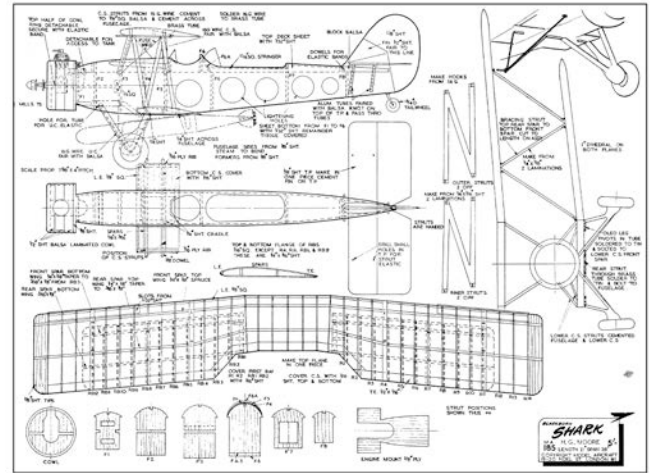


Blackburn Shark



A Fine Flying Scale Model for .75 - 1 c.c. Engines by H.G. Moore.

The Shark flew beautifully "straight from the drawing board" after a few initial trimming adjustments. A ½ oz. weight was put in the tail box to make the model balance slightly nose heavy at 50 per cent, chord on the top mainplane, and a small amount of down and right thrust was necessary to get a good flight pattern with a standard prop, on the Mills .75.

Building Instructions—Fuselage: Mark out accurately on 1/8 in. medium sheet the sides of the fuselage, also the lower mainplane dowel holes and former positions. Steam sides to shape, add all formers working front to rear. Bend the cabane parts to shape on the plan, making sure they are cut to correct incidence, bind them well to pieces of 1/8 sq., cement and gusset in place across fuselage and add brass tube on top for upper mainplane runners, checking again for incidence.

Cut out 1/4 sheet to fit across bottom of fuselage to carry U/C pivot and lower center section dowels, cut V's so that dowels fit in and to allow 1/4 in. sheet to fit flush with fuselage bottom, make up U/C pivot and bolt in place. Then cement block in place on fuselage, push lower dowels through and cement. Cut out 1/8 in. ply motor mount, cement in place, cut out cowling as shown on plan, and attach to motor mount and fuselage front.

Make up lower C/S by cutting out -fc in. hard sheet to plan and well cement in place on bottom of dowels and fuselage, cement on to this the L/E and spar.

Now repeat with top 1/16 in. sheet and cement on to L/E, spar, fuselage and T/E. Add 1/16 in. ply ribs on end.

Sheet fuselage where shown on plan with 1/32 in. Carve blocks and bolt oleo leg pivots to C/S. Add lower C/S bracing struts and cabane bracing wires, fairing the latter with 1/16 x 1/4 strip.

Tail: This is quite straightforward, as tailplane and rudder are cut from 1/8 in. sheet and the fin is carved from 1/2 in. sheet as it has to carry the tailplane. Fair it into tailplane and rudder and cement unit to rear fuselage block.

Mainplanes: These are constructed with spruce spars, with the upper wing all in one piece. Steam spars to correct sweepback, pin down all 1/16 sq. and 1/16 x 1/4 on plan, cement spars in place, also L/E and T/E. Now add top capping strips, cementing from L/E to T/E. When dry, lift from plan, add wing tips, steam to correct dihedral and sheet C/S with 1/16 in., similarly with lower wings. If it is wished all ribs can be cut from 1/32 and 1/4 in. sheet.

Finishing and Covering: Carve all blocks, fairings, struts etc., to section, sandpaper well all over, then cover fuselage with heavyweight rag tissue, cover rest of model with medium rag tissue. U/C, struts etc., can be treated with sanding sealer. Give model one coat of dope. Fuel proof inside of motor bay and cowl, colour dope the same as the Swordfish. **That is:** Silver overall, black undersides for night bombers. Specimen markings, identity letter on fin (FO). Number on fuselage (201), letters R.N. on fuselage rear tail.

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Roundels on wings and fuselage. **Note** : some aircraft were camouflaged during the war.

Assembly: Make strut attachments by looping ,1/16 dia., hat elastic through holes in wings, tying on underside ; fit wings in place on fuselage with strong elastic bands on cabane struts and on dowels on lower C/S, with pins in root ribs to carry elastic bands from one wing to the other under the center section. Now clip inter-plane struts with hooks on to elastic loops on struts, pass a strong elastic band through fuselage on to front U/C legs. Attach tailplane with strong elastic band around fuselage.

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