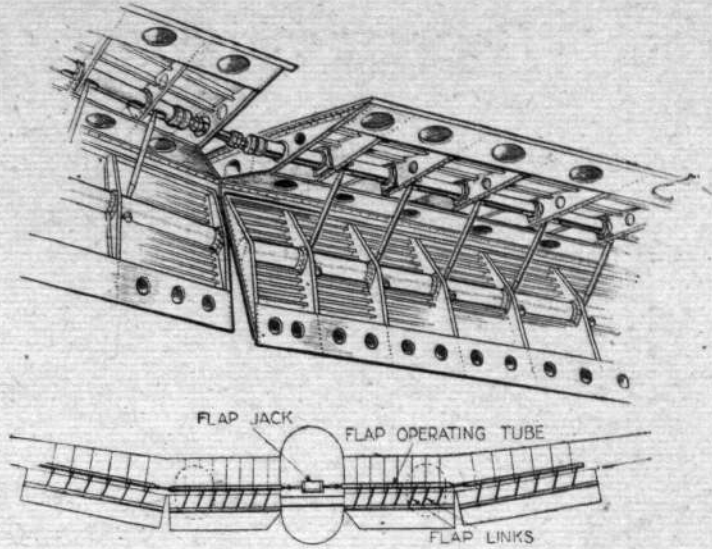


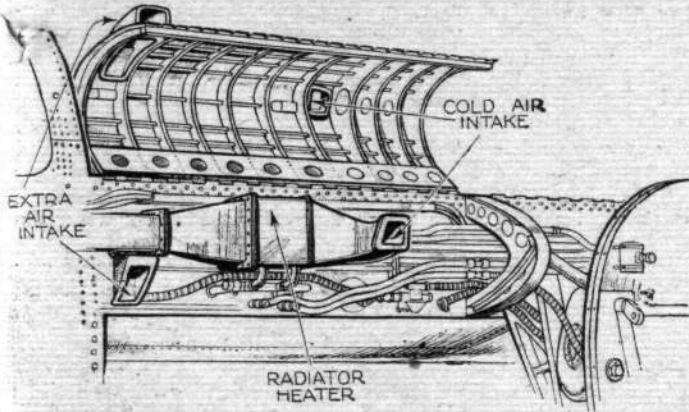
AVRO LANCASTER

course, carried. It is stowed in the trailing-edge portion of the starboard wing, close to the fuselage, which is common practice. But its release can be effected from any part of the aircraft. A cable runs along the starboard wall of the cabin, with frequent breaks in the enclosing tube. At each of these points the cable is looped so that it comes readily to hand. The whole arrangement is very reminiscent of the emergency signals in railway coaches. For the case when it becomes necessary to release the dinghy from outside, there is an extension of the release cable which passes out through the fuselage wall, just aft of the cabin door on the starboard side, by the leading edge of the tailplane. Usually an aircraft floats in a nose-down attitude, and in most cases this point will be within reach of a man swimming in the sea or clinging to the tailplane. The usual automatic release is, of course, also provided.

The Lancaster is now in production in many factories of the Avro group and in those of other British aircraft



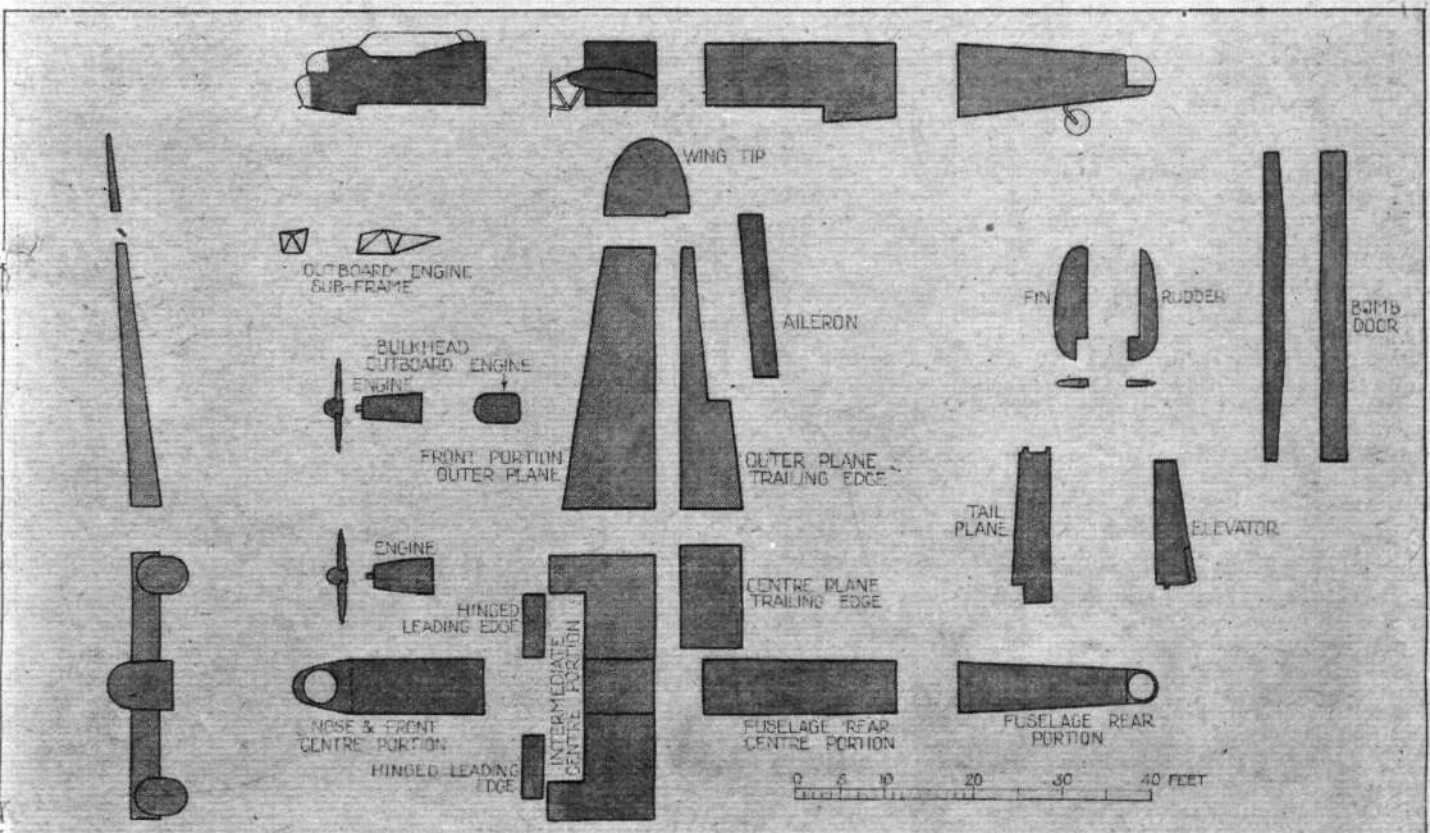
The split trailing-edge flaps are operated by a hydraulic jack and a toggle link mechanism.



The very simple cabin-heating arrangement. A radiator in the leading edge is supplied with hot water from the engine. Cold air enters the duct in the leading edge, is heated and passes into the cabin.

firms. In addition, it is being produced on a large scale in one of Canada's biggest factories. In this connection it is fit and proper to pay tribute to those responsible for the design and production of the prototype, and to the thousands of workers who have since done their utmost to ensure that the output shall continue to grow at an ever-increasing rate.

We have already mentioned Mr. Chadwick and Mr. Dobson. For producing the prototype in record time Mr. S. D. Davies and his team in the experimental shops deserve the very highest praise. When their job was finished Mr. C. E. Fielding, a director of the company and assistant general manager, took over the enormous task of planning and processing for quantity production. The Avro system of planning is exceptionally well arranged, and is such that any shortages of materials or parts come to light several weeks before these materials and parts are actually needed. The result is that hold-ups are rarely of a serious nature.



For production, installation and transport purposes the Avro Lancaster is "broken down" into units, as shown.