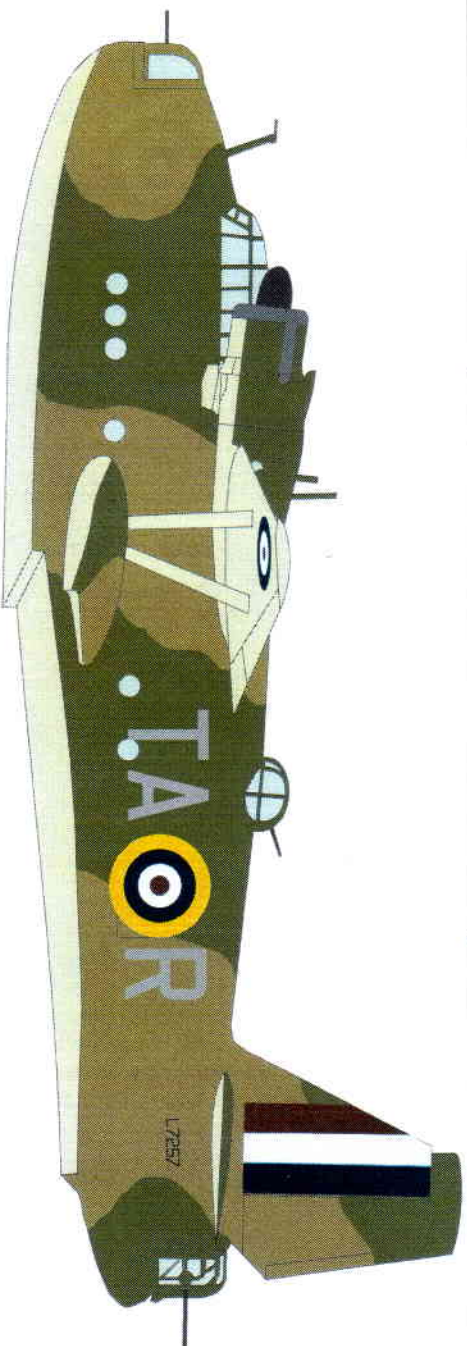


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High quality resin model kit

**SARO
A.36 LERWICK**
BMK72005



Saro A.36 Lerwick

Intended as the next generation of flying boats to be operated by the RAF the Saro Lerwick first flew in 1938. This was after a number of delays in production. Straight away problems were found with the aircraft's handling both in the air and on water. Attempts were made to rectify matters but without much success. The aircraft could sometimes lose a float or have the bomb bay doors drop open on their own. The first aircraft entered service in 1940 with No.209 Squadron based at Oban in Scotland, replacing the Short Singapore and shortly after entering service two aircraft were lost to accidents. RAF senior officers had wanted the aircraft withdrawn from service without delay but the Lerwick soldiered on as it was needed and there was nothing to replace it. In all 21 aircraft were produced and they only ever made two attacks on German U-Boats, neither being successful missions. By mid 1941 the type had all but been replaced by the Catalina and any remaining Lerwicks were transferred to the RAF's secret Marine Aircraft Experimental Establishment at Helenburg. In mid 1942 the aircraft were briefly used by Nos:422 and 423 Squadrons of the RCAF but by mid 1943 all remaining aircraft had been scrapped.

Technical data:

Length: 19.40m

Span: 24.64m

Power plant: two Bristol Hercules II

Armament: 3x .303 MG and 2,000lbs of bomb load or depth charges

Max speed: 214 mph

Range: 1540 miles

Construction

A few notes about building this kit:
The kit is designed for the experienced modeller and not really the novice.

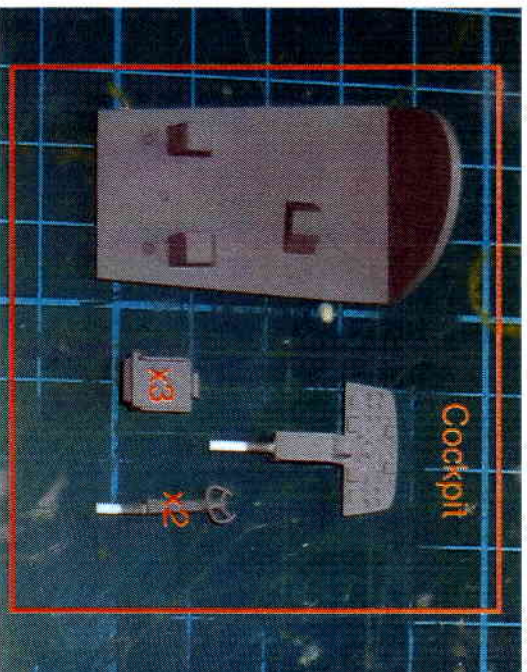
When working with resin please take care to use a face mask and wet sand parts.
This eliminates the dangers of resin dust.

The resin casting we use is the highest quality so there should not be an issues of air holes or poor casting quality.

For assembly use superglue [slow setting] or two part epoxy resin for large parts.

Also the clear parts are best dipped in Kleer or similar to give them that extra sparkle.
Also prime the parts before painting.

Interior



The interior is an area where we could not find any reference material so we have used common sense with the design of the parts.

Add the three seats to the floor section along with the instrument panel and two control columns.

We would imagine that the cockpit interior would be RAF Interior Green. Also the instrument panel would be Black. The control column grips might well have been Dark Brown [leather] or Black too.

You could also add extra detail by using the Eduard etched brass set for the Sunderland kit.

fuselage



When preparing the fuselage all that really needs to be done is to ensure the mating surfaces are flat. By lightly sanding these you will ensure a good fuselage joint.

Carefully align the cockpit assembly in the upper fuselage and once this is set check the fit of the two halves and trim any excess to get the halves to fit well.

We have not included any detail inside the hull in order to keep both costs and weight down on the kit.

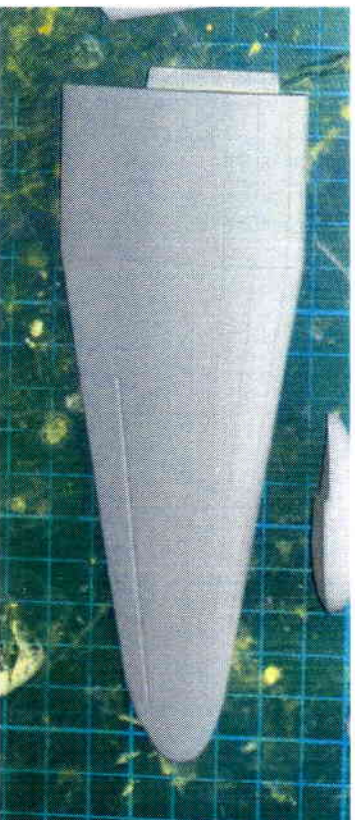
Our reasoning being that very little can be seen once the hull is assembled.

Should you wish to add detail then please do. We could find very little in terms of interior detail on the Lervick during the design of these parts.

You may wish to use the clear portholes we have included and add before assembling the fuselage, or you may wish to use Krystal Kleer afterwards.



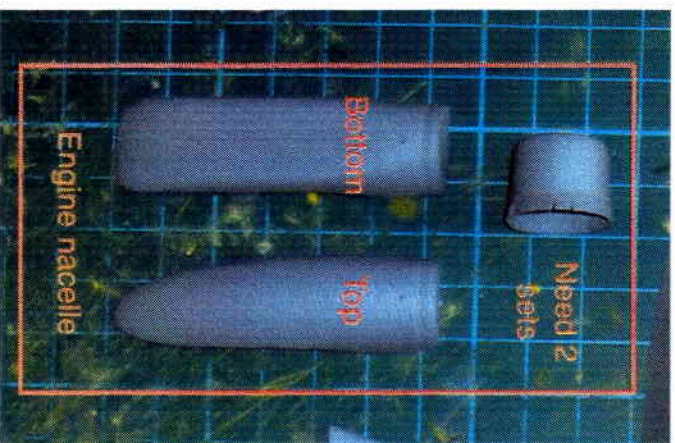
wings



Once the fuselage parts have set, please allow 24 hours, then next to be added are the wings. Please ensure there is no casting flash on the mating surfaces so you get a good solid and clean fit to the fuselage.

For strength we would advise using two part epoxy for this stage.

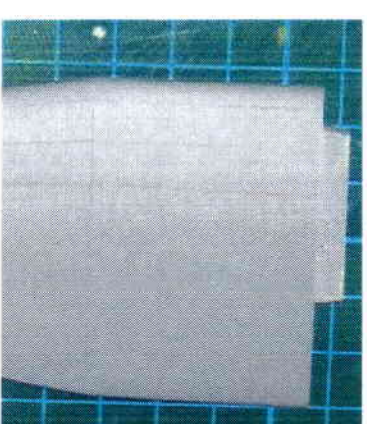
engines and nacelles



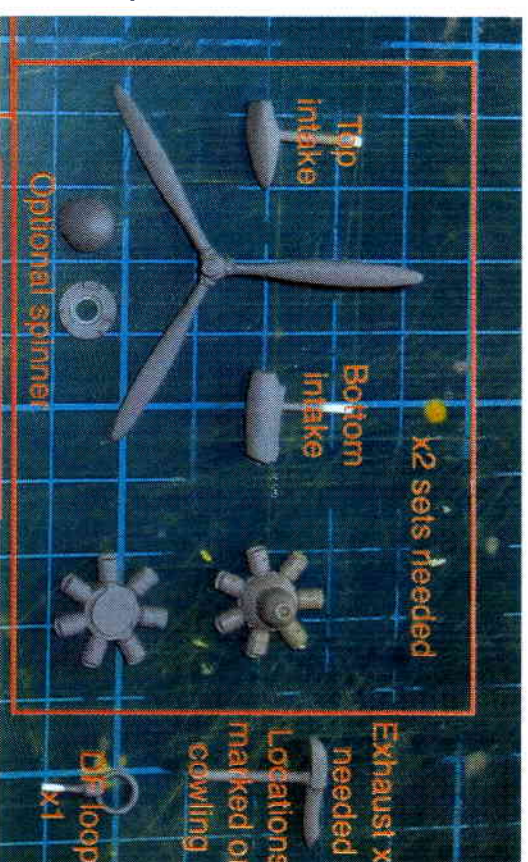
Once the wings and fuselage are assembled next to be added are the engine nacelles.

These line up along the chord wise panel line just before the trailing edge tapers out to the tip.

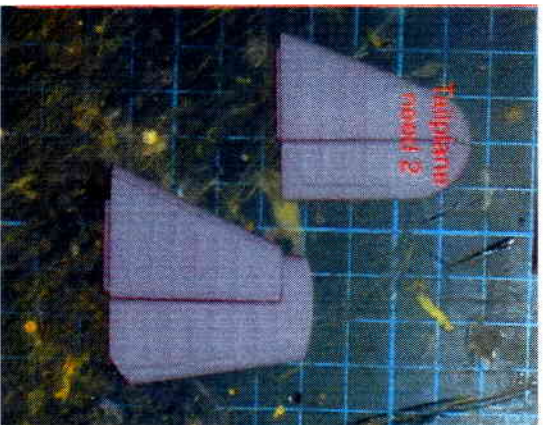
The outer line of the nacelle lines up along this line.



Once the nacelles are in place the two part engines should be assembled.
These can then be fitted into the cowlings and added to the nacelles.
The two intakes go top and bottom of the nacelles in the marked holes.
You can either assemble and add the propellers now or later in construction.



tail



Once the fuselage and wing assembly have been completed add the fin and tailplanes next.

canopy

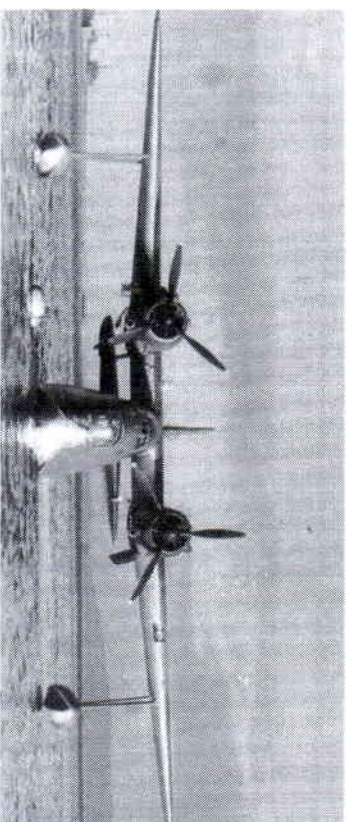
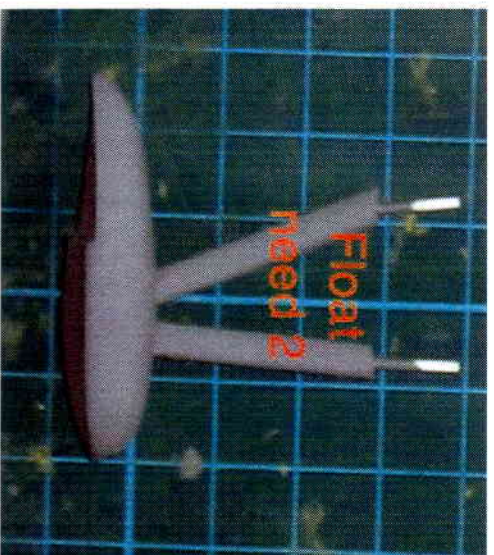


Next item to add is the canopy. Please dip this in Kleer and allow to harden for a couple of days which will give it an extra sparkle.

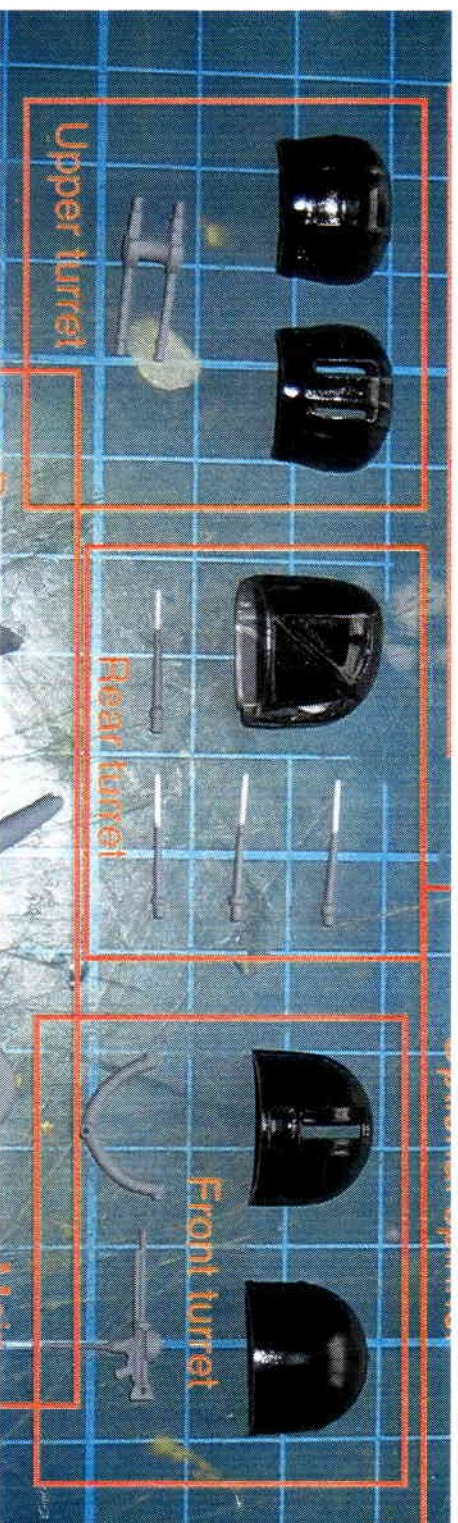
Use slow setting epoxy or a clear white glue to attach it then seal any joints.

floats

Add the floats to the marked locations under the wings, these sit at 90 degrees to the wing surface



turrets

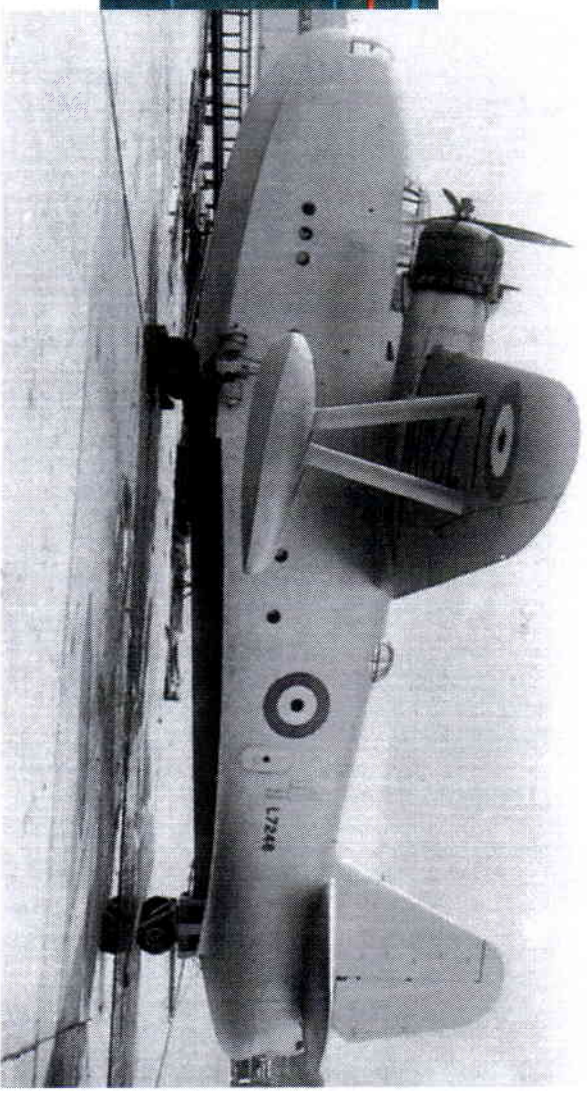


Dip the clear turret parts in Kleer, or similar, and leave to harden.

Once dry assemble the front and rear turret parts before adding the guns, and mlunts.

As these are delicate they can be left until after painting is completed.

beaching gear



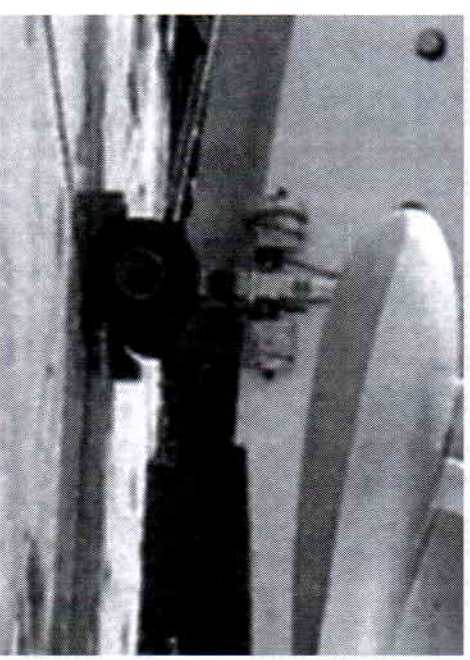
We will cover this part but you may well wish to add the beaching gear after the painting is completed. With the main attachment point for the main wheels you may wish to drill this and replace with a section of brass rod for extra strength if you wish.

Open up the three holes on either side of the fuselage and add the main leg.

Once this is in place the second part, shown on the right of the photo] needs to be added. This is shown on the close up photo as well.

Then the main wheels can be added.

The rear support can then be added along with its wheels too. Please note the location from the photo of the full size aircraft.



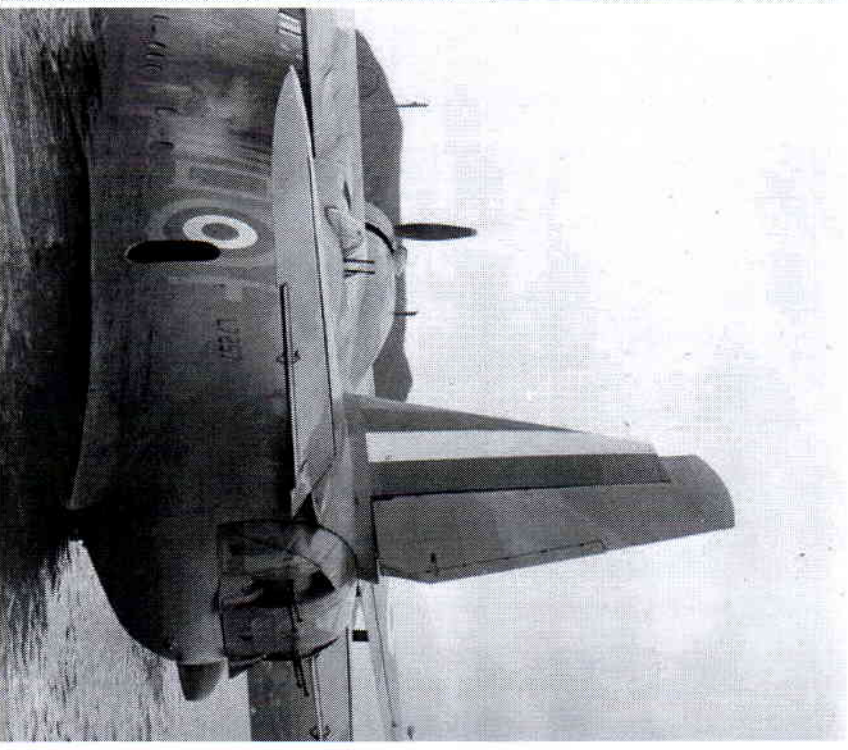
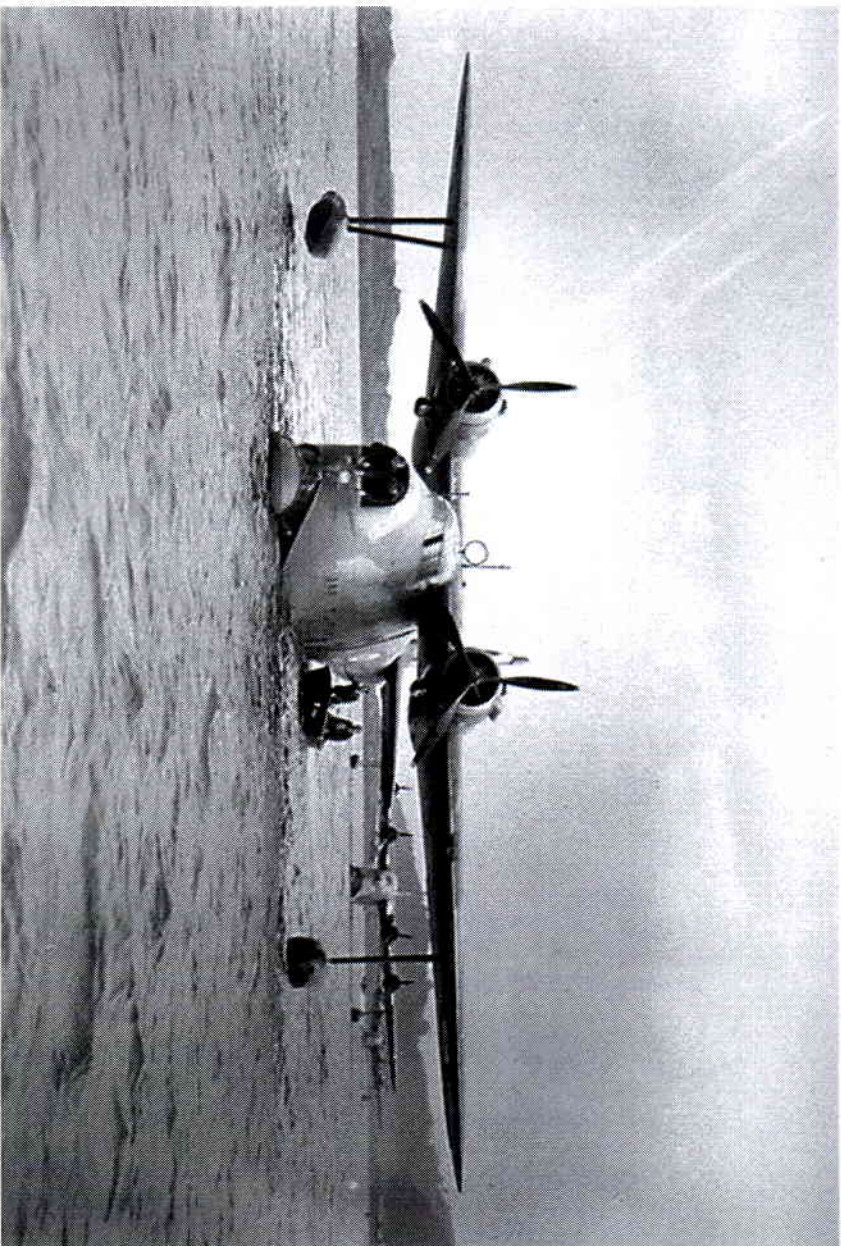
final details

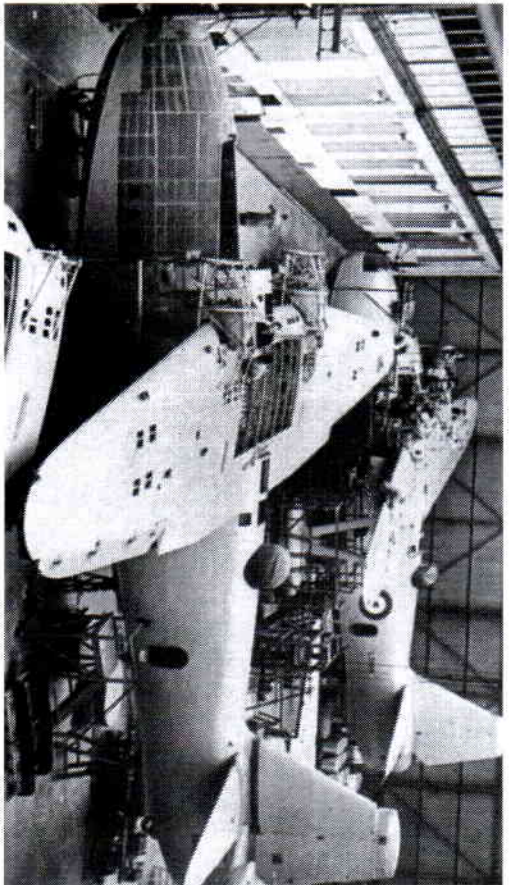
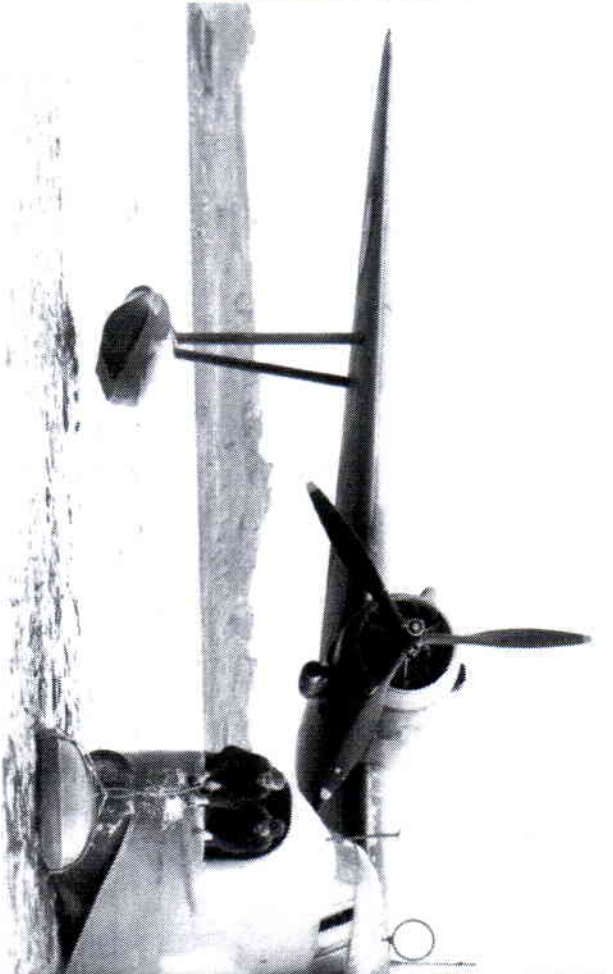
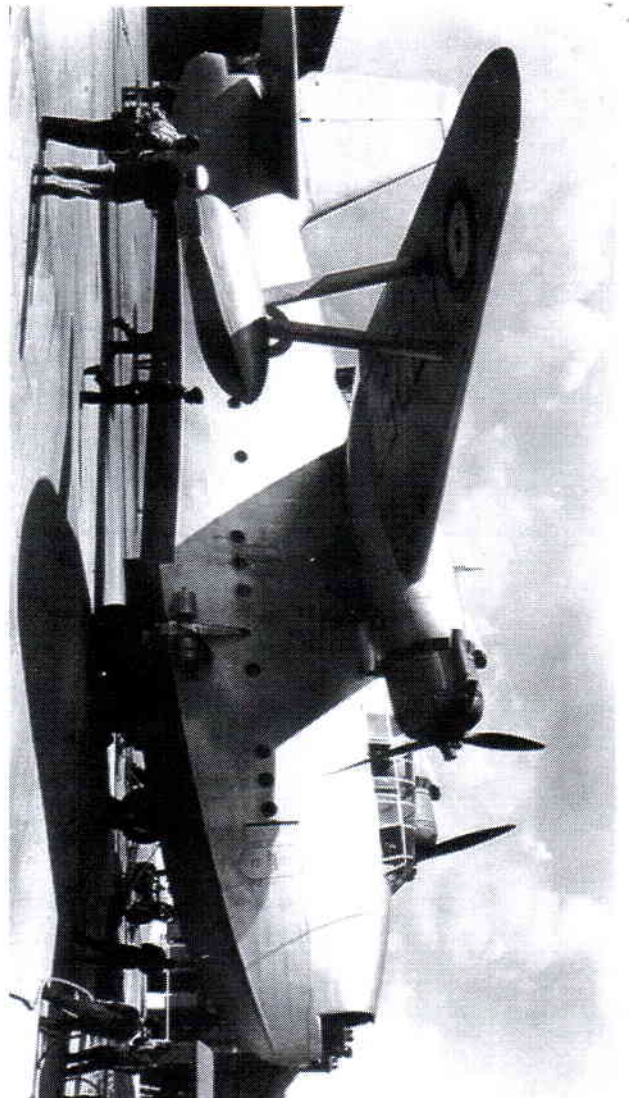
We are now at the stage of small final details.

The pitot tube fits 10mm forward of the main canopy on the centreline of the aircraft.

The DF loop is located just behind the canopy and the aerial is located slightly further back on the central section of the wing just aft of the leading edge. Please see the photos as a reference point.

The landing light should be added to the wing leading edge.





camouflage

The aircraft we have featured was operated by 209 Squadron based at Oban in Scotland.

The aircraft was camouflaged in Dark earth and Dark Green upper surfaces with Sky undersides.

The front section of the engine cowlings being unpainted or in a dark steel finish.



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