

Exhibitor No:

FOR IN FLIGHT: **OR STATIC:** **DISPLAY**

Show No 142

Attention: Requested information will be used by the official Airshow speakers

As well as providing information for the press office, this document will be used as a basis for the official commentaries. Exhibitors should therefore indicate the technical data and commercial information requested, as well as any other information they would like to transmit to the public during the flight program.

MANUFACTURER:	<i>POTEZ AIR FOUGA</i>		
AIRCRAFT TYPE AND NAME:	<i>CM170 Magister</i>		
CATEGORY:	<i>Training two-seater</i>		
COUNTRY:	<i>France</i>		
FIRST FLIGHT:	DISPLAY CREW:		
Date: <i>23/07/1952</i> Location: <i>Mont de Marsan</i>	<i>Hugues Duval</i>		
Crew: <i>Léon Bourriau</i>			
ENGINE(S):			
Number:	<i>2</i>	Type:	<i>Marboré VI</i>
Manufacturer:	<i>Tuboméca</i>		
Take off rating (Dry):	<i>1 058 lb</i>	With reheat:	
Propeller(s):			
TECHNICAL DATA:		COMMERCIAL INFORMATION:	
Empty weight:	<i>4 409 lb</i>	Prototypes (or pre-prod):	
Max take off weight:	<i>7 544 lb</i>	Firm orders:	
Max cruise speed:		Options:	
Max operating speed:	<i>391 kts</i>	Deliveries:	
Stall speed:		Production rate:	
Max endurance:	<i>02:50</i>	Number of clients:	
Max range:	<i>756 NM</i>	Contact during the show:	
ACCOMODATION:		WEAPONS	
Accommodation:	<i>Tandem two-seats</i>		
Max payload:			
MISCELLANEOUS:			
<p>Fouga Magister's program is the result of studies coming from four engineers : Gaston Fouga, Pierre Mauboussin, Robert Castello and Joseph Szydlowsky. The Fouga Magister was designed in the early 1950s, in response to a request from the French Air Force which was looking for the Morane 475 Vanneau replacement. Two prototypes were made : the first one had a "V" tail, and the second with a classic tail. Despite the crash of the V tailed prototype, this aerodynamic device was retained for the production models. Production started in 1953, when the French Air Force ordered 5 pre-production and 95 production aircraft.</p> <p>In 1954, the Fouga Magister was considered by NATO as a basic jet trainer. Orders came from several countries, and three of them even produced the Magister under licence Heinkel-Messerschmitt in Germany, IAI in Israel and Valmet in Finland. A total of 929 Magister were produced, some of them are still in use 50 years later.</p> <p>It is called "the whistling turtle" by pilots and mechanics, as the engine climbs in the treble.</p> <p>A modified version for the Navy developed in 1954 called CM175 Zephyr took off for the first time on 31 July 1956. It was fitted with a arrestor hook, sliding canopies and a strengthened landing gear, and was used to train pilots to take off and land from an aircraft carrier.</p> <p>With its harmonious lines, the Fouga Magister was adopted by many aerobatic teams, like the Belgian Red Devils or the Patrouille de France, which flew it for 16 years.</p>			