

Exhibitor No:

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

Show No 104

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:	NORD AVIATION		
AIRCRAFT TYPE AND NAME:	Nord 2501 Noratlas		
CATEGORY:	Military cargo		
COUNTRY:	France		
FIRST FLIGHT:	DISPLAY CREW:		
Date: 10/09/1949 Location: Melun-Villaroche	Jacques Rambach		
Crew: Claude Chautemps	Jacques Latessa		
ENGINE(S):			
Number:	2	Type:	14 Cylinder Sleeve Valve Radial Hercules 759
Manufacturer:	Bristol licence SNECMA		
Take off rating (Dry):	2 068 shp	With reheat:	
Propeller(s):	Rotol four-blade propeller		
TECHNICAL DATA:		COMMERCIAL INFORMATION:	
Empty weight:	28 984 lb	Prototypes (or pre-prod):	8
Max take off weight:	47 840 lb	Firm orders:	426
Max cruise speed:	215 kts	Options:	
Max operating speed:	215 kts	Deliveries:	426
Stall speed:	68 kts	Production rate:	
Max endurance:	12:00	Number of clients:	
Max range:	1 350 NM	Contact during the show:	
ACCOMODATION:		WEAPONS	
Accommodation:		None	
45 soldiers, 36 paratroopers, 18 patients with medics, cargo up to 9 921 lbs		This Nord 2501 is the last flying in the world. It belongs to Le Noratlas de Provence association, at Marignane.	
Max payload:	9 921 lb		
MISCELLANEOUS:			
<p>The Nord 2501 Noratlas, commonly called "La Grise" is a french military transport, the fuselage of which was exposed at the Paris Air Show 1951. It is a twin-engined high-winged aircraft with two beams, designed by Jean Calvy, who was an engineer working for SNCAN in the late 1940s. 426 aircraft were built, all variants combined, of which 8 prototypes and 3 pre-production aircraft. SNCAN Les Mureaux plant built the beams and tail surfaces, the fuselage came from Bourges. Breguet made wings and propellers Rotol under license. SNECMA manufactured under license as well, Hercules engines. At the beginning, final assembly was either at Les Mureaux or Bourges, then quickly moved to Bourges. The Air Force flew Noratlas from June 1953 to October 1989 in many transport squadrons including CIET, CIFAS 328 and the 54th Electronic Squadron "Dunkirk". They were involved in conflicts in Indochina, Suez, Algeria, and even in Chad in 1984. They also participated in numerous humanitarian missions and scientists across the world. The Portuguese flew it in Angola, Mozambique and Guinea-Bissau. During the 1968 strikes in France, Noratlas performed flight from 20 May to 8 June, and logged 2 025 hours and carried over 22,000 passengers. It even existed in the French Air Force an aerobatic team flying seven Noratlas. It was known as the "Marshmallow team". The withdrawal ceremony occurred on 22 September 1986 at Toulouse, but withdrawal was really effective on the 26 October 1989 when the North Gabriel left Metz. The Noratlas also flew with airlines like UAT and CGTA/Air Algeria, and in several small companies such as Transvalair.</p>			