



Avro Shackleton 1722 in flight before going on static display at SAAF Museum Ysterplaat

Shackleton

Country of origin: Great Britain

Manufactured as: Avro 716 Shackleton MR Mk3

First flight: 9 March 1949 (Avro 696 Shackleton GR.1, serial VW135) and 2 September 1955 (Avro 716 Shackleton MR Mk3)

Service period with SAAF: 1957 until 1984

Served with: 35 Squadron

Role: Long range maritime patrol and air search rescue (ASR)

Power plant: 4 x Rolls Royce Griffon 57A, V12 engines delivering 1,840 kW (2,455 hp), each driving de Havilland Hydromatic contra-rotating propellers.

Max take off mass: 45,360kg (100,000 lb)

Max speed: 486 km/h (302 mph, 262 kn) at 3,657m (12,000ft)

Max range: 6,782km (4,215 mi) at 460m (1,500 ft) ASL at 322 km/h (200mph)

Armament: Two 20mm Hispano cannons in the nose with 300 rounds per cannon. 3 x Mk 30 or 4 x Mk 44 torpedoes, 9 x depth charges or a variety of other stores including sonar-buoys, flame floats, smoke floats and marine markers. For night time reconnaissance and photography, dispensers in the fuselage fired illuminating and photo flash cartridges.

ASR gear: Lindholme gear, a set of five rope-connected containers with supplies and a dinghy. SARO Mk 3 airborne lifeboat fitted on the outside of the closed bomb bay doors. Dropped by parachute.

Accommodation: Pilot and co-pilot plus 11

Operational History

The SAAF acquired eight Shackletons from the UK in 1957/58. They were extensively used to safeguard the South African coast line as well as for anti-submarine warfare. The Shackleton's extremely impressive range made it the perfect aircraft for this role. It remained in service with 35 Squadron until it was eventually phased out in November 1984. Its long range also made it perfect for search and rescue operations for survivors following accidents at sea.

Shackleton 1721 is on display at the SAAF Museum at Swartkop and 1722 at Ysterplaat.

Additional information

Barcode 1: Avro Shackleton
ground run



Barcode 2: Avro Shackleton history
and on-board tour



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