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Commercial Aircraft of the World ...

between the six private companies assisted by other component, accessory and equipment manufacturers in Japan. Mitsubishi is responsible for manufacture of the fuselage and its equipment, as well as for final assembly; Kawasaki provided the wings and the engine nacelles; Fuji the empennage; Shin Meiwa the rear fuselage; Japan Aircraft the ailerons and the flaps; and Showa Aircraft the honeycomb structural components. NAMC retains responsibility for the design work, overall control of production and quality and sales of the aircraft.

The first YS-11 flew on August 30, 1962, and the second followed on December 28 of the same year. NAMC was granted the Japan Civil Aviation Bureau C of A on August 25, 1964, and this will be followed by a similar grant by the US Federal Aviation Agency under the reciprocal agreement on airworthiness certification between Japan and the USA.

NAMC plans to produce a total of 150 YS-11s up to 1970 to meet domestic and export needs.

NORD-AVIATION Société National de Constructions Aéronautiques, 12 bis Avenue Bosquet, Paris 7e, France.

Nord 2502 Noratlas The Nord 2502 is a development of the Nord 2500 transport designed for the French Air Force. The prototype first flew in 1949. By 1951 a civil 45-seater (or cargo) version of the 2501 had also been designed and orders placed by UAT and by an operator in Israel.

The 2502 differs from its predecessor in that it is equipped with two Turboméca Maborés in wing-tip nacelles to improve take-off performance. Many are still in military service, but those that were in civil operation appear to have been withdrawn.

Nord 260 (Super Broussard) The Max Holstebuilt prototype of this Bastan IV powered 20/23-seat local service transport first flew on July 29, 1960. Ten were completed, and the type has been in scheduled commercial service on the Paris - Nantes route of Air Inter. The type is no longer in production.

Nord 262 Early in the development of the 260 it became apparent that the complication of cabin pressurization was acceptable to

feeder service operators in many parts of the world for the extra flexibility and regularity of service in all weathers. Nord therefore produced the 262, based on the flying surfaces of the 260 but having a circular section pressurized fuselage, and the more powerful Turboméca Bastan VI of 1,065 e.h.p. driving Ratier-Figeac three-bladed 10.5ft diameter propellers. The prototype flew on December 24, 1962, and by March this year four aircraft were engaged on certification flying. A French C of A was granted on July 16 and the first customer—Air Inter—introduced the type to scheduled service on the Paris - Quimper route on July 24. Three 262s are now in service with Air Inter. The 262's major sales break came in June with an order for eight plus an option on 13 by the US local service carrier Lake Central Airlines. Other orders have come from Japan Domestic Airlines, and interest continues in many parts of the world.

Transall C-160 Primarily a military freighter for the French and West German air forces, the C-160 is also offered for commercial use. Participants, grouped under the name Transall, are Nord Aviation and Hamburger Flugzeugbau, Weser Flugzeugbau and Blume-Leichtbau und Flugtechnik. The agreement to build the C-160 was reached in March 1960. A contract for six pre-production aircraft was signed in 1961 and confirmed in May 1963 and comprised three aircraft to be built by Nord, two by Weser, and one by Hamburger. A decision to produce the aircraft in quantity was taken in October last year. The West German Air Force is to receive 110 and the French Air Force 50. The type has yet to attract firm interest by commercial operators.

NORTH AMERICAN North American Aviation, Los Angeles, California, USA.

Centuryliner Signifying a determined effort to enter commercial airliner manufacturing despite early elimination from the US Government's SST design competition, North American has embarked on an intensive study of market reaction to the 60-seat Centuryliner short-haul jet project. Of Fokker Fellowship size, roughly three-quarters the seating capacity and price of the One-Eleven, DC-9 and

Three Nord 262s are now in service with Air Inter, and the order-book is looking healthy

