

**What multi could be
easier to build?**

**61 inches span and
designed for any
combination of motors
totalling 5-6 c.c.**



Shackleton M.R.3.

by J. M. BODEY

WHEN J. M. BODEY flew the prototype for this model at the Woodford Rally earlier this year he turned many an admiring head. Already well known for his very successful *Viscount* (Plan CL 701, 8s. 6d.), Mr. Bodey has produced another winner in the "Shack" which offers so many practical features for tough construction and easy operation. The tricycle undercarriage gives terrific take-off and landings, the adaptability for all types of engine, covering a total power of 5-6 c.c., (four motors), make it really the ideal "multi" for those odd engines you don't seem to be able to keep in full employment — why not dig them out and start construction?

Building is started by cutting the $\frac{1}{2}$ -in. sheet roof to shape as shown on plan, followed by cementing former locating pieces of $\frac{1}{2}$ -in. sq. in. in their correct positions. When these have set, cement in formers F3-F13 in position, making sure they are at right-angles to the roof. The nose former F14 is next put in place, followed by F1a, F1, F2, and F15. Cut out $\frac{1}{4}$ -in. ply Bellcrank support and cement firmly in position. Assemble bellcrank as shown and then add the $\frac{1}{2}$ -in. sq. beech undercarriage bearers through F1, F2 and F3.

The wings can now be built in the normal way, packing

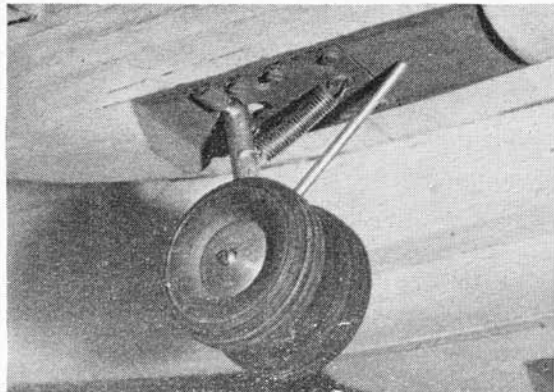
up the leading edge, trailing edge and W.S.3 while on the board. The wing is built up in two halves and are joined together by WS1 and WS4, after lifting off the board.

Add ailerons and then marry wing to the fuselage, making sure they are true from all angles. When this has set, add $\frac{1}{4}$ -in. sheet keel and tailplane (which can be made while waiting for fuselage/wing unit to set).

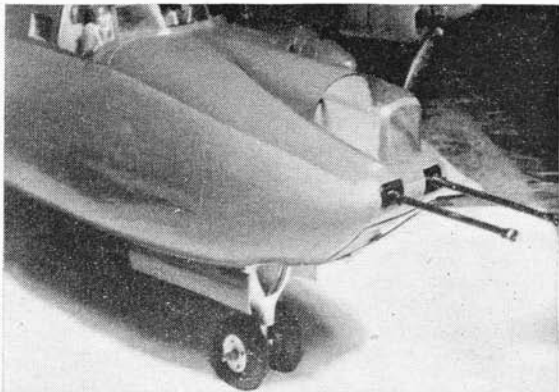
The nacelles can now be constructed on the wings as follows. Cement IN5, IN6 and IN7 for the inboard

Ever seen a Shackleton with 2-blade props? This small distinction proves heading photos are of J. M. Bodey's prototype realistically posed and flying at A. V. Roe's airfield, Woodford. At right, Mr. Bodey demonstrates how he finds it more convenient to start a model on a small platform supporting the undercarriage.





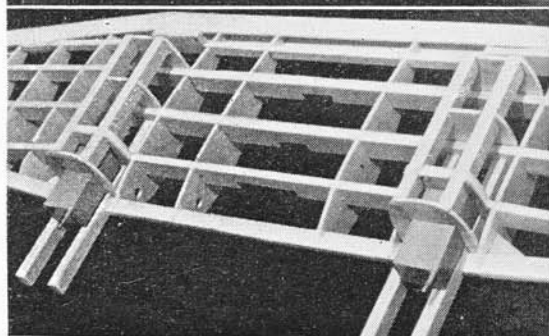
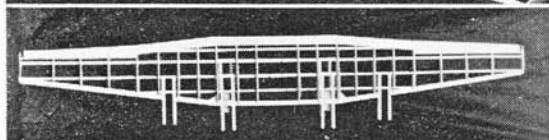
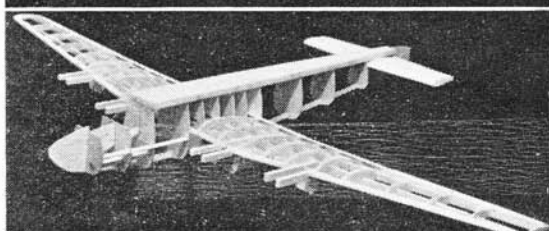
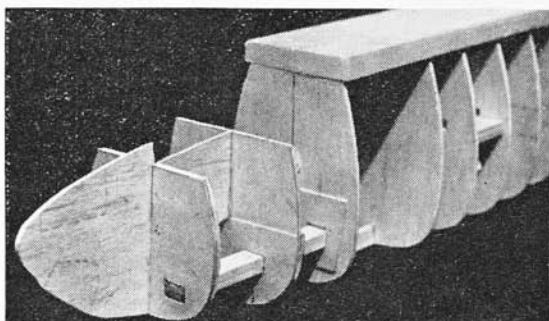
Above, sprung up detail and the nose glass house on the prototype. Stage-by-stage constructional shots below show the very simple assembly specially created for those who like to build their models quickly



nacelle, taking care they are accurate. Next thread in tank, engine bearers and U/C bearers, again taking care to be accurate. The same principle applies to the outboard nacelle. Add the leadouts at this stage and connect up bellcrank to elevators, soldering all joints well. Thread line guide on leadouts and cement firmly to W9.

Bend front undercarriage and bind to bearers, after which $\frac{3}{32}$ -in. sides can be cemented, with windows added, to the fuselage. These are best made in two pieces as shown on the plan. The remainder of the fuselage is planked with $\frac{3}{32}$ -in. strips, after which the nose and tail blocks can be added, remembering to hollow out where shown and weight added, and sand fuselage to a smooth finish. It is a good point here to make the main U/C unit, which is described in full on the plan, and secure to bearers with 6 BA bolts. Add $\frac{1}{16}$ -in. ply to bearers also, and now the nacelles can be completed with the planking, soft block and cowlings. N2 can be made of balsa (hard) or hardwood. Hardwood is better, for it is much stronger. Sheet wings on top and bottom with $\frac{1}{16}$ -in. sheet and add fairing to the rear of inboard nacelle. Next cement fin and rudders and tip tanks, not forgetting weight in starboard tank, and sand whole model to a smooth finish.

Give the model two coats sanding sealer, sanding between each, and then cover with heavy-weight tissue. Give model a further coat of sanding sealer and three coats clear dope until a smooth finish is obtained. The cockpit, tail glasshouse, front nose cockpit, window on bottom of nose, exhausts, wheel doors, blisters, all from acetate, can now be added. The "dustbin" is made up or moulded and given 4-5 coats sanding sealer. The original was finished in the colours of the South African Air Force. When all colour has been added, give model one coat fuel proofer and check for balance. Fly on 60-ft. lines, with 7 in. x 6 in. props on all motors. Speed is about 60-65 m.p.h. and all-up weight is 4 lb.



"Of course it's scale — just came out a bit heavy so I stuck a couple of Bambis in the cargo hold"

