

Exhibitor No:

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

Show No 99

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:	JUNKERS		
AIRCRAFT TYPE AND NAME:	Ju52-3m Tante Ju (CASA 352)		
CATEGORY:	Civil and military transport		
COUNTRY:	Germany		
FIRST FLIGHT:	DISPLAY CREW:		
Date: 11/09/1930 Location: München Crew: Flugkapitän Zimmermann	Jean-Claude Faure		
ENGINE(S):			
Number:	3	Type:	9 cylinders 132T radial engines
Manufacturer:	BMW (Licence ENMASA)		
Take off rating (Dry):	700 shp	With reheat:	
Propeller(s):	Fixed pitch two-blade propeller		
TECHNICAL DATA:		COMMERCIAL INFORMATION:	
Empty weight:	15 212 lb	Prototypes (or pre-prod):	
Max take off weight:	23 149 lb	Firm orders:	6 000
Max cruise speed:	108 kts	Options:	
Max operating speed:	135 kts	Deliveries:	6 000
Stall speed:	59 kts	Production rate:	
Max endurance:	06:00	Number of clients:	
Max range:	648 NM	Contact during the show:	
ACCOMODATION:		WEAPONS	
Accommodation: 18 passengers or 14 paratroopers	8 000 hours has been necessary to Robert Roger (Roro) and his team to put back this aircraft in flight. It belongs to AJBS.		
Max payload:	2 866 lb		
MISCELLANEOUS:			
Initially conceived as a civil single engine transport aircraft, the Junkers Ju 52 first made its maiden flight in September 1930. Its structure made of corrugated iron gave the Junkers a singular studiness for the time, but it was clearly under-powered. Also, in April 1931, the seventh Ju 52 had two additional Pratt & Whitney Hornet 550 hp engines fitted on its wings. Designed to carry up to 17 passengers, the Junkers Ju 52 went into service in 1932 in the Lufthansa and orders quickly came from other airlines. The Luftwaffe showed early its interest for the Junkers Ju 52 ; it intended to use it as a military transport for goods and paradropping, and as a bomber. A new version, called Ju52-3m, is built from 1934, able to carry 1 500 kg of bombs and a machine guns for its defense. Although the aircraft was extensively used during the Second World War, its low speed and very limited weaponry left it no chance against enemy aircraft, which partly explains the high number of aircraft lost during the conflict. The ability of the Junkers Ju 52 to operate from short or unpaved runways was appreciated. Ju 52 perfored their first military missions during the Spanish Civil War, in the Condor Legion. They were used both as transport aircraft and bombers. They then play a decisive role in airborne operations from the beginning of the Second World War in the Benelux in 1940 and in Crete in 1941, although losses quickly became significant. The 790 French AAC1 Toucan were used as troop transport and paradropping aircraft during the war in Indochina and Algeria from 1956 to 1960.			