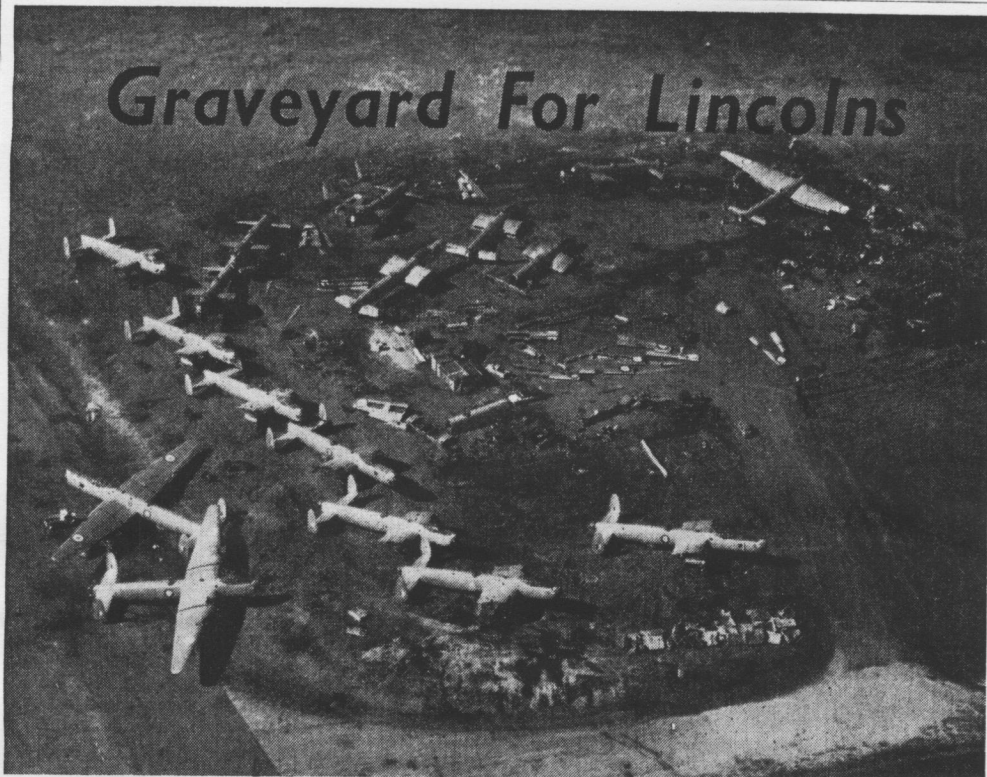
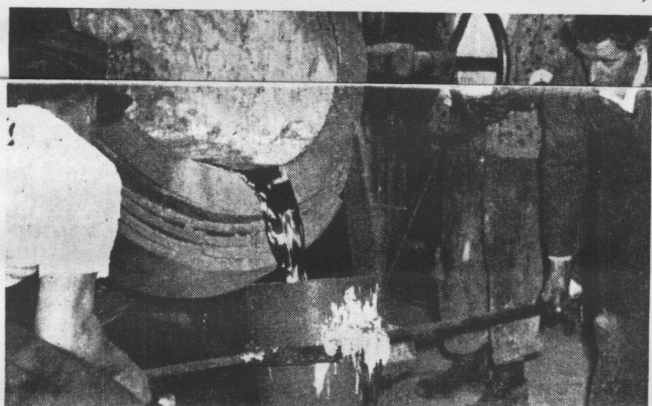


# Graveyard For Lincolns



## END OF BOMBER

Australian-built Lincolns of No 82 Bomber Wing and No 10 Maritime Reconnaissance Squadron clutter their "graveyard" (above) at Archerfield aerodrome, near Brisbane.



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Of 73 Lincolns supplied to the RAAF there are now only 10 in service — all with No 10 MR Sqn.

Without ceremony, but with some nostalgia, these proved and sturdy servants of the Service await the scrap metal merchant and the melting pot.

The aircraft have been sold mainly for their aluminium content. The dismantled sections are taken to a smelting plant at St. Mary's, near Sydney.

At the plant they are stripped of any useful parts and the sections are fed into large furnaces, with fittings, wiring and even instruments still attached.

Separation of the metal takes place in the heat of the furnace. All non-aluminium metal is skimmed off.

When completely melted (see picture above left) the aluminium is poured off into moulds to form ingots.

Sold at about 2/- a lb the ingots bear little relation to the size (or the price) of the original bombers.

Hours logged by Lincolns with the RAAF have totalled nearly 93,000, plus more than 20,000 hours logged by the long-nose maritime versions.

### MAJOR STEP

They were the first heavy aircraft produced in Australia, marking a major step for the local aircraft industry. The long-nose version was a purely Australian modification, converting the bomber into a satisfactory maritime aircraft.

Originally a development of the Lancaster bomber, the Lincoln incorporated more powerful engines, greater range and better defensive armament.

It arrived too late for World War Two but saw service with No 1 Squadron in Malaya for anti-terrorist bombing and strafing, and its tasks have included thousands of hours of search and rescue, atom cloud sampling and rain-making experiments.