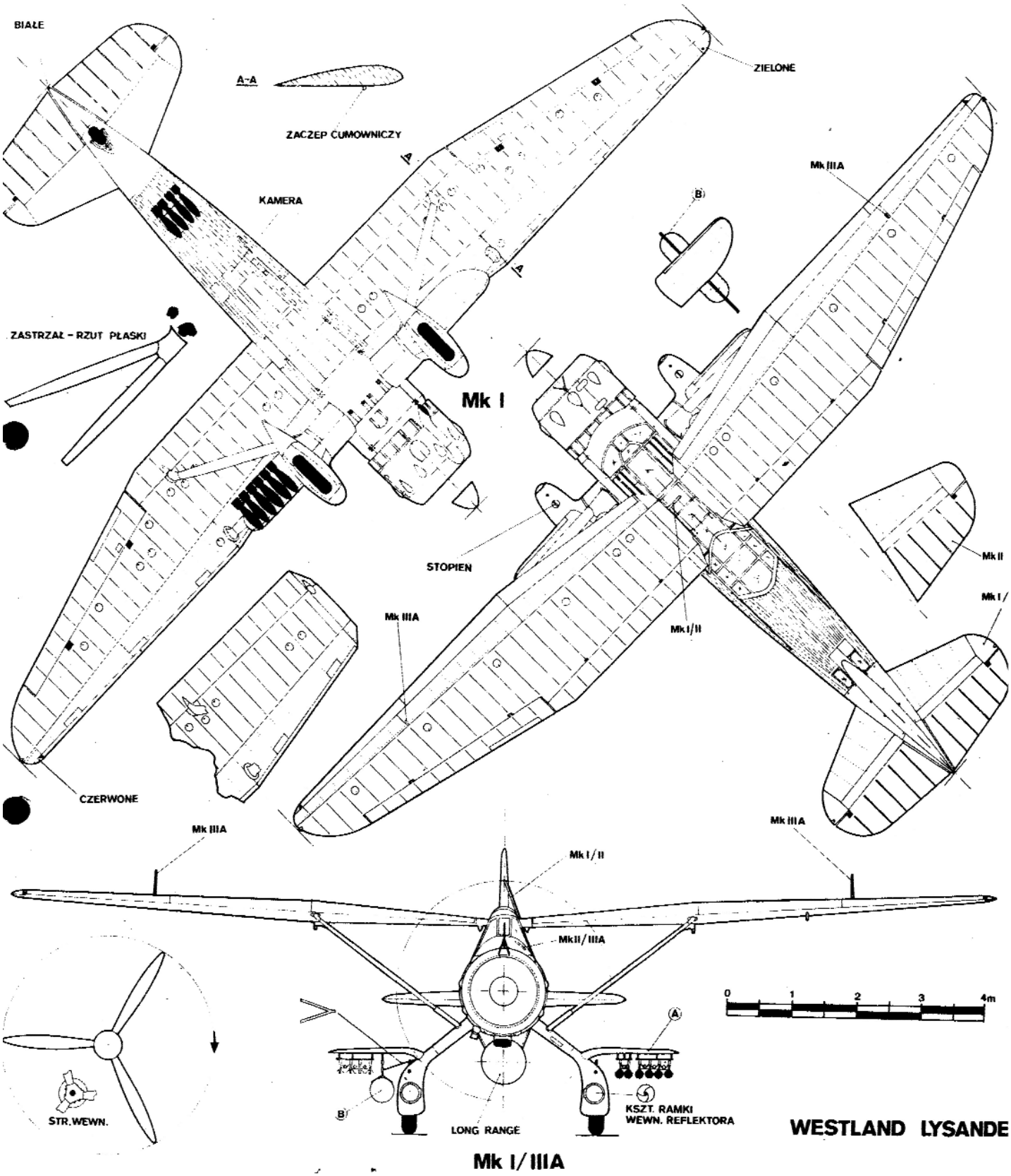
THAT LYSANDER TAILPLANE



LYSANDER CUTAWAY KEY

1. De Havilland variable pitch propeller
2. Propeller spinner
3. 890 hp Bristol Mercury XII 9 cylinder engine
4. Exhaust collector ring
5. Oil cooler air inlet duct
6. Exhaust pipe
7. Ring and bead gunsight
8. Controllable engine cooling gills
9. Inner slat
10. Outer slat
11. Metal leading edge
12. Torsion shaft to couple slat runners
13. Slat operating rod
14. Starboard navigation light
15. Metal wing tip
16. Diagonal bracing strut
17. Fabric covered metal aileron
18. Slat damper
19. Trim tab
20. Aileron control mechanism
21. Inverted U-tube undercarriage
22. Step
23. Harley landing-light
24. Detachable stub wing (for bombs or other stores)
25. Internally sprung Dowty wheel
26. Mud scraper
27. Wheel fairing framework
28. Browning .303 machine gun
29. Gun access panel
30. Ammunition chute
31. Ammunition loading access panel
32. Magazines (500 rounds for each gun)
33. Rudder pedal
34. Pilot's seat adjusting handwheel
35. Ballast weight stowage pins
36. Self sealing 95 gallon fuel tank
37. Flare cartridges
38. Gunner's swivel seat
39. Conduit for electrics
40. Bomb sight and bomb aimer's instrument below floor
41. Hinging floor panel for access to bomb aimer's station
42. Metal fuselage framework
43. Tail drift sight
44. Retractable message hook
45. Message receiving aperture
46. General purpose battery
47. Step
48. Radio equipment
49. Power units
50. Message hook winch
51. Step
52. Electrically operated camera
53. Identification light
54. Starting battery.
55. Light series bomb carrier
56. Ballast weights
57. Control locking tubes stowage
58. Flare chutes
59. Transport access door
60. Starting handle
61. Ballast weights
62. Tail lifting bar cross tube access
63. Rudder control pushrods
64. Elevator control pushrods
65. Tail wheel compression strut
66. Tailplane hinge
67. Variable Incidence metal tailplane
68. Fabric covered metal elevator
69. Dunlop Ecta conducting tailwheel
70. Tail navigation light
71. Tailplane incidence adjuster
72. Fabric covered metal rudder
73. Aerial lead-in connection
74. Wooden upper fuselage formers and stringers
75. Aerial
76. Gunner's sliding canopy
77. Trailing aerial winch
78. Gun arm stowage catch
79. Magazine stowage turntable
80. Parachute stowage
81. Vickers 'K' gun or Lewis Mk III E or III G
82. Fairey gun pillar
83. Fire extinguisher
84. Tubular rear spar
85. Fabric covered metal flaps
86. Fabric covered wings aft of main spar
87. Slats in extended position
88. Coupled slat and flap operating mechanism
89. Slat damper
90. Sliding chart table
91. Identification light
92. Pilot's sliding roof panel
93. Pilot's seat
94. Pilot's downward sliding window panel
95. Oil tank
96. Oil cooler and cockpit heater
97. Engine cowling


Mk I
Mk II
(KADŁUB PATRZ Mk I)
POZYCJA STATECZNIKA PRZY LOTACH Z PRĘDKOŚCIĄ MIN. (OTWARTE SLOTY I KLAPY)
14°
7,7mm
ROWNING
ZAŁAMANIE TYLKO Mk I / II
UZBROJENIE PODCZEPIANE (KADŁUB) – BOMBY 4×10 kg
AK DO PODCHWY-
YWANIA MELDUNKÓW
ZIEMI
UZBROJENIE PATRZ ARK.3
STR. WEWN. PRA
USUWANE CZĘSTO PODCZAS EKPLOATACJI
WARIANTY UZBROJENIA PODCZEPIANEGO (SKRZYDEŁKO)
Mk IIIA
POZYCJA W LOCIE PO PRZEDŁUŻENIU AMORTYZATORA (LYSANDERY W 309 DYW.)
Ⓐ BOMBY 6×10 kg
Ⓑ ZASOBNIK + BOMBY 4×10 kg
STOPIEŃ
MASZT ANTENY WLECZONEJ
DODATKOWY STOPIEŃ W WIELU EGZEMPLARZACH
Mk IIIA
(LONG RANGE)
ZBIORNIK 150 GALONÓW (682 LITRY)
STR. WEWN. LEWA – POZYCJA W LOCIE
MALOWANIE FARBĄ FLUORESCENCYJNĄ
0 1 2 3m
WESTLAND LYSANDI


BIAŁE
A-A
ZACZEP CUMOWNICZY
ZIELONE
KAMERA
Mk IIIA
B
ZASTRZAŁ - RZUT PŁASKI
Mk I
STOPIEN
Mk II
Mk I/
Mk IIIA
Mk I/II
CZERWONE
Mk IIIA
Mk IIIA
Mk I/II
MkII/IIIA
0 1 2 3 4m
A
B
STR.WEWN.
LONG RANGE
KSZT. RAMKI
WEWN. REFLEKTORA
WESTLAND LYSANDE
Mk I/IIIA