

Exhibitor No:

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

Show No 102

**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.

<b>MANUFACTURER:</b>	MORANE SAULNIER		
<b>AIRCRAFT TYPE AND NAME:</b>	MS317		
<b>CATEGORY:</b>	Glider tow aircraft		
<b>COUNTRY:</b>	France		
<b>FIRST FLIGHT:</b>			<b>DISPLAY CREW:</b>
<b>Date:</b>	<b>Location:</b>		Sébastien Brion
<b>Crew:</b>			
<b>ENGINE(S):</b>			
<b>Number:</b>	1	<b>Type:</b>	W670K
<b>Manufacturer:</b>	Continental		
<b>Take off rating (Dry):</b>	220 shp	<b>With reheat:</b>	
<b>Propeller(s):</b>	Evra		
<b>TECHNICAL DATA:</b>			<b>COMMERCIAL INFORMATION:</b>
<b>Empty weight:</b>	1 828 lb		<b>Prototypes (or pre-prod):</b>
<b>Max take off weight:</b>	2 425 lb		<b>Firm orders:</b>
<b>Max cruise speed:</b>	81 kts		<b>Options:</b>
<b>Max operating speed:</b>			<b>Deliveries:</b> 40
<b>Stall speed:</b>	38 kts		<b>Production rate:</b>
<b>Max endurance:</b>	03:30		<b>Number of clients:</b>
<b>Max range:</b>	270 NM		<b>Contact during the show:</b>
<b>ACCOMODATION:</b>			<b>WEAPONS</b>
<b>Accomodation:</b>	Tandem two seater		
	This aircraft belongs to Amicale Jean-Baptiste salis at La Ferté Alais		
<b>Max payload:</b>			
<b>MISCELLANEOUS:</b>	<ul style="list-style-type: none"> <li>- Presently in flight, the Morane 317, dating from the 1930s "parasol" monoplanes, and a MS315 close derivative, as far as only the engine and some details are different.</li> <li>- Issued from the Morane-Saulnier MS300, a basic trainer designed in 1930, and incorporating elements of MS301 and 302, the prototype of the Morane-Saulnier MS315 flew for the first time in October 1932 . This aircraft was intended for the initial training of pilots and was a parasol-wing monoplane with a landing gear with independant wheel, with a tail skid and a braced horizontal stabilizer. Having completed four prototypes, Morane-Saulnier received an order for 343 MS315 from the French Air Force, the last 33 beeing manufactured after the second world war.</li> <li>- Due to its acrobatic skills, it delighted aerobatic pilots of the time such as Joseph Thoret, Captain Fleurquin and Michel Détroyat.</li> <li>- For many years, the MS315 will be the backbone of the French Air force and Navy Academies, as well as many civil airclubs.</li> <li>- From MS315, Morane-Saulnier built the MS315 and MS316 equipped with an inverted Régnier V engine.</li> <li>- In the early sixties, forty MS315 still in flying condition were modified into MS317 by replacement of their engines by a Continental W-670K 220-hp from war surplus. Apart from the engine, the MS317 received a new propeller, wheels with larger tires equipped with disc brakes and a tail wheel. The MS317 was used in gliding clubs for towing gliders well into the 80s.</li> </ul>		