

C-160 Transall

Im November 1957 beschlossen die Regierungen Frankreichs und der Bundesrepublik Deutschland die gemeinsame Entwicklung eines neuen zweimotorigen Transportflugzeuges als Ersatz für die noch im Dienst stehende Noratlas. Dabei erwiesen sich die unterschiedlichen Vorstellungen der Militärs beider Länder als sehr gegensätzlich. Während man in Frankreich nach einem strategischen Transporter mit großer Reichweite verlangte gingen die deutschen Vorstellungen, auf Grund der NATO-Anforderungen, in Richtung eines taktischen Transporters für die Kampfzonen-Versorgung. Für den Bau des neuen Transporters gründeten beide Länder im Januar 1959 die Transporter-Allianz, von der sich auch der Name des neuen Flugzeuges ableitete - **Transporter - Allianz = Transall**. Die Produktion wurde auf die Firmen Nord-Aviation in Frankreich und VFW (Vereinigte Flugtechnische Werke) sowie HFB (Hamburger Flugzeugbau) verteilt. Als Triebwerke wurden Propellerturbinen vom Typ Rolls-Royce Tyne Mk. 22 ausgewählt. (Das gleiche Triebwerk fand auch in der zu diesem Zeitpunkt entwickelten Breguet Atlantic Verwendung.) Für die Kraftübertragung des 5 744 PS starken Tyne wurde in Kanada der größte Propeller der Welt entwickelt. Die vier Propellerblätter ergeben einen Durchmesser von 5,486 m und bringen 760 kg auf die Waage. Dem Erstflug der Transall am 25. März 1963 folgten zwei weitere in Deutschland gefertigte Prototypen sowie 6 Vorserienmaschinen ehe man 1966 mit der Produktion beginnen konnte. Die ersten von 160 bestellten Maschinen wurden im Mai 1967 ausgeliefert. Dabei wurden 110 Transall C-160D für die deutsche Luftwaffe und 50 Transall C-160F für Frankreich. Dazu kamen noch 9 Transall C-160Z für Südafrika. Die Serienfertigung endete in Deutschland am 26. Oktober 1972. Neues Interesse in Frankreich machte jedoch eine Wiederaufnahme der Serienproduktion erforderlich. Dabei wurden zwischen 1978 und 1985 weitere 33 Transall für unterschiedliche Aufgaben gebaut. Zu diesen Maschinen gehören auch 3 Transall für die französische "Postale de Nuit" - den Nachtpost-Dienst - der von Air France bedient wurde. Vier Maschinen für den zivilen Einsatz gingen nach Indonesien wo sie später vom dortigen Militär übernommen wurden. Die weiteren Maschinen waren C-160NG (Nouvelle Generation = neue Generation) die äußerlich an den am Tankstützen über dem Cockpit - für die Luftbetankung - erkennbar sind. Ein Teil dieser Maschinen ist auch für die Tankerrolle ausgerüstet. Sechs Maschinen (zwei C-160 G Gabriel und 4 C-60H Astarte) erhielten eine spezielle Elektronik-Ausrüstung mit einer Vielzahl von Antennen auf dem Rumpfrücken. In den nächsten Jahren soll die Transall C-160 durch eine auf der Grundkonstruktion basierende viermotorige Version ersetzt werden.

Technische Daten:

Spannweite	40,00 m
Länge	32,40 m
Höhe	12,36 m
Rumpfbreite, innen	3,15 m
Flügelfläche	160,1 m ²
Triebwerke	Rolls-Royce Tyne Rty.20 Mk. 22
Leistung	5 744 PS und 510kp Restschub
Leergewicht	27 712 kg
Startgewicht max.	49 150 kg
Kraftstoffvorrat	16 410 Liter
Nutzlast	8 000 kg
Nutzlast-Überlast	16 000 kg
Reisegeschwindigkeit max.	536 km/h
Dienstgipfelhöhe	8 500 m
Startrollstrecke	475 - 580 m
Landerollstrecke	350 m
Besatzung	3

C-160 Transall

In November 1957 the governments of France and the Federal Republic of Germany decided on the joint development of a new twin-engine transport aircraft to replace the still serving Noratlas. The various conceptions of each countries Military Forces however proved to be very different. Whilst the French required a long range Strategic Transport Aircraft, the German's tended more in the direction of a Tactical Transport Aircraft for the re-supply of troops in the Battle Zone, in accordance with NATO requirements. In January 1959 the two countries founded the Transport-Alliance (from which the aircraft's name was also derived, **TRANSPORT ALLiance = TRANSALL**) to build the new aircraft. Production would be divided between the French company Nord Aviation and the German firms of VFW (United Flight Technical Works) as also the HFB (Hamburg Aircraft Construction). The Rolls-Royce Tyne Mk 22 Turboprop was chosen to be the power unit (The same engine was at this time used in the Breguet Atlantic). The largest propeller in the world was developed in Canada for the transmission of the Tyne's 5744 Horsepower. The four-bladed propeller had a diameter of 5,486m (18 feet) and weighed 760 kg (1675lbs). After the maiden flight of the Transall on the 25 March 1963 two further prototypes and a total of six pre-production aircraft were constructed in Germany before the commencement of series production in 1966. The first of a total order of 160 aircraft including 110 Transall C-160D for the Federal German Air force and 50 Transall C-160F for France was delivered in May 1967. An order for 9 Transall C-160Z was also placed by South Africa. Series production in Germany ended on the 27 October 1972, however renewed interest from France required series production to be resumed and between 1978 and 1985 a further 33 Transall with various mission capabilities were built. This batch included three so-called "Postale de Nuit" the "Night Post" that would be operated by Air France. Four aircraft for civil use went to Indonesia where they were later taken over by the Military. The remaining aircraft appeared as model C-160NG (Nouvelle Generation - New Generation) externally recognisable by the in-flight refuelling probe protruding forward above the cockpit. Some of these aircraft were also configured for the Airborne Refuelling Role. Six aircraft (two C-160G "Gabriel" and four C-160H "Astarte") received a special electronic fit with a multitude of antennae on the upper fuselage. The C-160 Transall is due to be replaced by a four engine version of the same basic construction in the near future.

Technical Data:

Wingspan:	40,00 m (131 ft 5 ins)
Length:	32,40 m (106 ft 4 ins)
Height:	12,36 m (40 ft 6 ins)
Internal Fuselage Width:	3,15 m (10 ft 4 ins)
Wing Area:	160,1 m ² (1722 ft ²)
Engines:	2 x Rolls-Royce Tyne Rty.20 Mk22
Power:	5744 hp plus 510 kp Residual-Thrust
Empty Weight:	27712 kg (61105 lbs)
Maximum Take-off Weight:	49150 kg (108376 lbs)
Fuel Capacity:	16410 ltr (3600 imp gals)
Cargo Capacity:	8000 kg (17640 lbs)
Overload Cargo Capacity:	16000 kg (35280 lbs)
Maximum Cruising Speed:	536 km/h (332 mph)
Service Ceiling:	8500 m (27880 ft)
Required Take-off Distance:	475 - 580 m (1558 - 1902 ft)
Required Landing Distance:	350 m (1148 ft)
Crew:	3

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Verwendete Symbole/Used Symbols

Bitte beachten Sie folgende Symbole, die in den nachfolgenden Baustufen verwendet werden.
Veillez noter les symboles indiqués ci-dessous, qui sont utilisés dans les étapes suivantes du montage.
 Si wantse levir en cuenta los símbolos facilitados a continuación, a utilizar en las siguientes fases de construcción.
Si prega di fare attenzione ai seguenti simboli che vengono usati nei successivi stadi di costruzione.
 Huomioi seuraavat symbolit, oita käytetään seuraavissa kokoonmistävaiheissa.
Lesz merke til symbolene som benyttes i monteringstrinnene som følger.
 Proszę zwracać na następujące symbole, które są użyte w późniejszych etapach montażowych.
Daha somraki montaj basamaklarında kullanılabacak olan, aşağıdaki sembollere lütfen dikkat edin.
 Kérjük, hogy a következő szimbólumokat, melyek az alábbi építési fokokban alkalmazásra kerülnek, vegyétek figyelembe.

Please note the following symbols, which are used in the following construction stages.
Neem o v.b. de volgende symbolen in acht, die in de onderstaande bouwfasen worden gebruikt.
 Por favor, preste atenção aos símbolos que seguem pois os mesmos serão usados nas próximas etapas de montagem.
Observera: Nedanstående piktogram används i de följande arbetsmomenten.
 Läng vänligen märk till följande symboler, som brytjes i de följande byggestadi.
 Пожалуйста, обратите внимание на следующие символы, которые используются в последующих операциях сборки.
 Παρακαλώ προσέξτε τα παρακάτω σύμβολα, τα οποία χρησιμοποιούνται στις παρακάτω βαθμίδες συναρμολόγησης.
Objele prosim na dale uvođene symboly, které se používají v následujících konstruktivních stupních.
 Prosimo za Vašu pozornost na sledeče simbole ki se uporabljajo v naslednjih korakih gradbe.



1.



Kleben
Glue
Coller
Lijmen
Engomar
Colar
Incollare
Limmas
Limaa
Klæbning
Lim
Клеить
Przykleić
κόλλημα
Yapıştırma
Lepeni
ragasztani
Lepiti

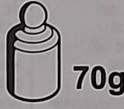
Nicht kleben
Don't glue
Ne pas coller
Niet lijmen
No engomar
Náo colar
Non incollare
Limmas ej
Älg limaa
Må ikke klæbes
Ikke lim
Не клеить
Nie przyklejać
μη κολλάτε
Yapıştırılmayın
Nelepit
nem szabad ragasztani
Ne lepleti

Anzahl der Arbeitsgänge
Number of working steps
Nombre d'étapes de travail
Het aantal bouwstappen
Número de operaciones de trabajo
Número de etapas de trabalho
Numero di passaggi
Antal arbetsmoment
Työvaiheiden lukumäärä
Antal arbejdsforløb
Antall arbeidstrinn
Количество операций
Liczba operacji
αριθμός των εργασιών
Isqathalarinin sayisi
Počet pracovních operací
a munkafolyamatok száma
Številka koraka montaže

Wahlweise
Optional
Facultatif
Naar keuze
No engomar
Alternado
Facultativo
Valfritt
Valitettoisesti
Efter eget valg
Valfritt
Ha yborbu
Do wyboru
εναλλακτικά
Szerelme
Valtolelné
Tetszés szerint
način izbire

Zusammenbau-Reihenfolge
Sequence of assembly
Ordre d'assemblage
Volgorde van montage
Orden de montaje
Ordre di montaggio
Ordem de montagem
Monteringsrekkefølge
Kokoonmistäjästys
Monteringsförljd
Rækkefølgen af monteringen
Последовательность монтажа
Összeszerelési sorrend
Ακολουθία συναρμολόγησης
Kurmak-Sira
Kolejność montażu
Vrstni red sestavljanja
Montáž - postup

Abziehbild in Wasser einweichen und anbringen
Soak and apply decals
Mouiller et appliquer les décalcomanies
Transfer in water even when wet and anbringen
Remojar y aplicar las calcomanías
Pôr de molho em água e aplicar o decalque
Immergere in acqua ed applicare decalcomanie
Blöt och läsl dekalerna
Kostuta siirtokuvaa vedessä ja aseta paikalleen
Overlæringsbilledet lægges i blad og anbringes
Dypp bildet i vann og sett det på
Переводную картинку намочить и нанести
Zmiekczyć kalkomanie w wodzie a następnie nakleić
Βουτήξτε τη χαρκομανία στο νερό και τοποθετήστε τη
Çıkartmayı sudu yumuşatın ve koyun
Obtisk namočite ve vodu a umistit
a matricat vizben beáztatni és felhelyezni
Preslikač potopiti v vodo in zatem nanašati



Bautelle trocknen lassen
Laisser sécher les pièces
Dejar secar las piezas
Dejar secar os componentes
La delene tørke
Allow the parts to dry
Oderdelen laten drogen
Far asciugarsi i componenti
Anna osien kuivua
Låt byggdelarna torra
Lad komponenterne tørre
Części pozostawć do wyschnięcia
Yapı parçalarını kurumaya bırakınız
Jednotlivě dily nechte zaschnout
Αφήστε τα μέρη να στεγνώσουν
Alkatrészeket hagyja száradni
Pustite da sestavni deli posušijo
Дать деталям высохнуть

Klebeband
Adhesive tape
Dévidoir de ruban adhésif
Plakband
Cinta adhesiva
Fita adesiva
Nastro adesivo
Tejp
Teippi
Låt byggdelarna torra
Tape
Tape
Клейкая лента
Taśma klejąca
κολλητική ταινία
Yapıştırma bandı
Lepici páska
ragasztószalag
Traka z lepilom

Loch bohren
Make a hole
Faire un trou
Maak een gat
Practicar un taladro
Perfurar
Fare un foro
Borra hål
Poraa reikä
Der bores et hul
Bor hull
Просверлить отверстие
wywiercić otwór
ανοίξτε τρύπα
Delik açın
Vyvrtať díru
Iyukat furni
Narediti lukinjo

zur besseren Ausbalancierung mit einem Gewicht beschweren
Add weight for improved stability
Pour une mise en place correcte allourdir
Voor evenwicht gewicht aanbrengen
Colocar un peso para obtener un mejor equilibrio
Utilizar um peso para melhor balanceamento
Per un migliore bilanciamento metterci su un peso
belasta med en vikt för bättre balansering
paremmän tasapainon saavuttamiseksi kuormita painolla
Til bedre afbalancering vedhænges en vægt
For bedre afbalansering - belast med en vekt
длa лeпшeгo oблaвaнcиpoвaния пoмoчь гpyз
dla lepszego wyównoważenia obciąży ciężarkiem
για την καλύτερη αντιστάθμιση τοποθετείτε ένα βάρος
Daha iyi dengelemek için bir ağırlık koyun
Za účelem lepšího vyvážení zatíží závažím
a jobb kiegyenlítés érdekében egy nehézkéssel ellátni
Zaradi boljše ravnoteže postaviti kontratežo z tegom

Nicht enthalten
Not included
Non fourni
Behoort niet tot de levering
No incluido
Non compresi
Nào included
Ikke medsendt
Ingår ej
Ikke inkluderet
Eiväl sisälly
Δεν συμπεριλαμβάνεται
He содержится
Nem tartalmazza
Nie zawiera
Ni vsebovano
Içerisinde bulunmamaktadır
Není obsaženo



Gleichen Vorgang auf der gegenüberliegenden Seite wiederholen
Repeat same procedure on opposite side
Opérer de la même façon sur l'autre face
Dezelfde handeling herhalen aan de tegenoverliggende kant
Realizar el mismo procedimiento en el lado opuesto
Repelir o mesmo procedimento utilizado no lado oposto
Stessa procedura sul lato opposto
Upprepa proceduren på motsatta sidan
Toista sama toimenpide kulan vieressä sivulla
Del samme arbejde gentages på den modsatte liggende side
Gjenta prosedyren på siden tvers overfor
Повторять такую же операцию на противоположной стороне
Taki sam przebieg czynności powtórzć na stronie przeciwnej
επανάλαβετε την ίδια διαδικασία στην απέναντι πλευρά
Aynı işlemi karşı tarafta tekrarlayın
Stejný postup zopakovat na protilehlé straně
ugyanazt a folyamatot a szemben található oldalon megismételni
Isti postopek ponoviti in na suprotni strani

Mit einem Messer abtrennen
Detach with knife
Détacher au couteau
Met een mesje afsnijden
Separar/ou con um cuchillo
Separar utilizando uma faca
Staccare col coltello
Skär loss med kniv
Irrota veitsellä
Adskilles med en kniv
Skjær av med en kniv
Отделить ножом
Odciąć nożem
διαχωρίστε με ένα μαχαίρι
Bir bıçak ile kesin
Oddělit pomocí nože
kés segítségével leválasztani
Oddeilit z nożem

Schwarzen Faden benutzen
Use black thread
Employer le fil noir
Gebruik zwarte draad
Utilizar hilo color negro
Utilizar fio preto
Usare filo nero
Använd svart tråd
Käytä mustaa langaa
Beryt en sort
Bruk svart
Использовать черные нитки
Уżyć czarny nici
χρησιμοποιείστε την καφέ μαύρου
Kahverengi siyah iplik kullanın
Použit černé vlákno
barna fekete fonalat kell használni
Uporabljati črni nit

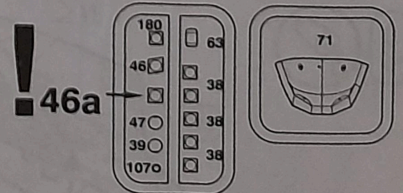
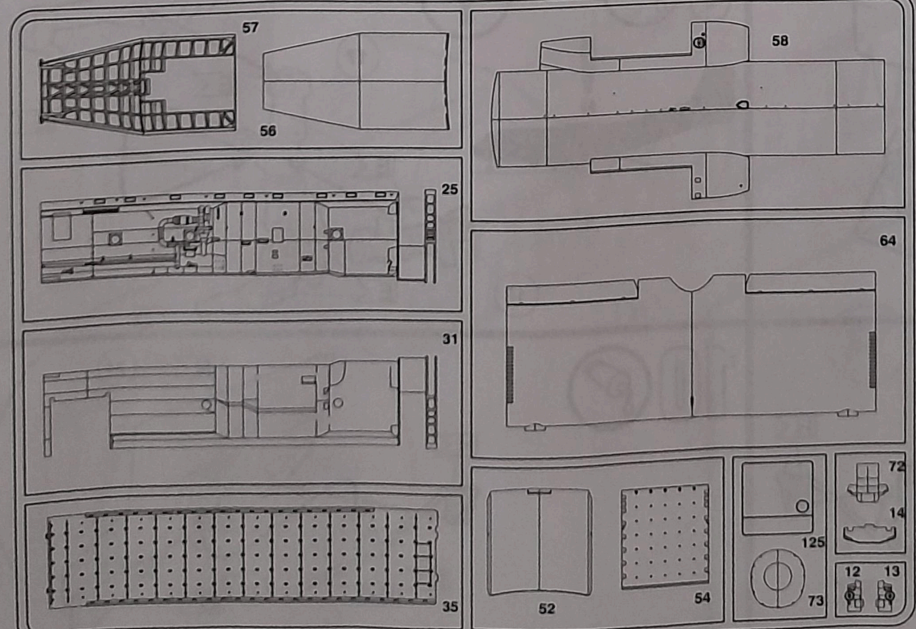
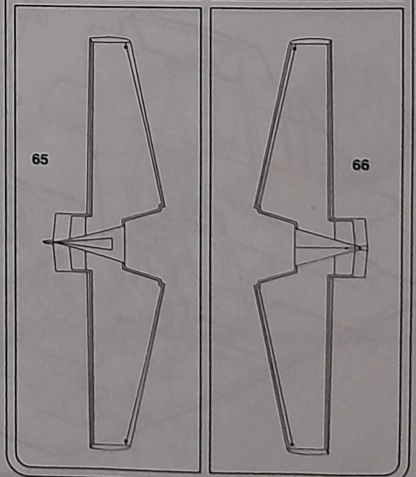
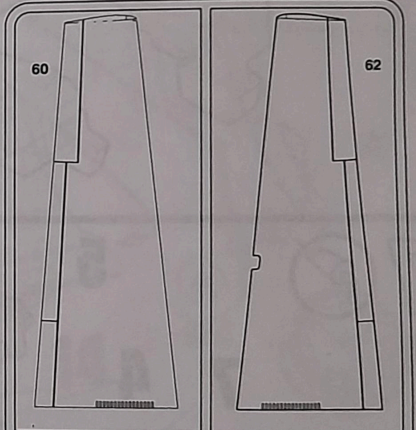
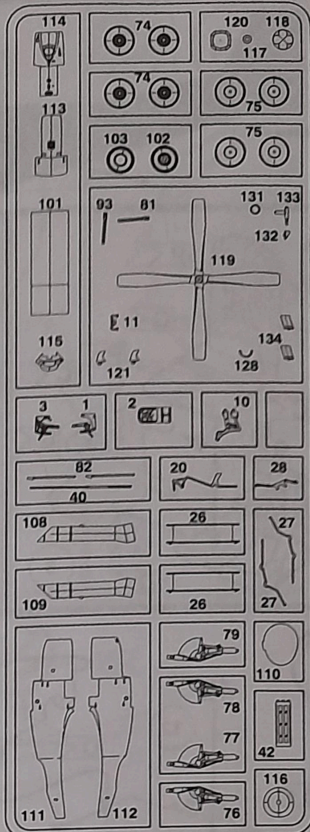
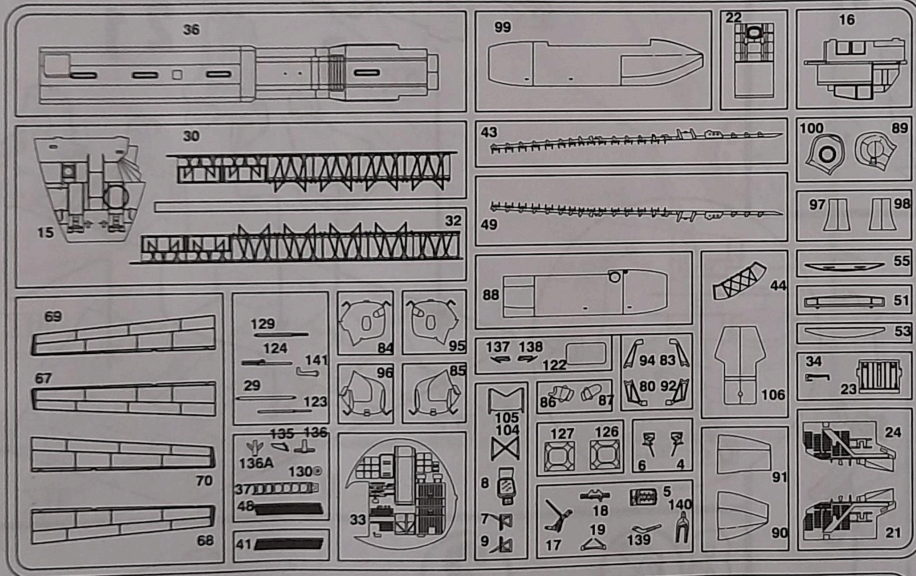
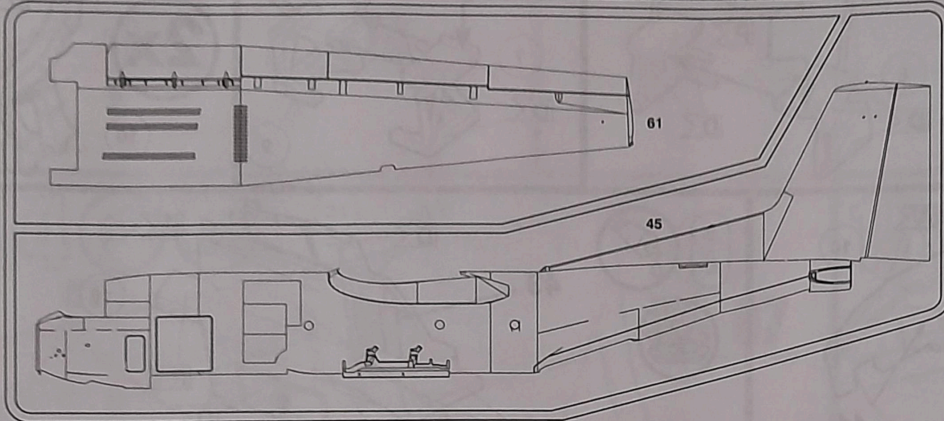
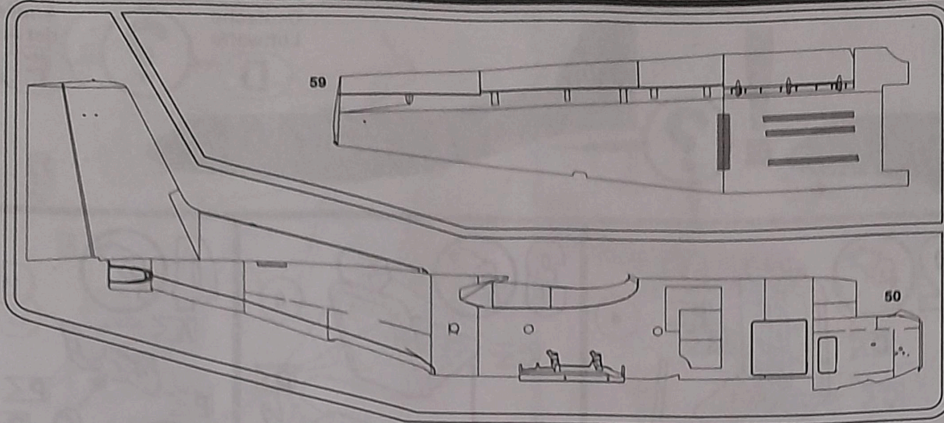
Nicht enthalten
Not included
Non fourni
Behoort niet tot de levering
No incluido
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Nào included
Ikke medsendt
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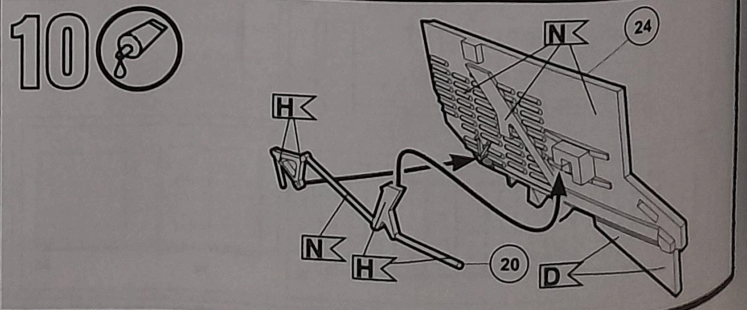
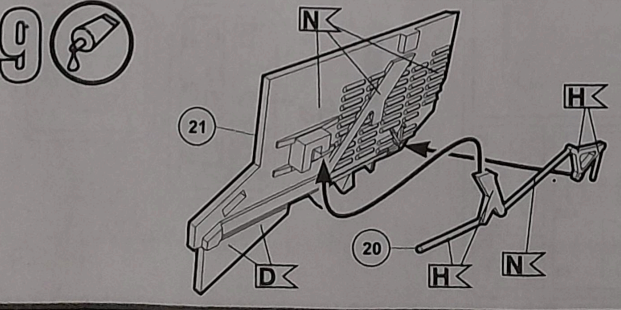
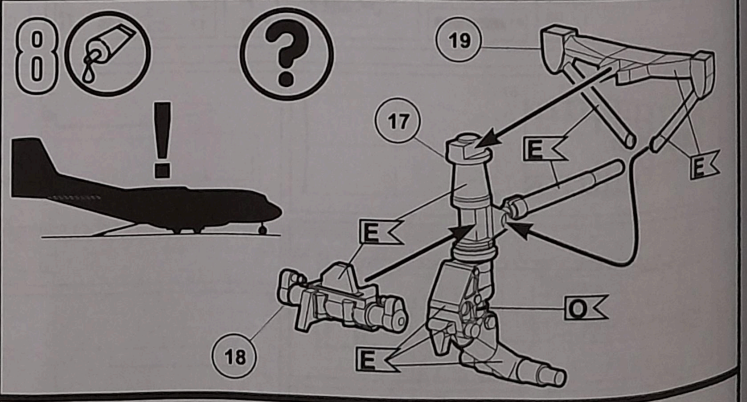
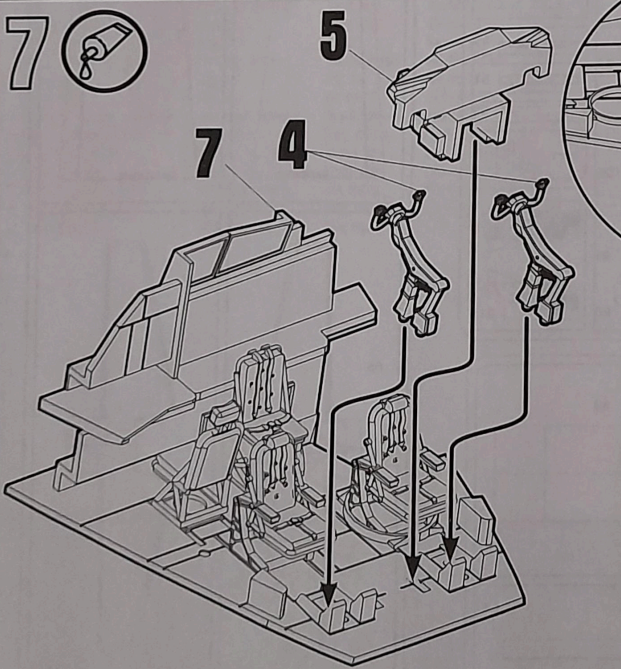
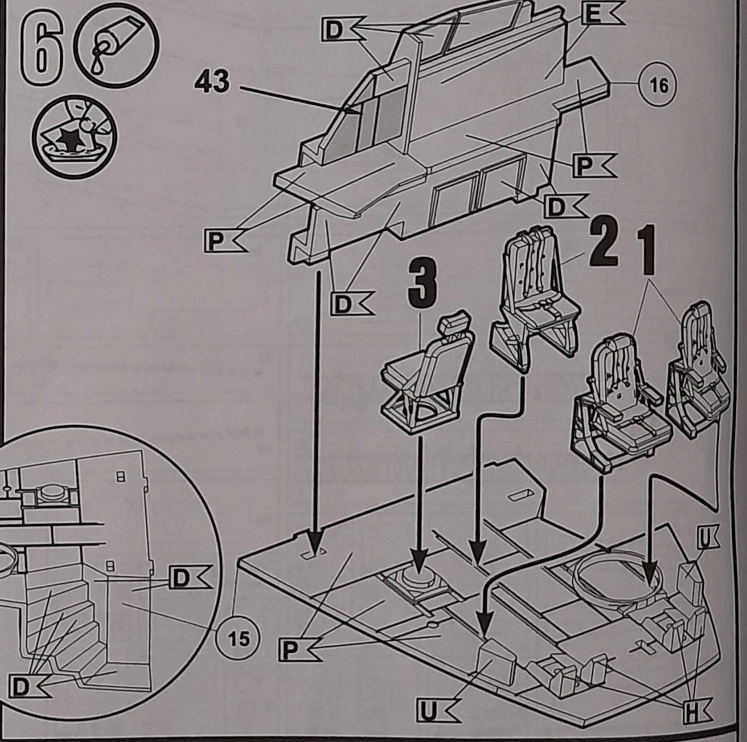
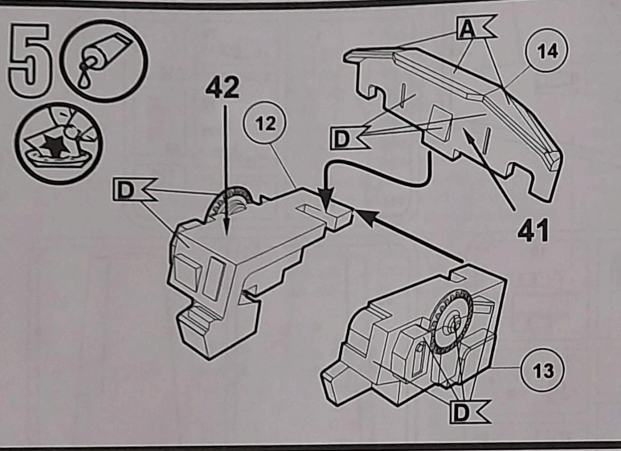
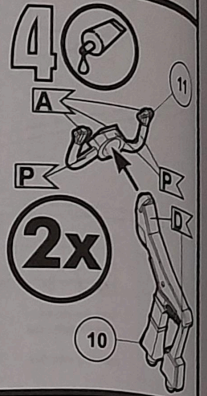
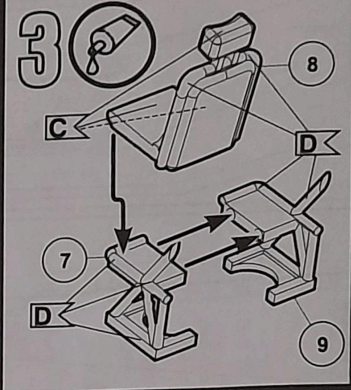
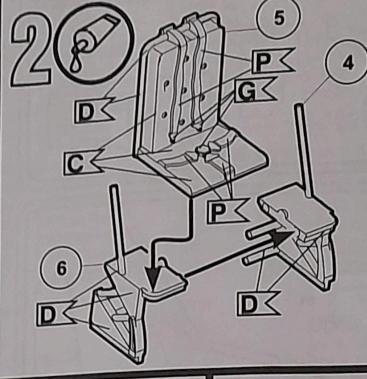
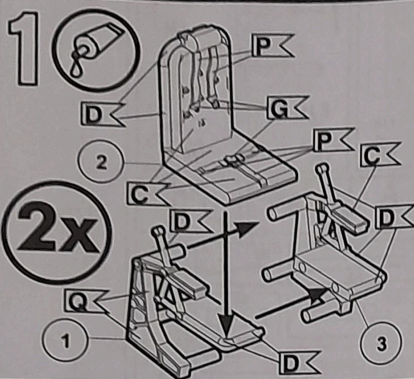
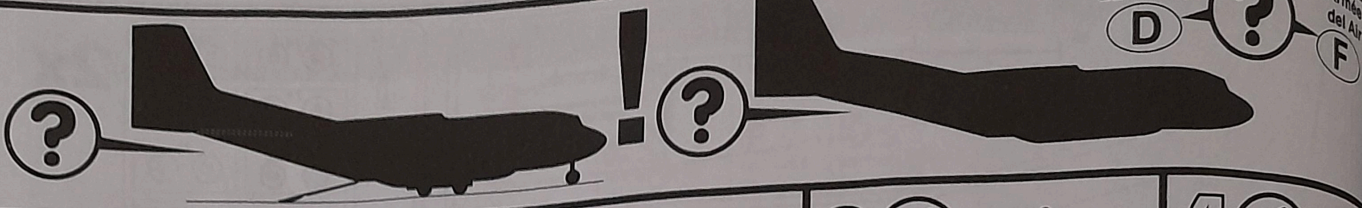
Abbildung zusammengesetzter Teile
Illustration of assembled parts
Figure représentant les pièces assemblées
Abbeelding van samengevoegde onderdelen
Ilustração de peças ensambadas
Figura representando peças encaixadas
Illustrazione delle parti assemblate
Bilden visar dalarna hopsatta
Kuva yhteenliitetystä osista
Illustration af sammensatte dele
Illustrasjon, sammensatte deler
Изображение смонтированных деталей
Ρυσункε зложонучх чзэсці
απεικόνιση των συναρμολογημένων εξαρτημάτων
Birleştirilen parçaların şekli
Zobrazeni sestavených dílů
összeállított alkatrészek ábrája
Slika slopljenega dela

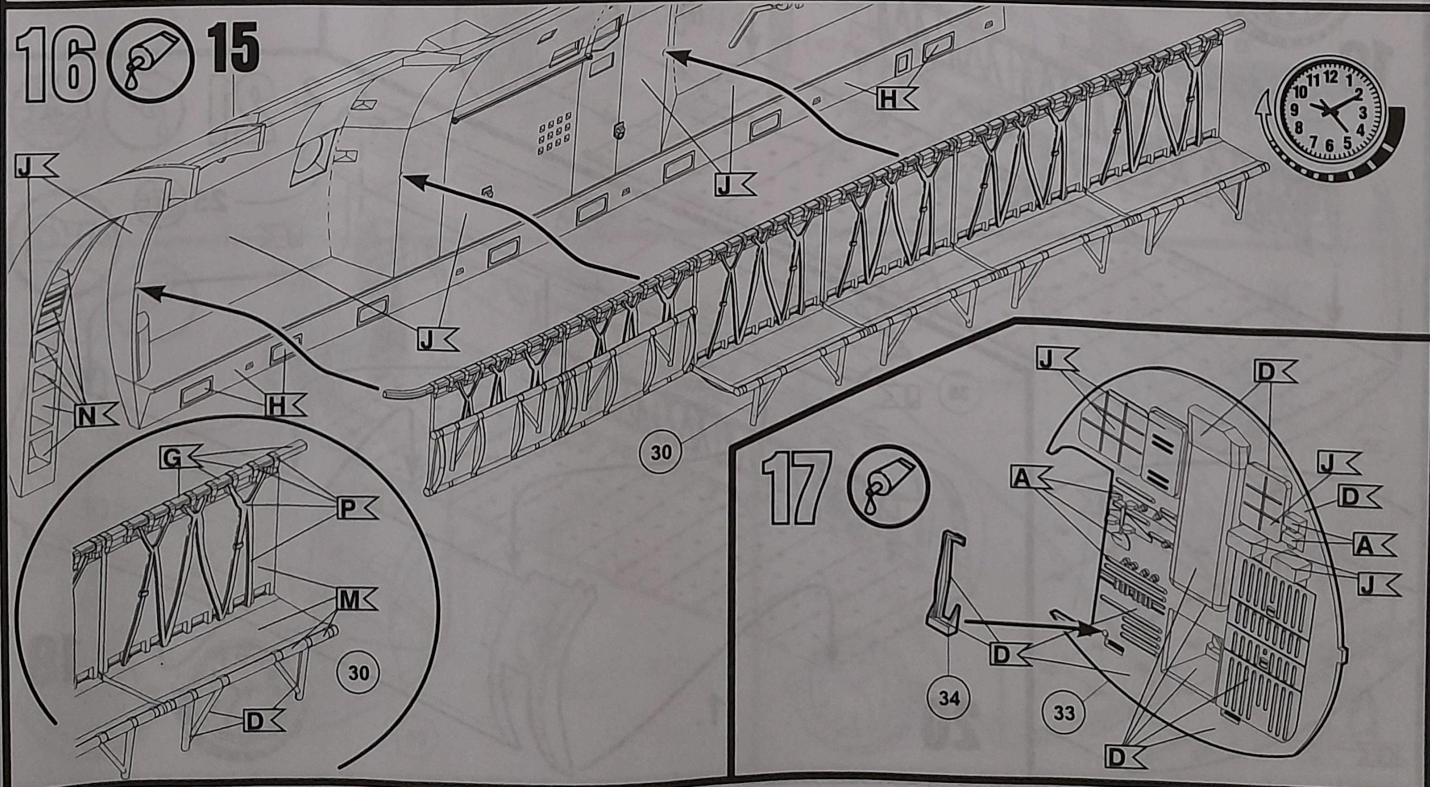
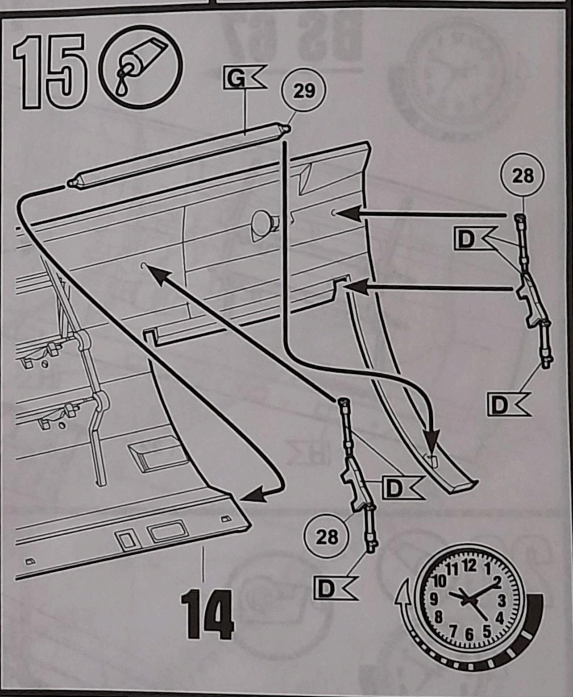
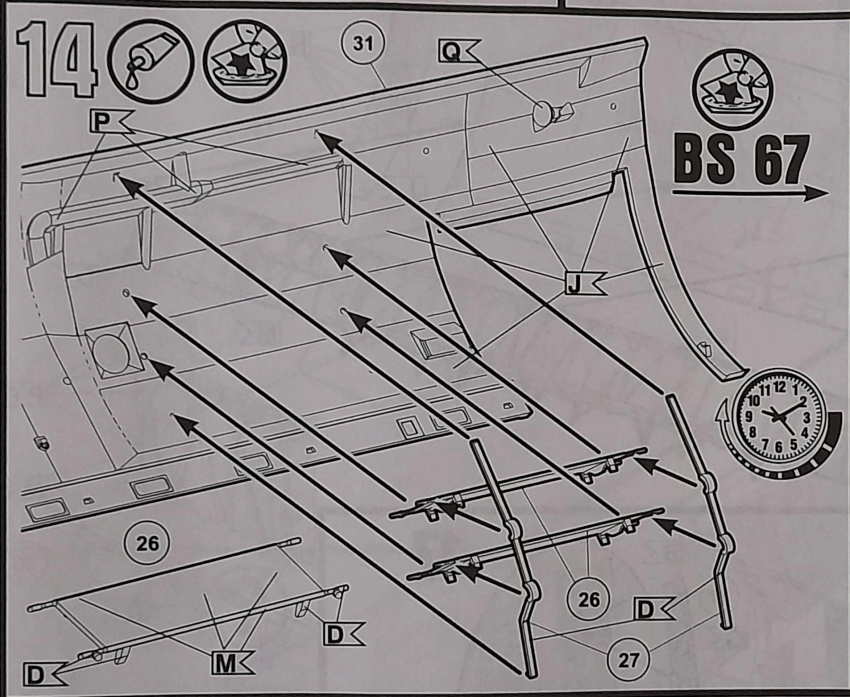
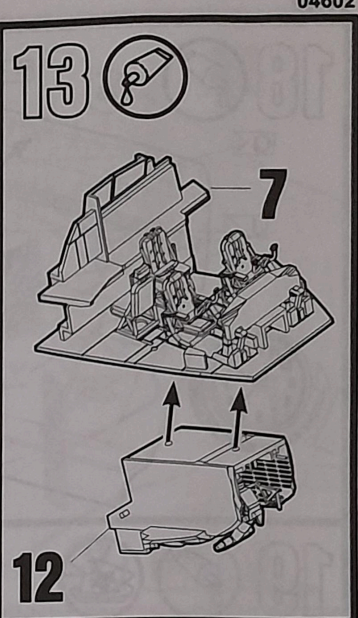
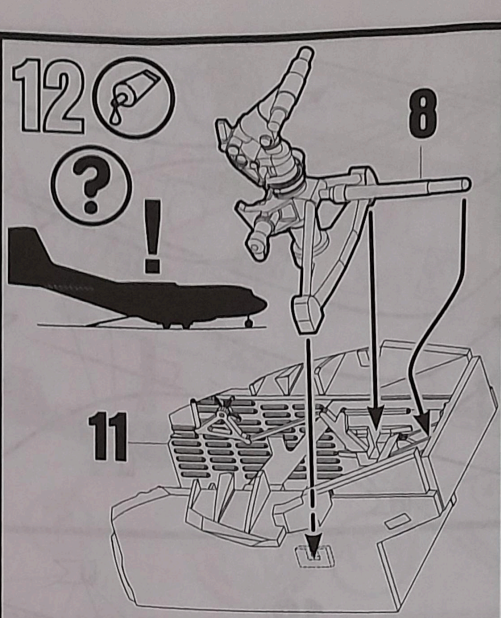
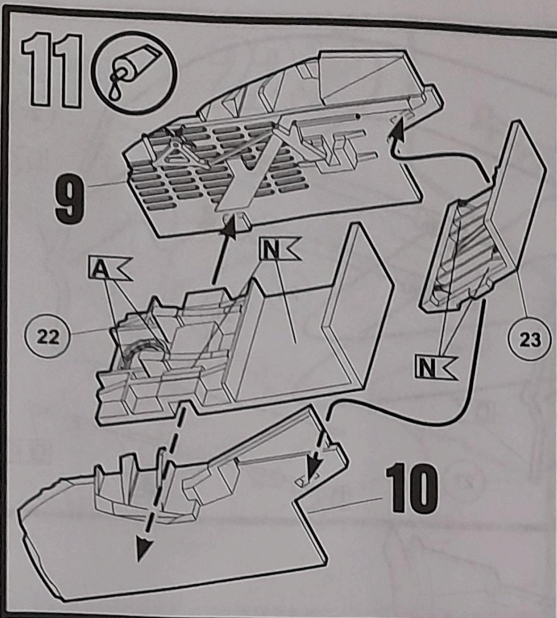
D: Beiliegenden Sicherheitstext beachten und nachschlagebereit halten.
E: Please note the enclosed safety advice and keep safe for later reference.
F: Respecter les consignes de sécurité ci-jointes et les conserver à portée de main.
NL: Houdt u aan de bijgaande veiligheidsinstructies en hou deze steeds bij de hand.
E: Observar y siempre tener a disposición este texto de seguridad adjunto.
I: Seguire le avvertenze di sicurezza allegate e tenerle a portata di mano.
S: Ter em atenção o texto de segurança anexo e guard-lo para consulta.
S: Beakta bifogad säkerhetstext och håll den i beredskap.
FIN: Huomioi ja säilytä ohjelset varoltuksel.
DK: Overhold vedlagte sikkerhedsanvisninger og hav dem liggende i nærheden.

N: Ha alltid vedlagt sikkerhetstest klar til bruk.
RUS: Соблюдать прилагаемый текст по технике безопасности, хранить его в легко доступном месте.
PL: Stosować się do załączonej karty bezpieczeństwa i mieć ją stale do wglądu.
GR: ροσ έτε τις συνημ νες υποδείξεις ασ άλειας και υλάξτε τις ται ώστε να ται χ τε παντα σε διαθ ση ασ.
TR: Ekteki güvenliik talimatlarını dikkate alıp, biskabileceğiniz bir şekilde muafaza ediniz.
CZ: Dbejte na příložen` bezpečnostní text a mŕjte jej pfiipraven` na dosah.
H: A mellékelt biztonság-gi szöveget vegye figyelembe és tartsa fellopoz-sra készen!
SLO: Prilofena varnostna navodila izvajajte in jih hranite na vsem dostopnem mestu.

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BS 67



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J

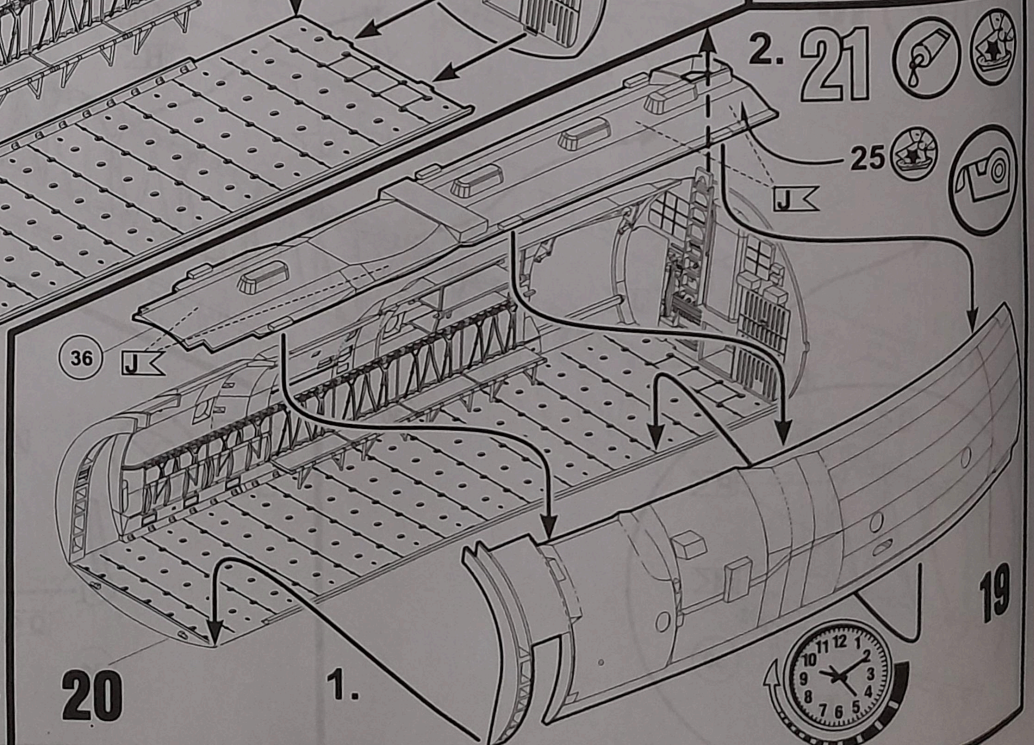
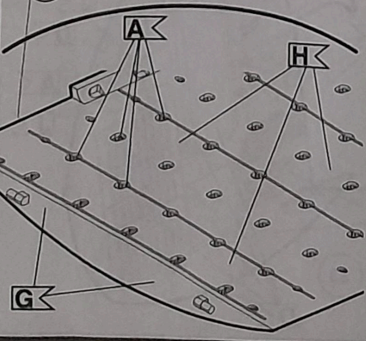
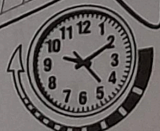
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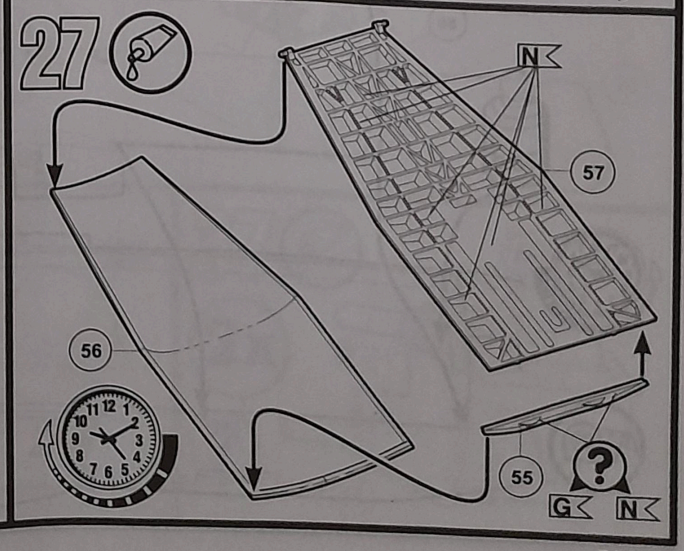
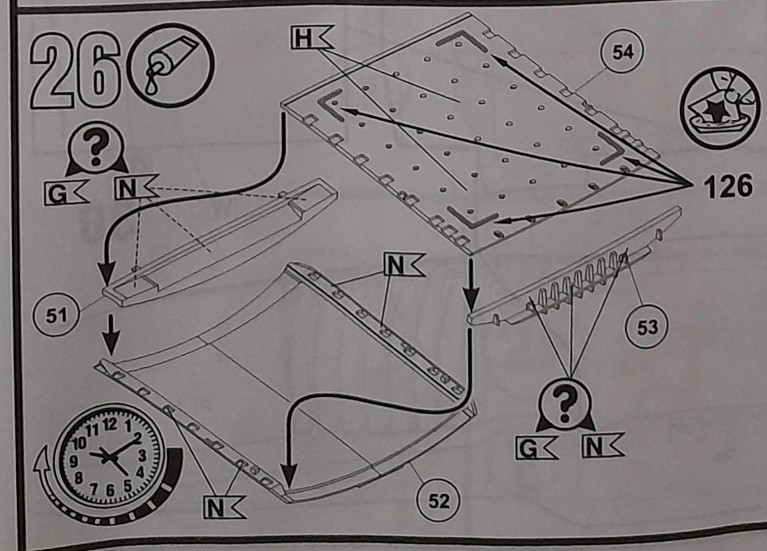
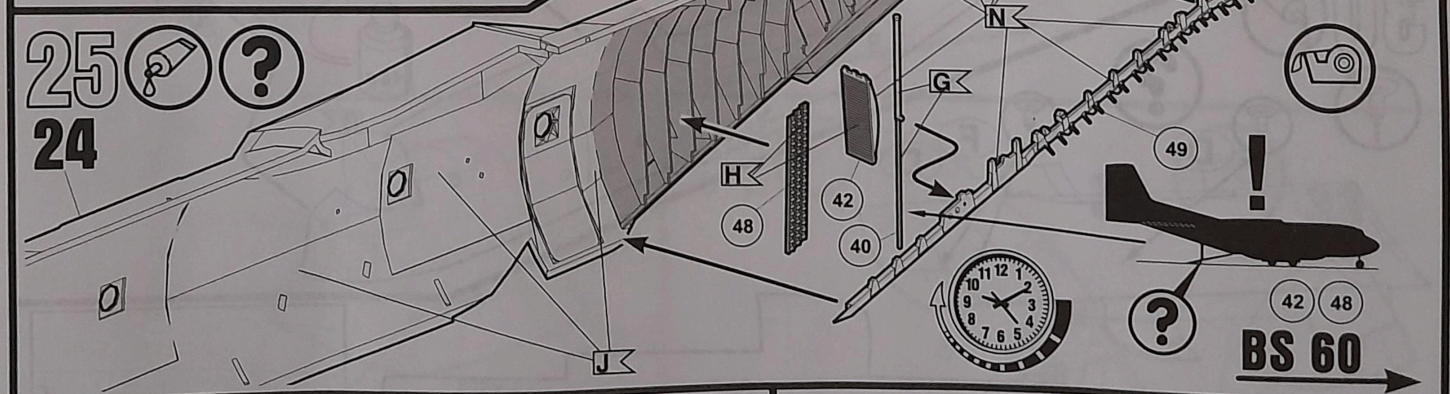
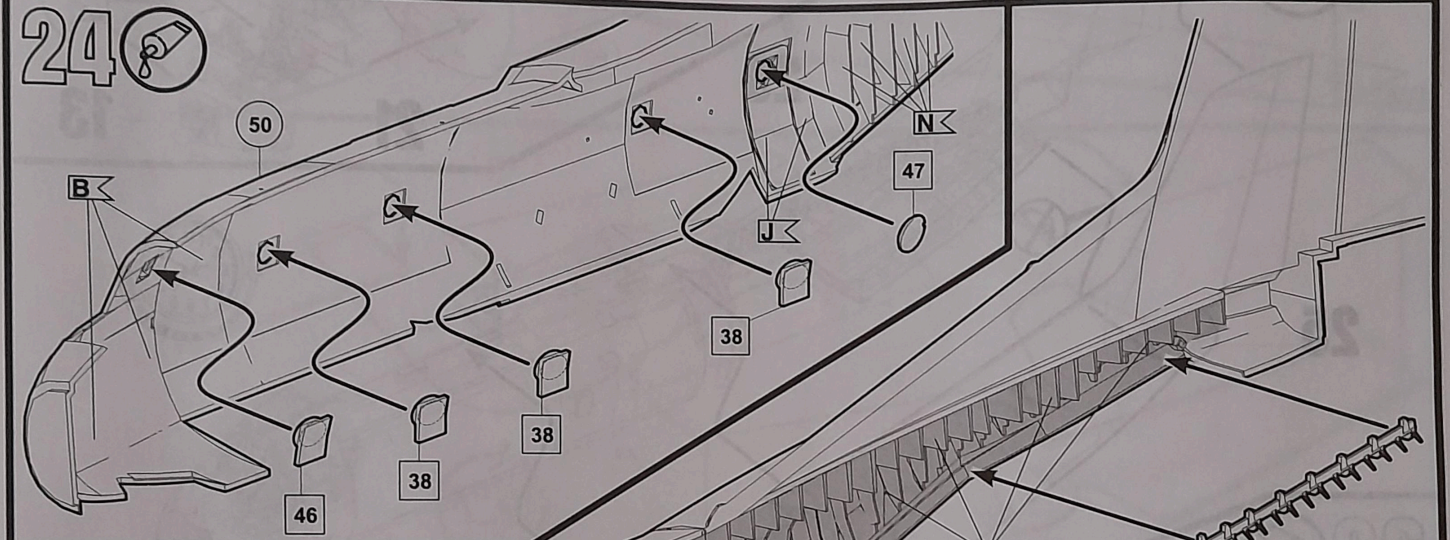
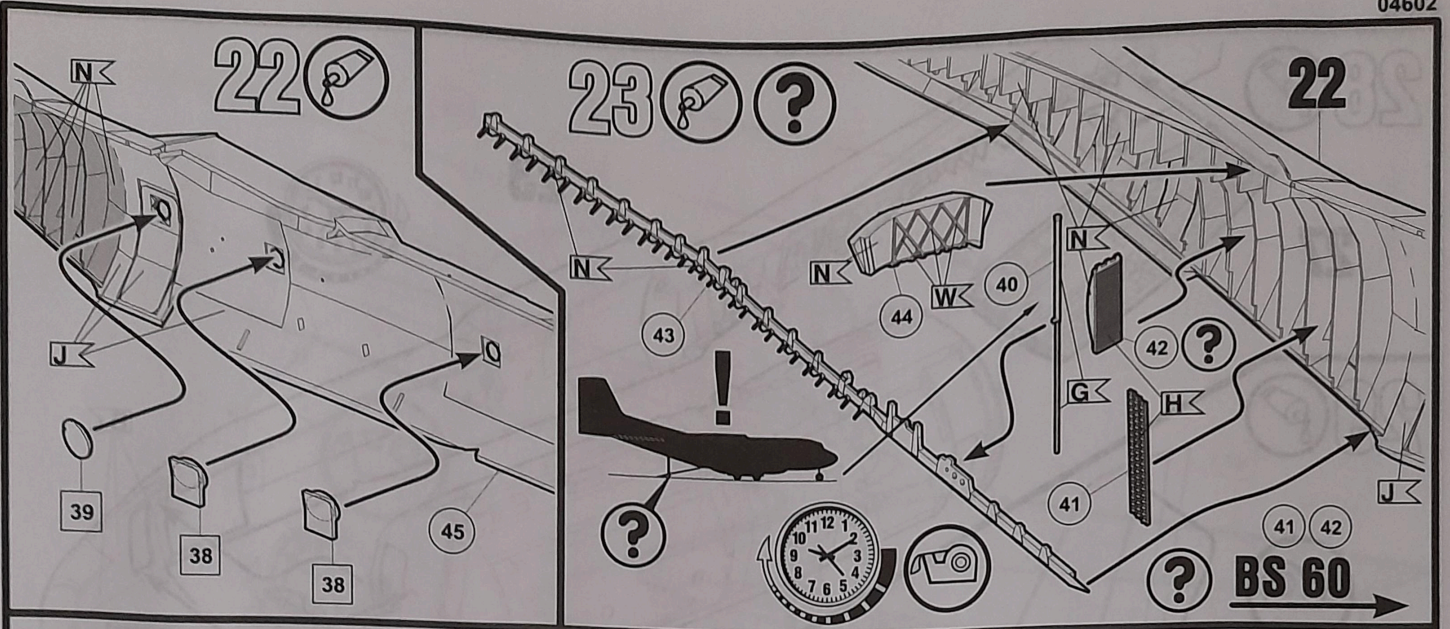
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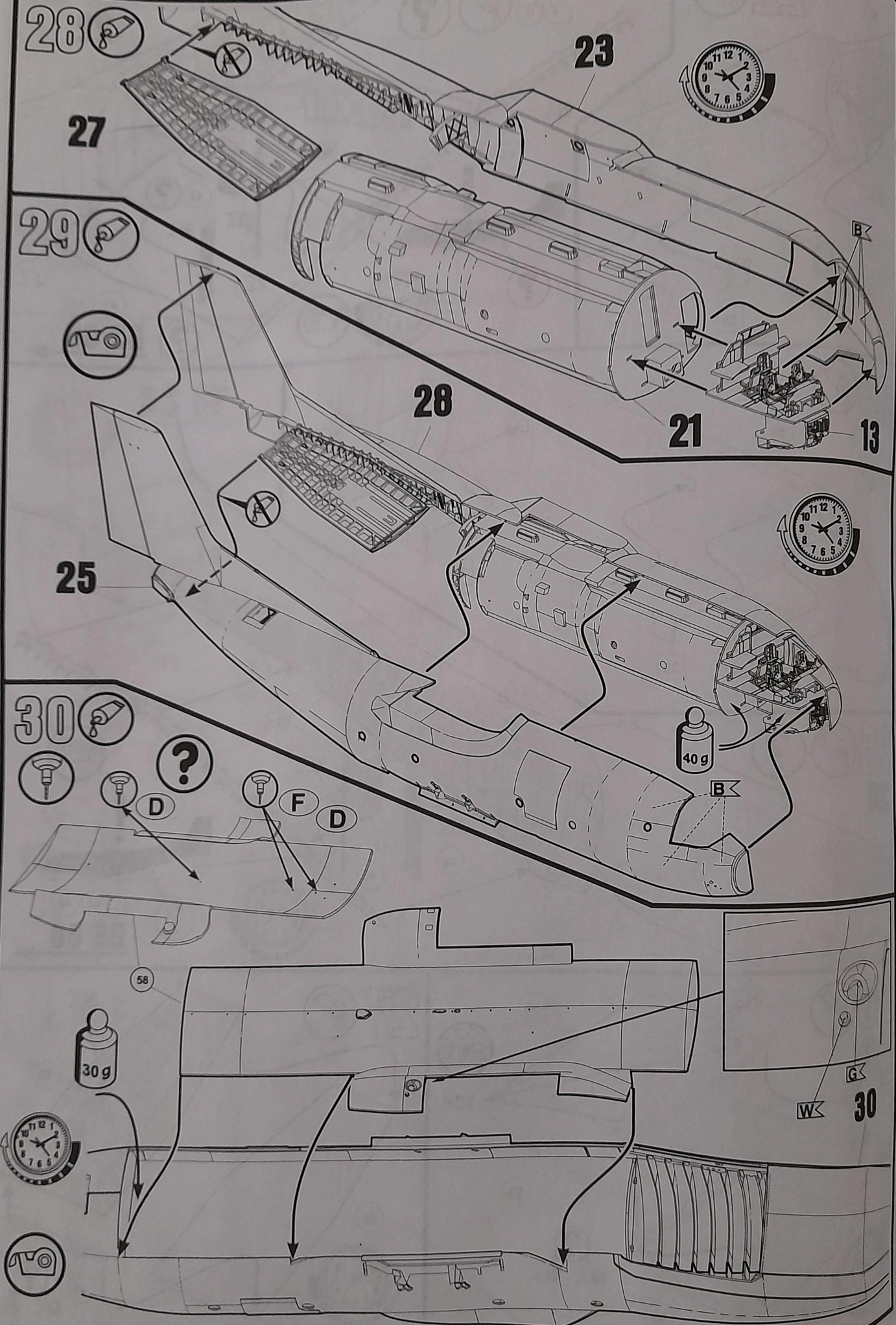
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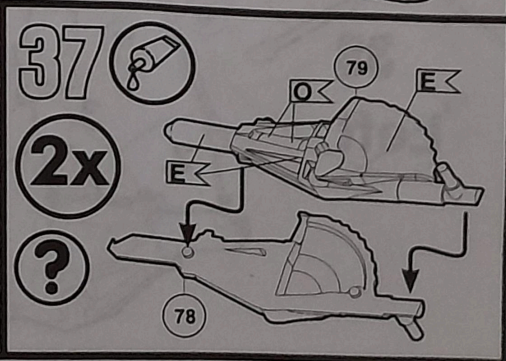
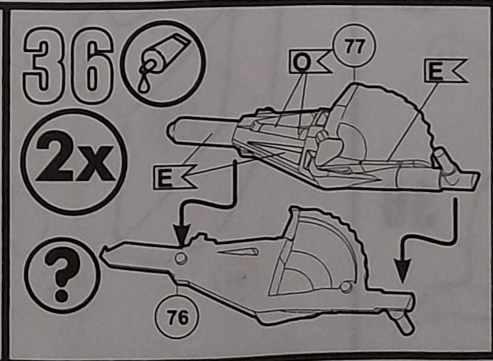
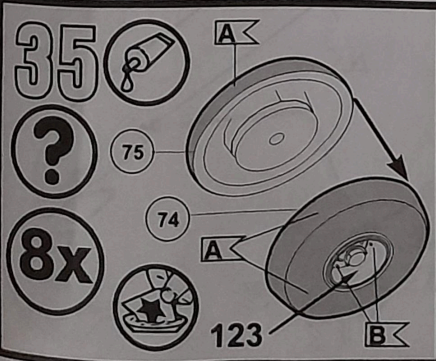
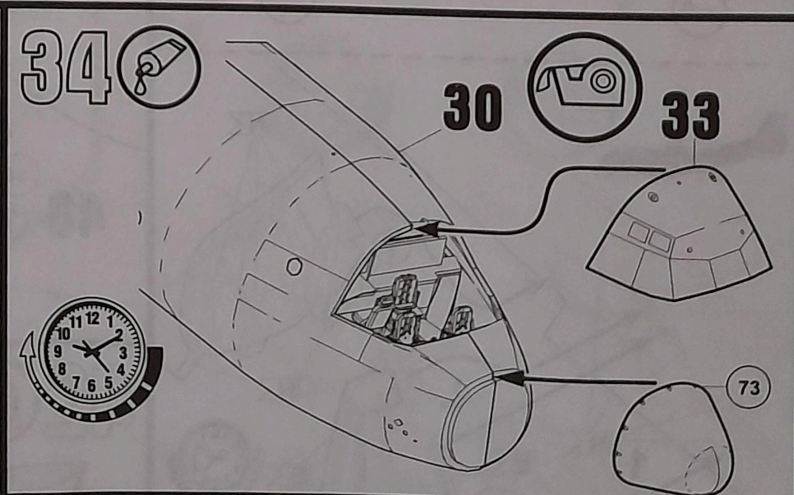
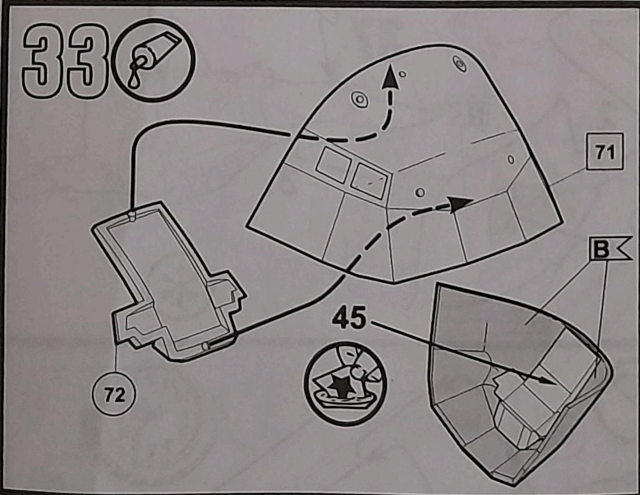
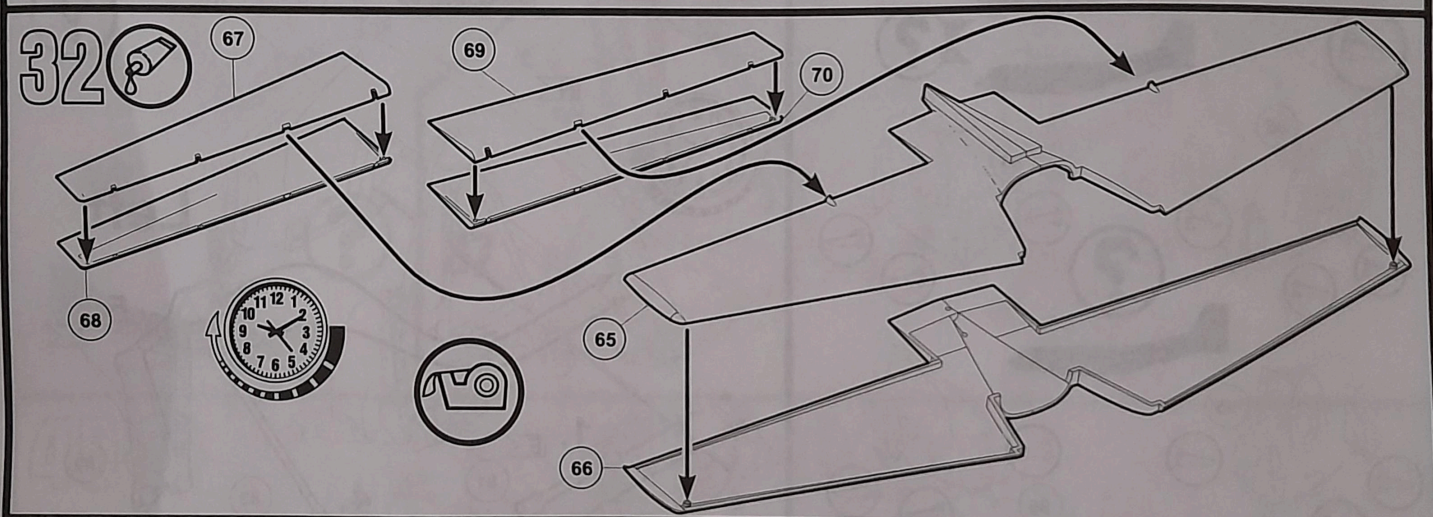
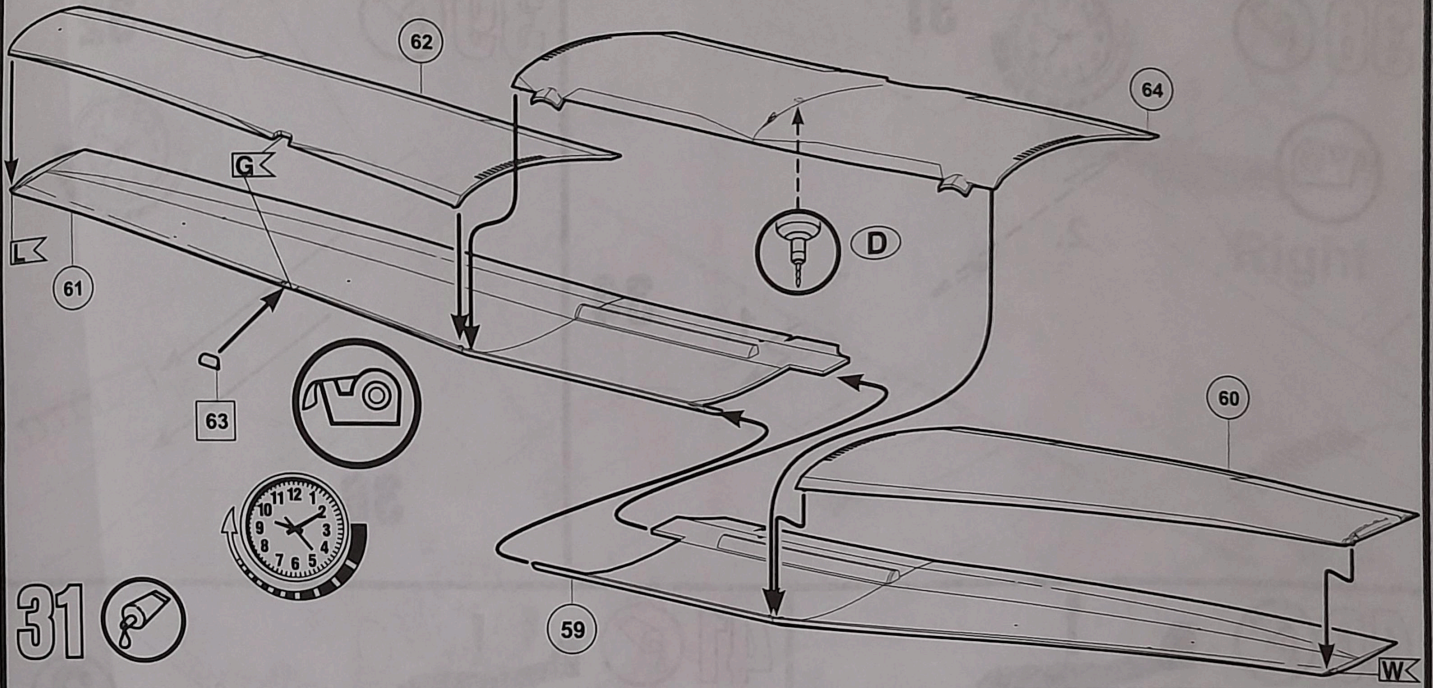
B

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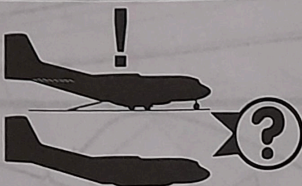


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N

Left

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Left

1. N

4.

2.

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A

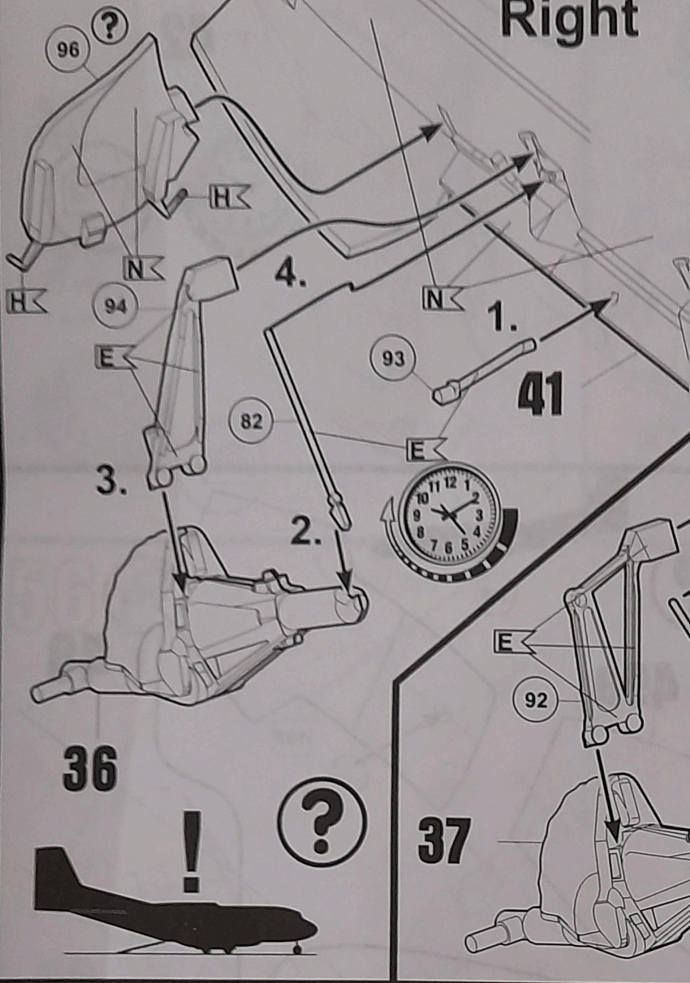
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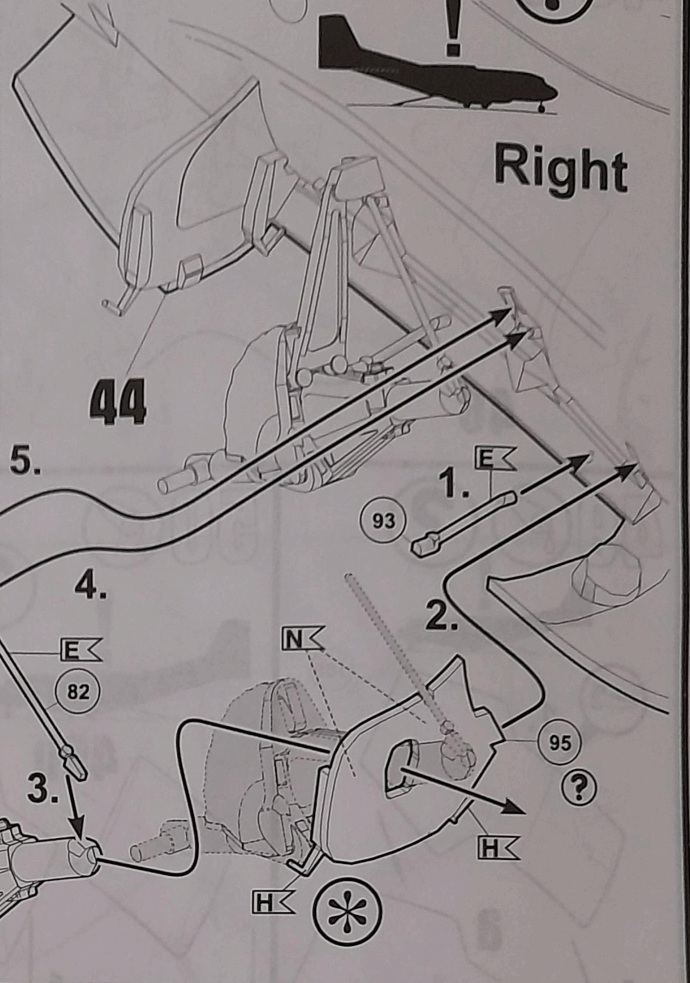
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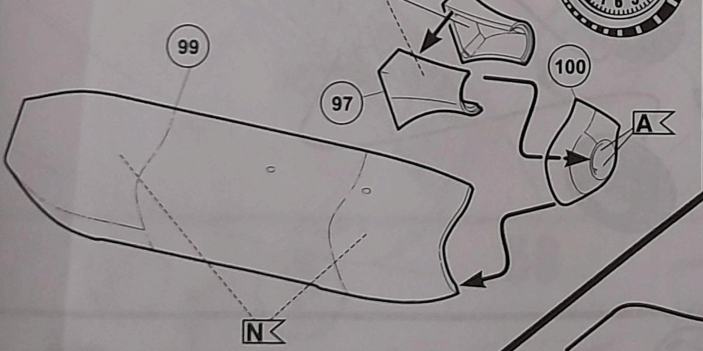
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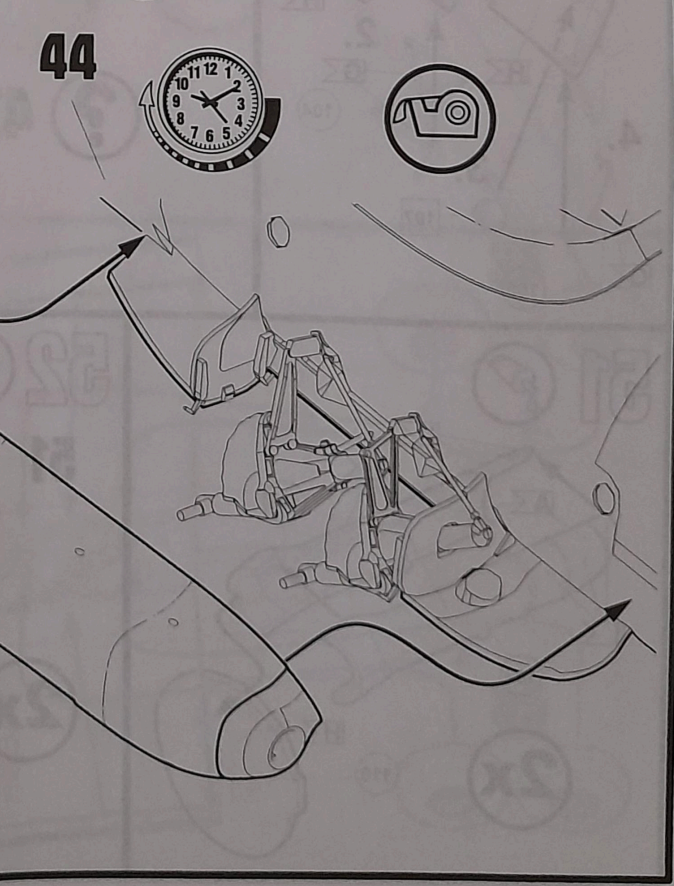


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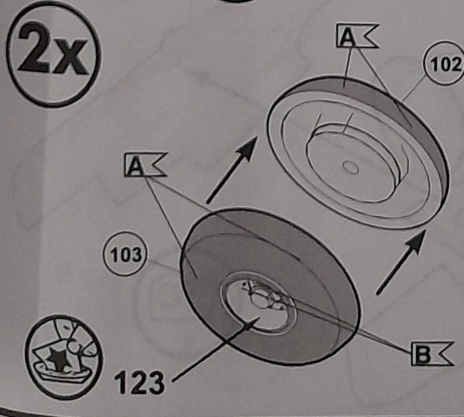


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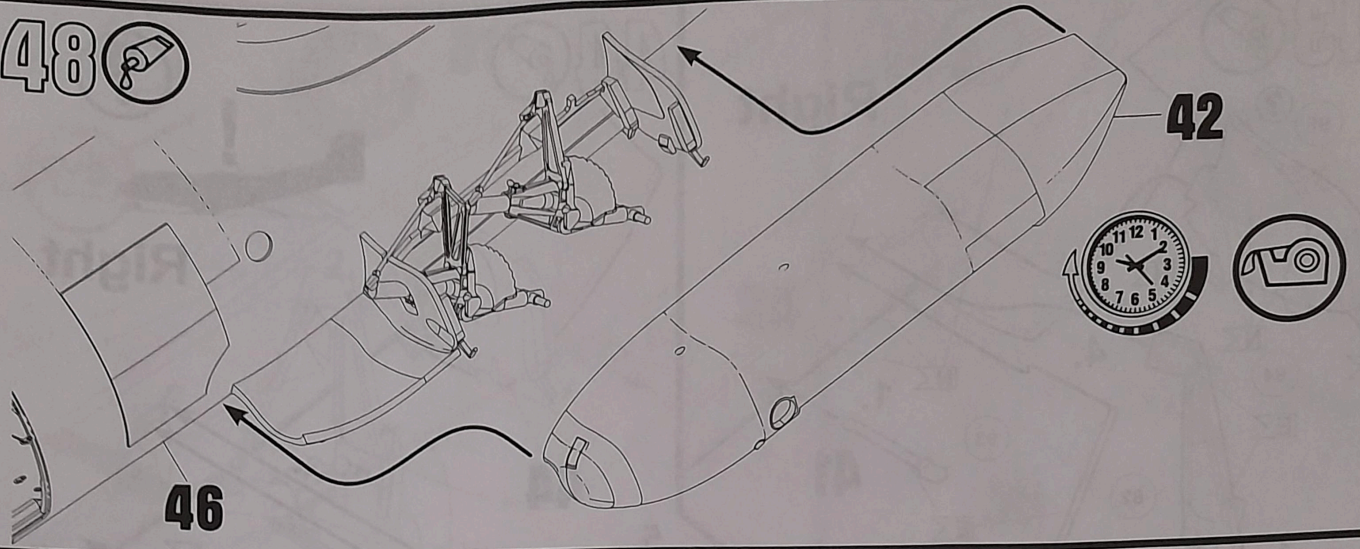
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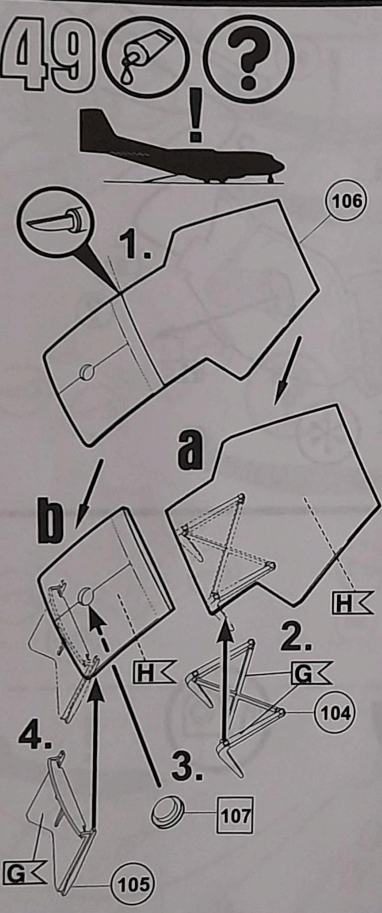



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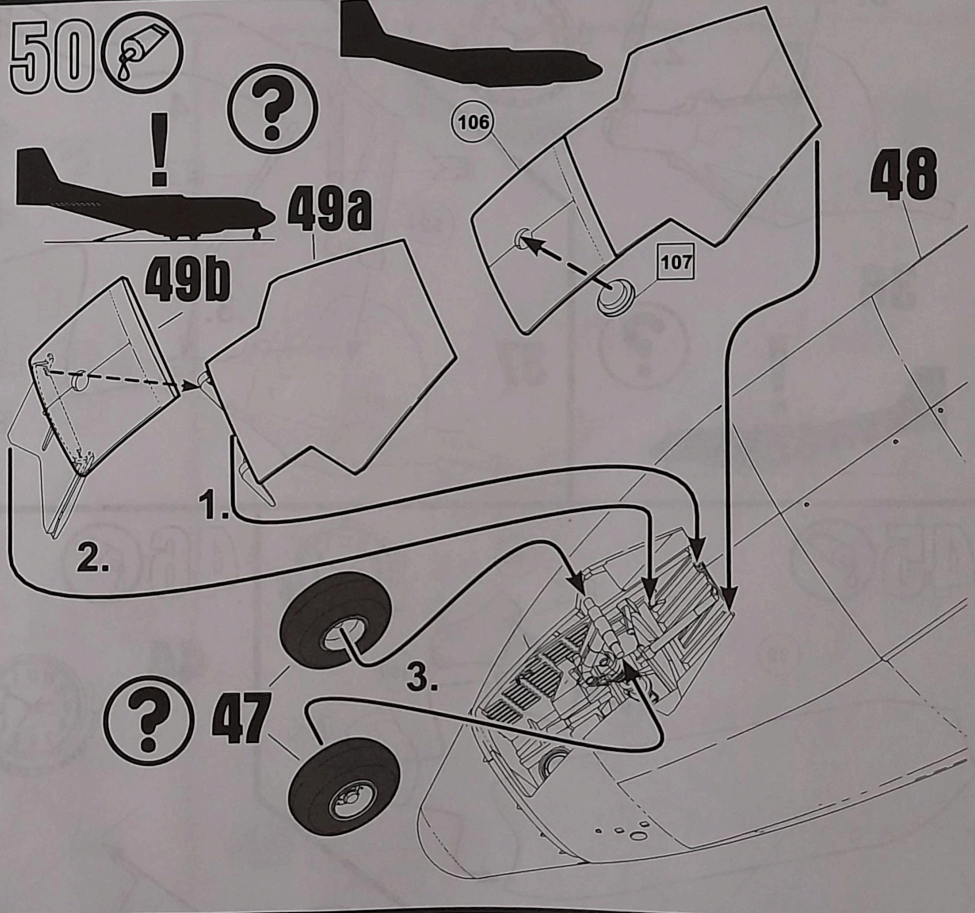
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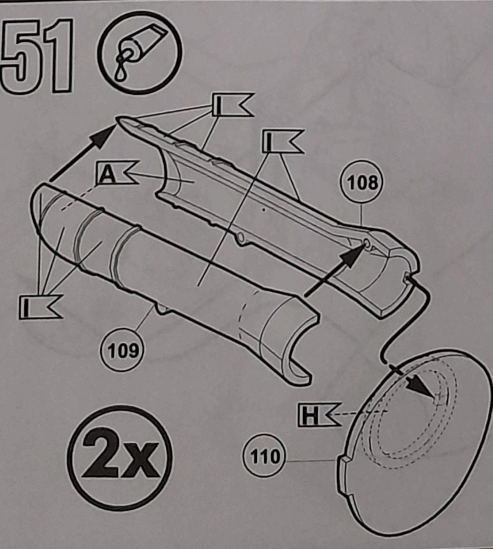
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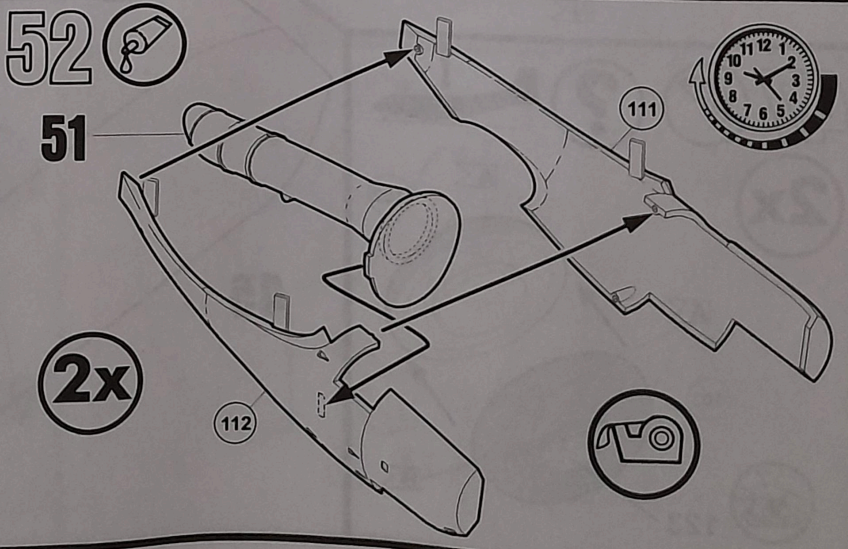
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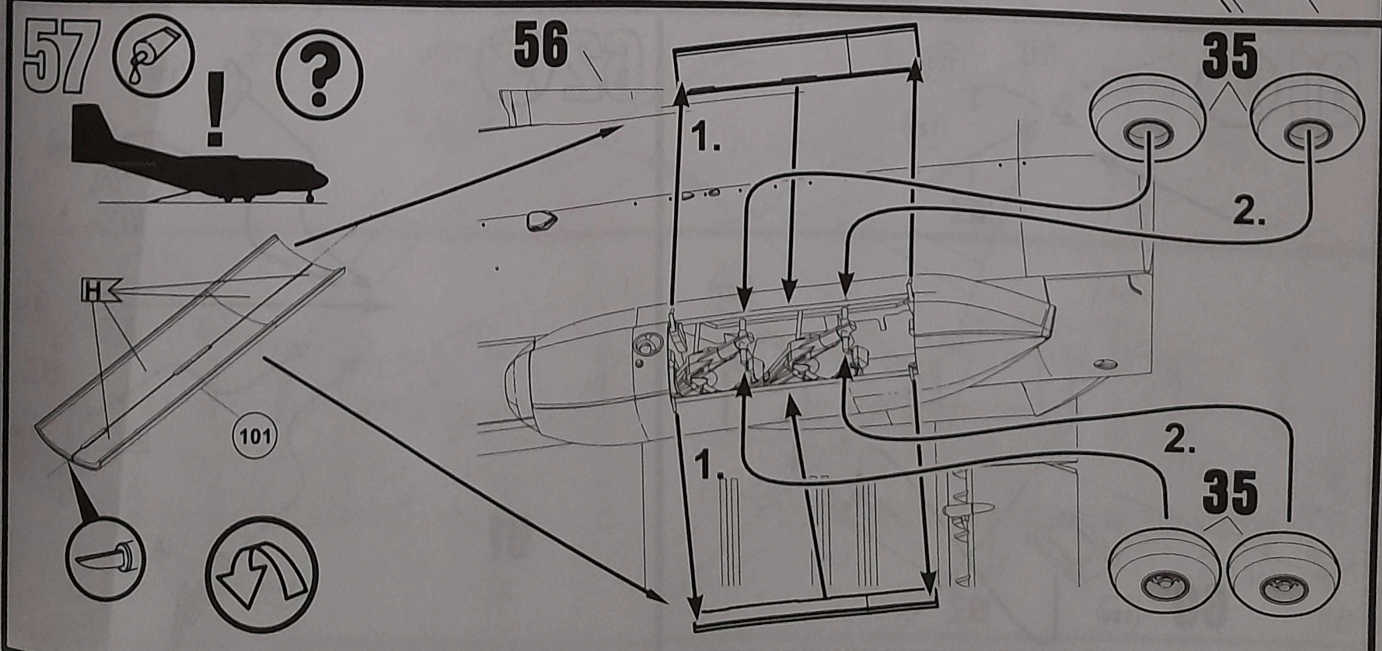
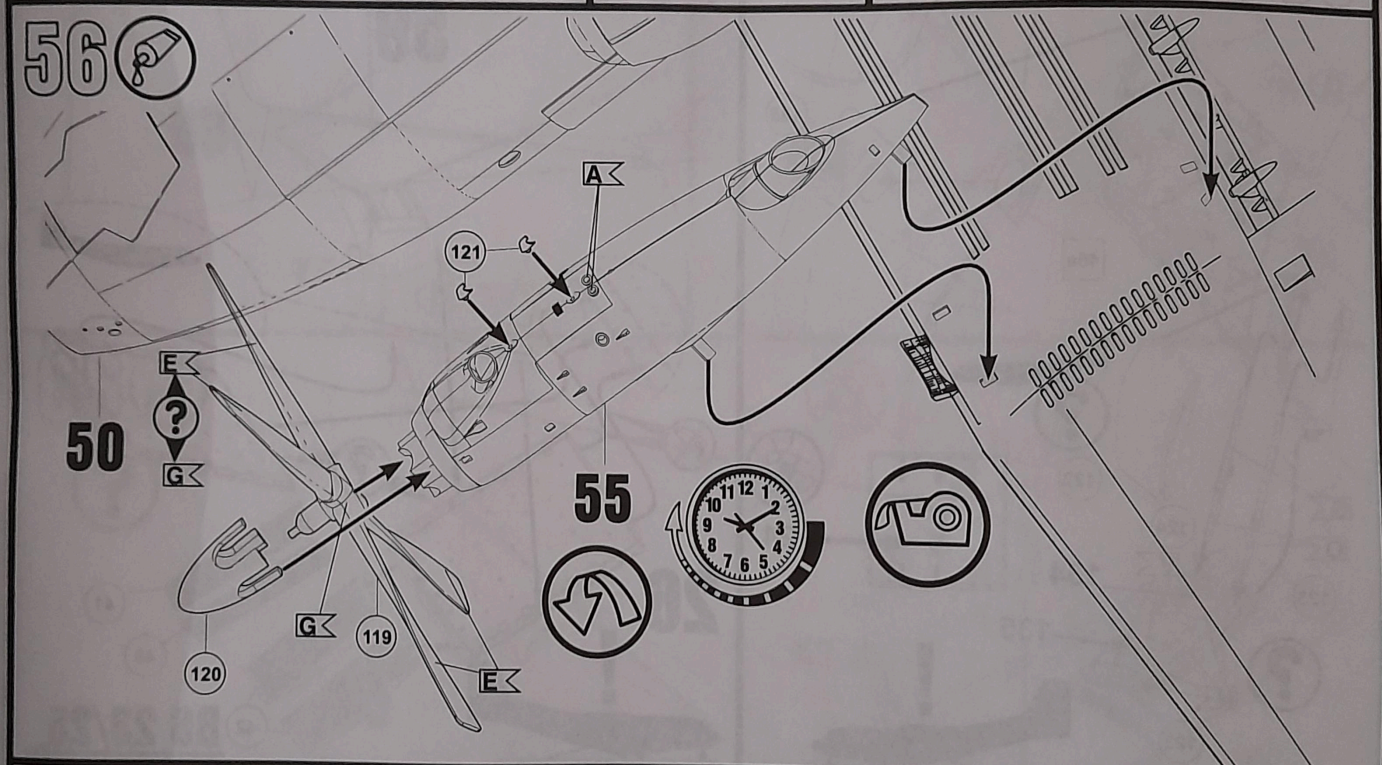
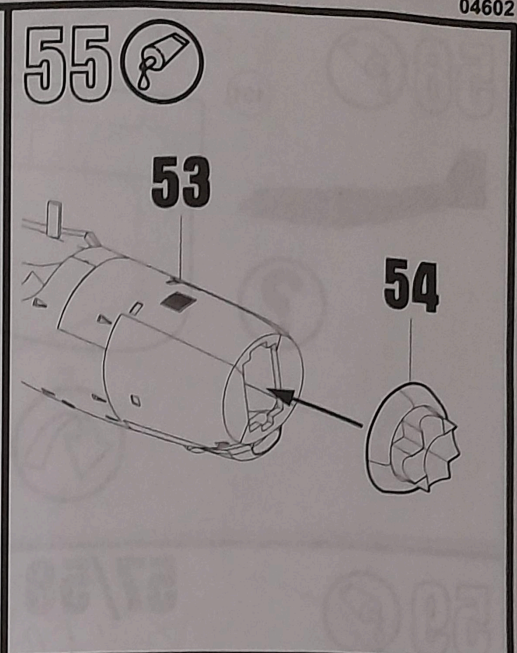
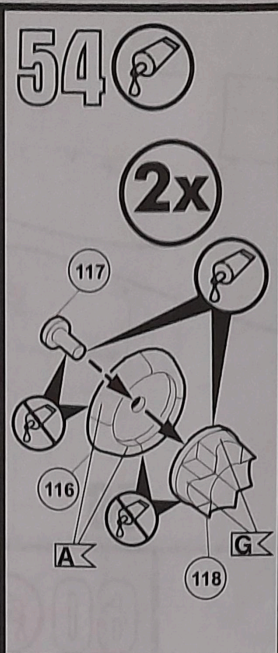
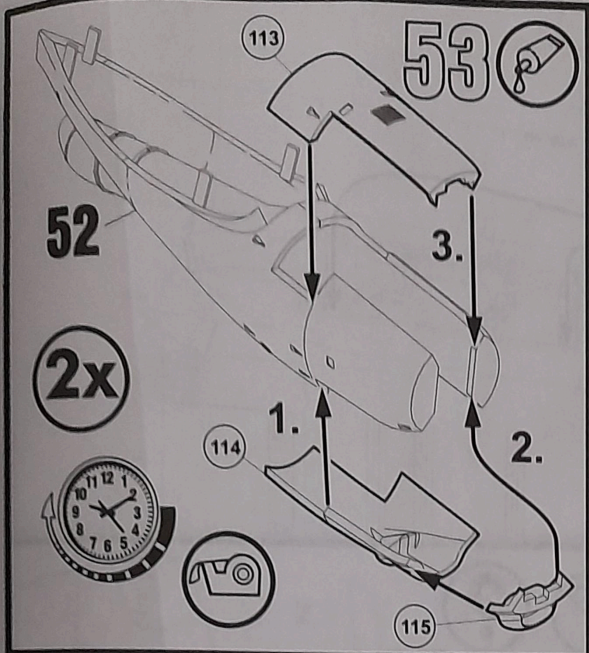


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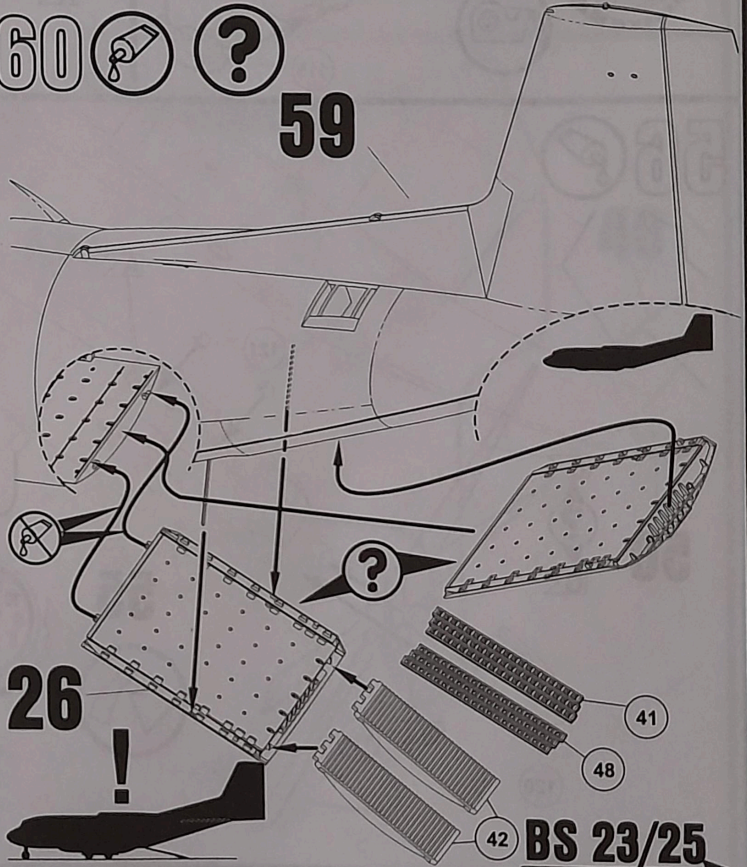
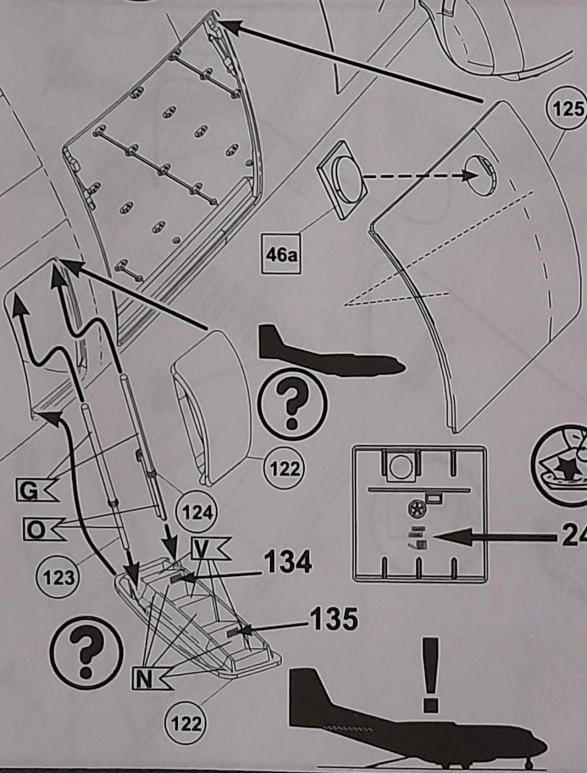


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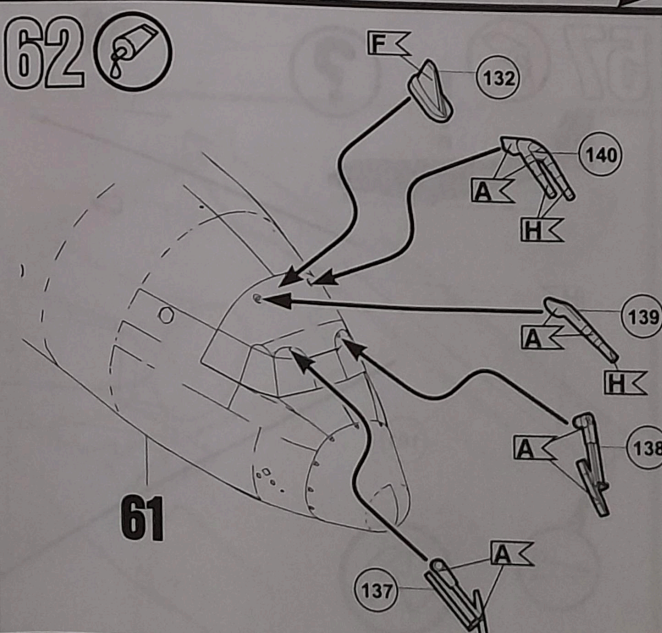
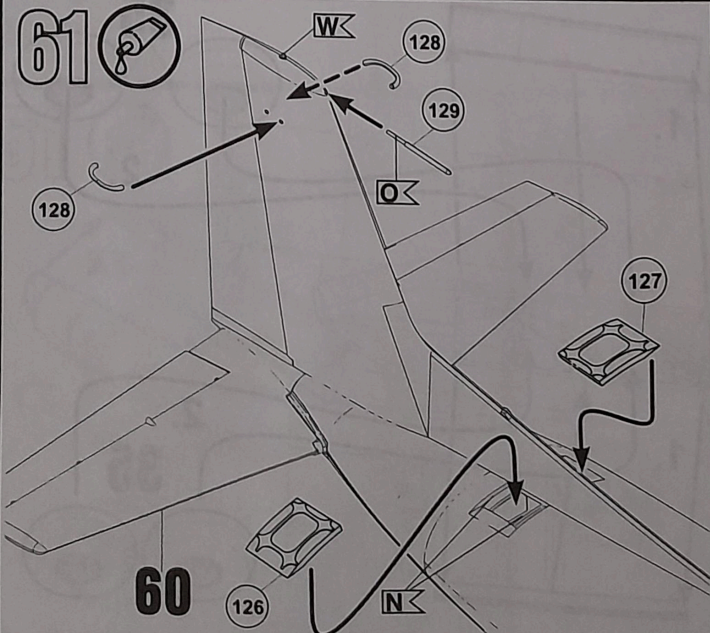



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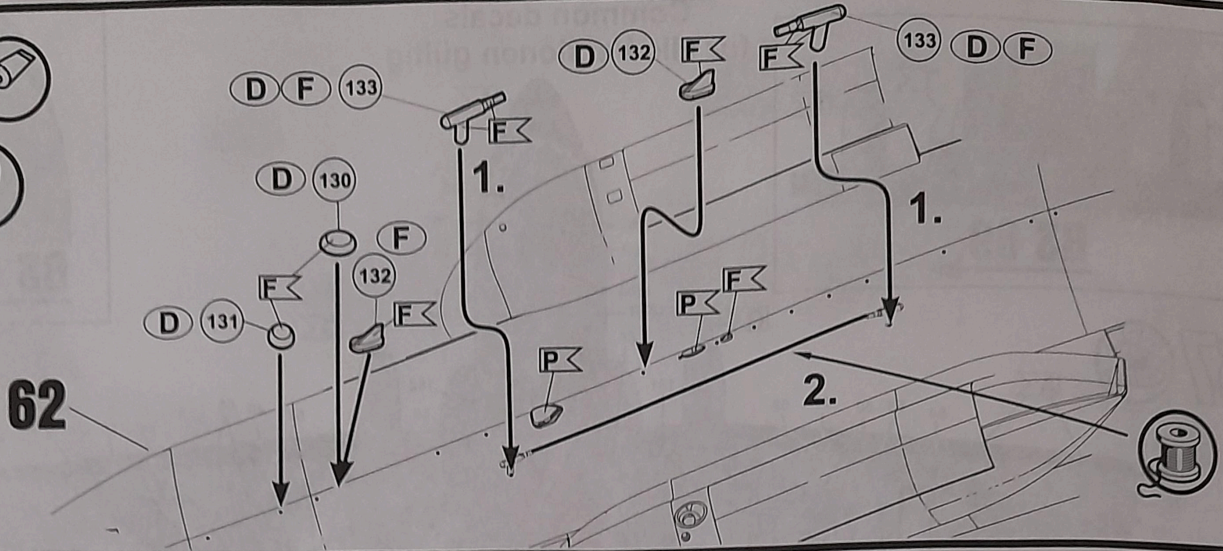
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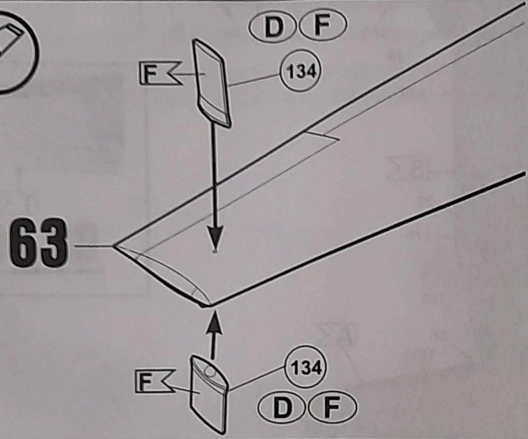
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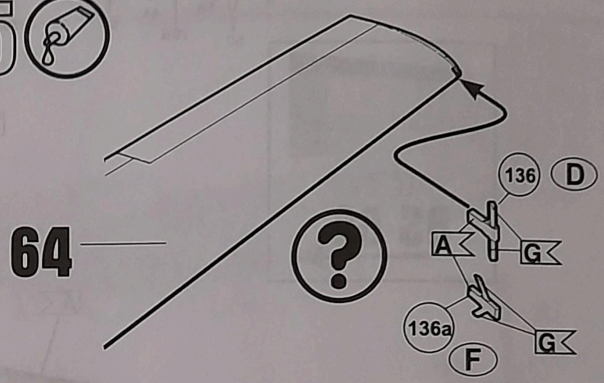
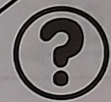
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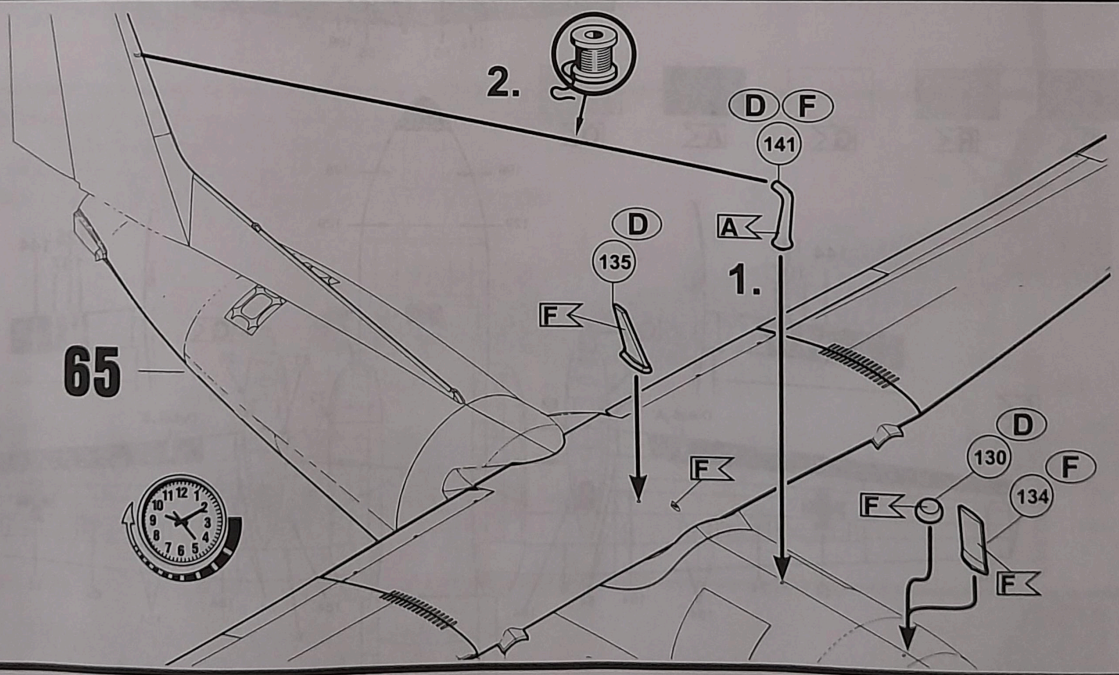
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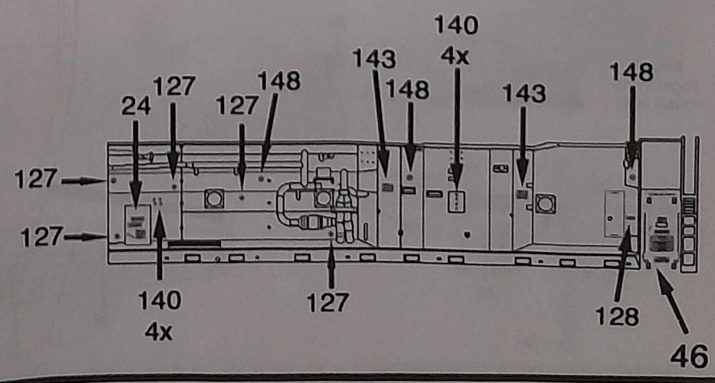
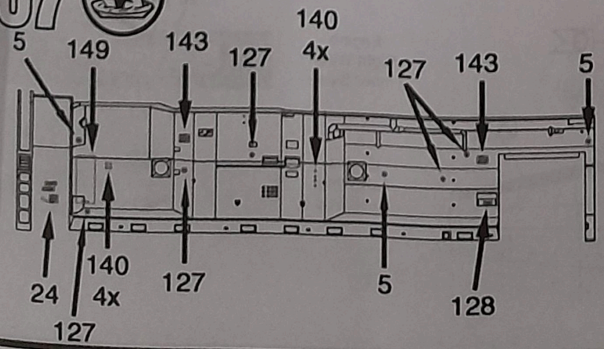
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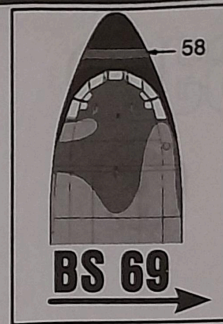
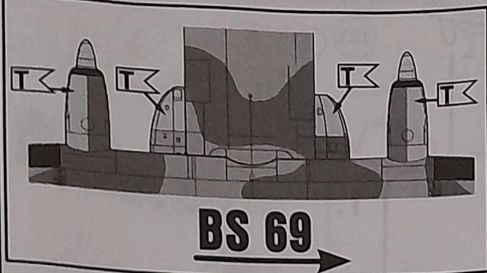
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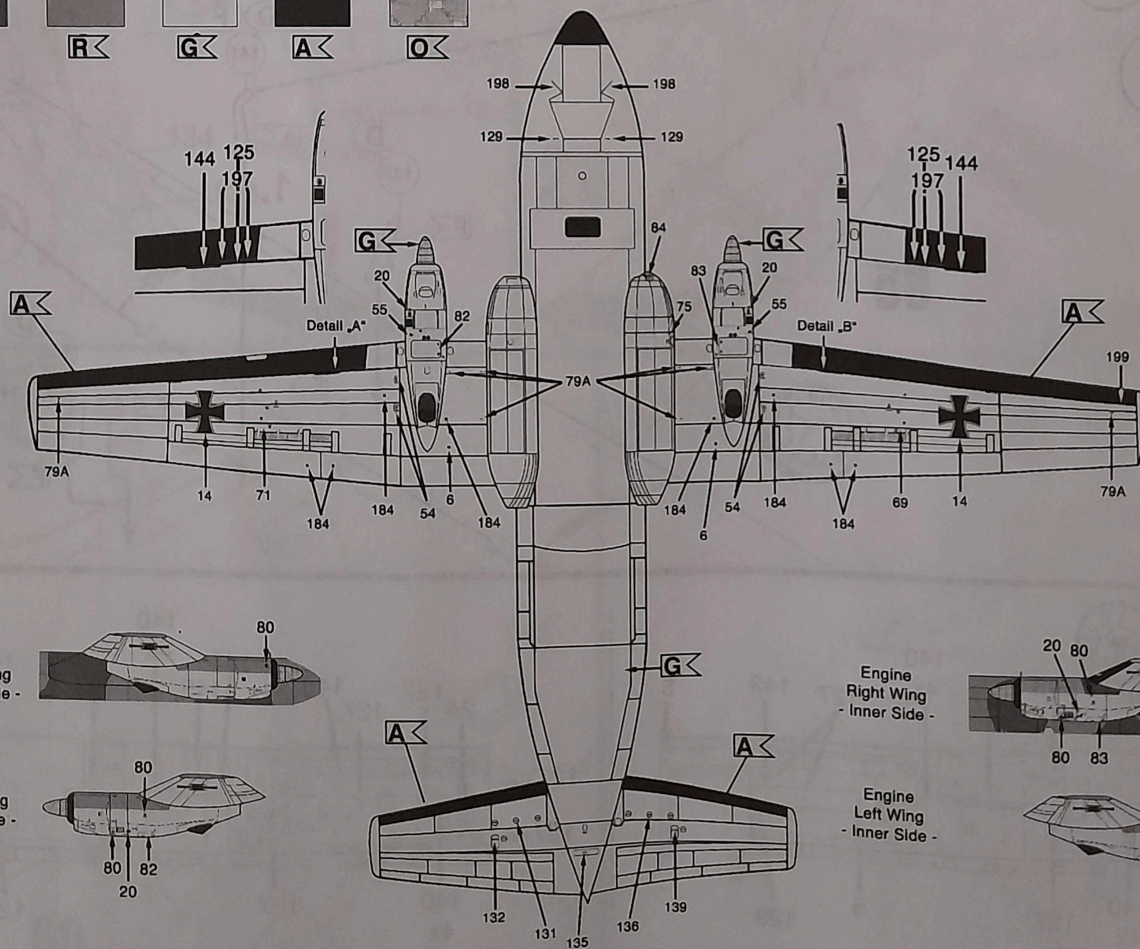
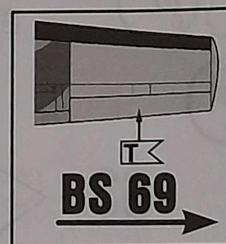
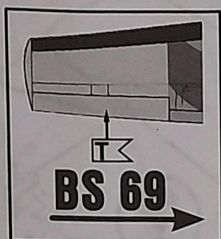
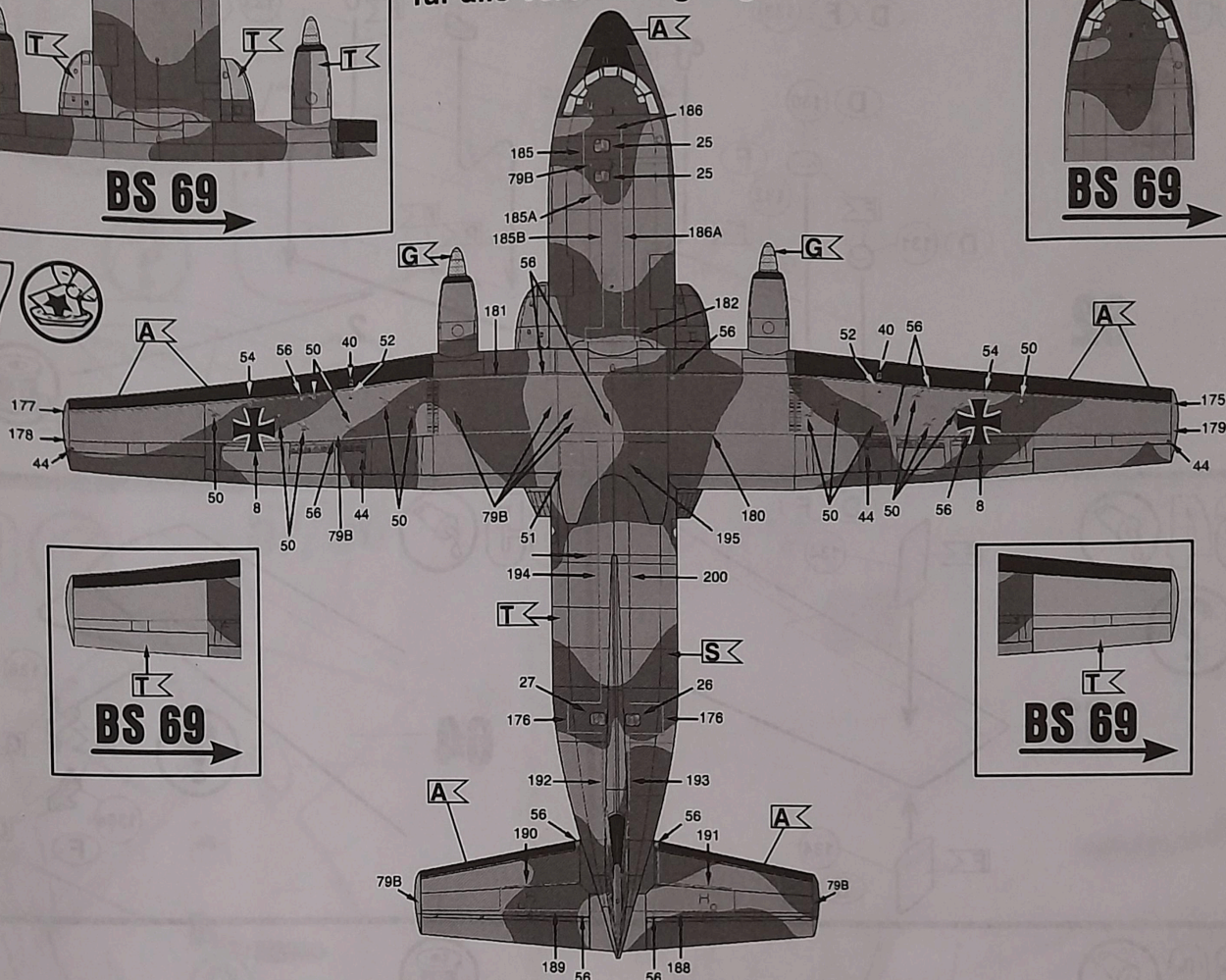
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



Common decals für alle Versionen gültig









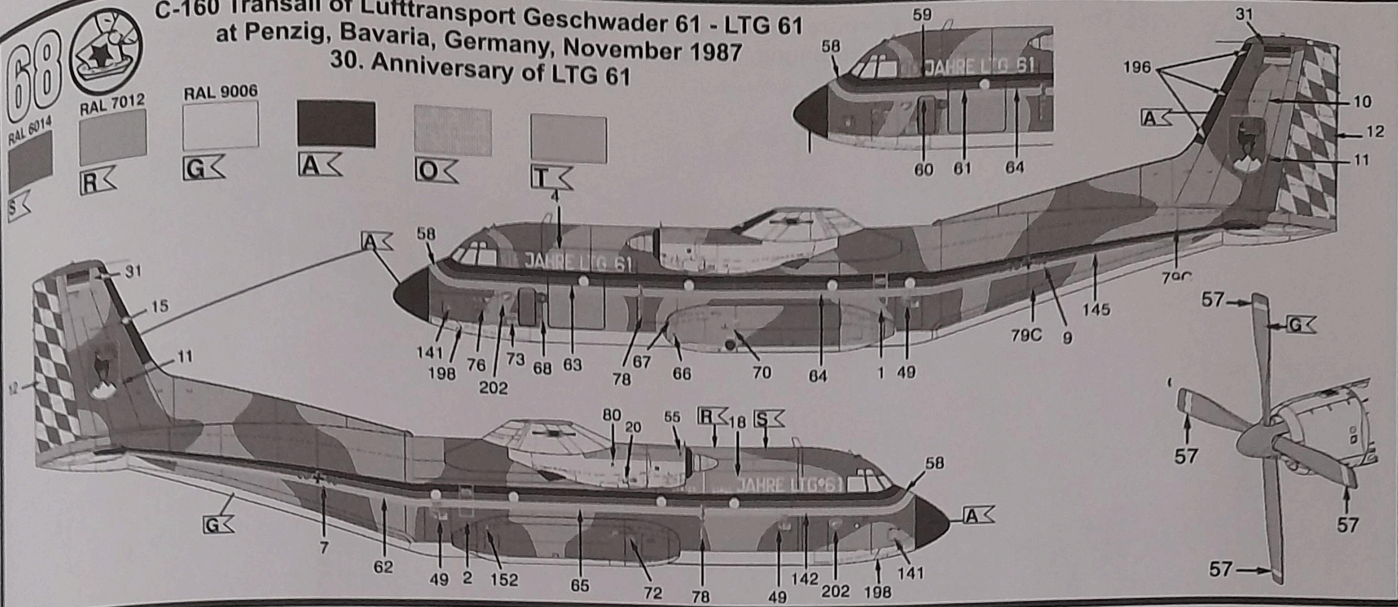
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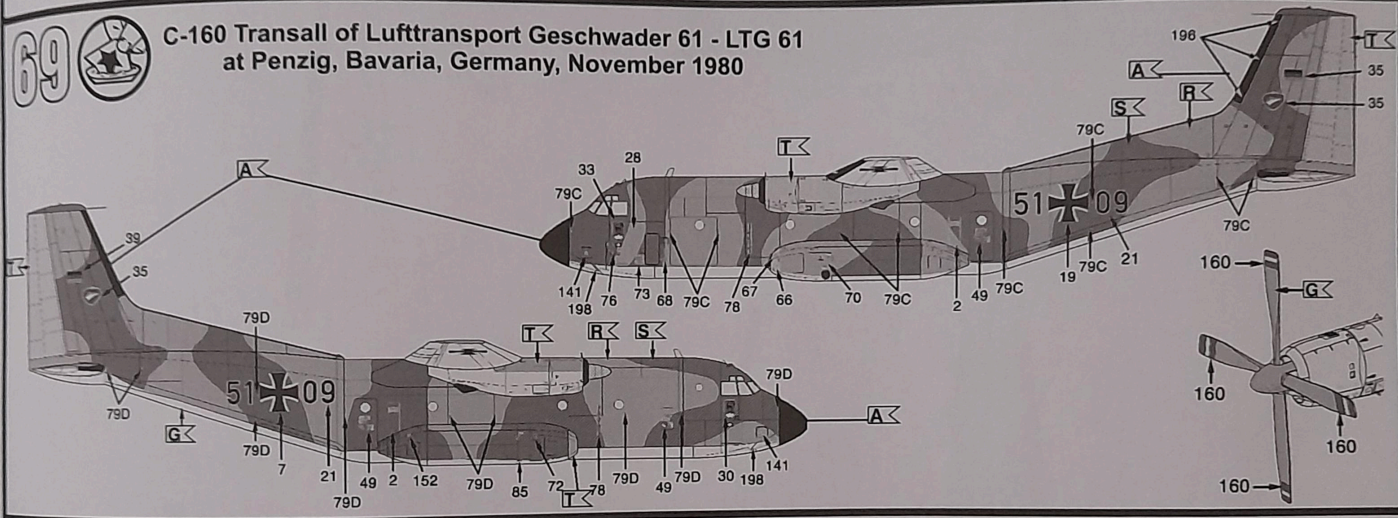
68  **C-160 Transall of Lufttransport Geschwader 61 - LTG 61 at Penzig, Bavaria, Germany, November 1987 30. Anniversary of LTG 61**


RAL 6014  RAL 7012  RAL 9006    

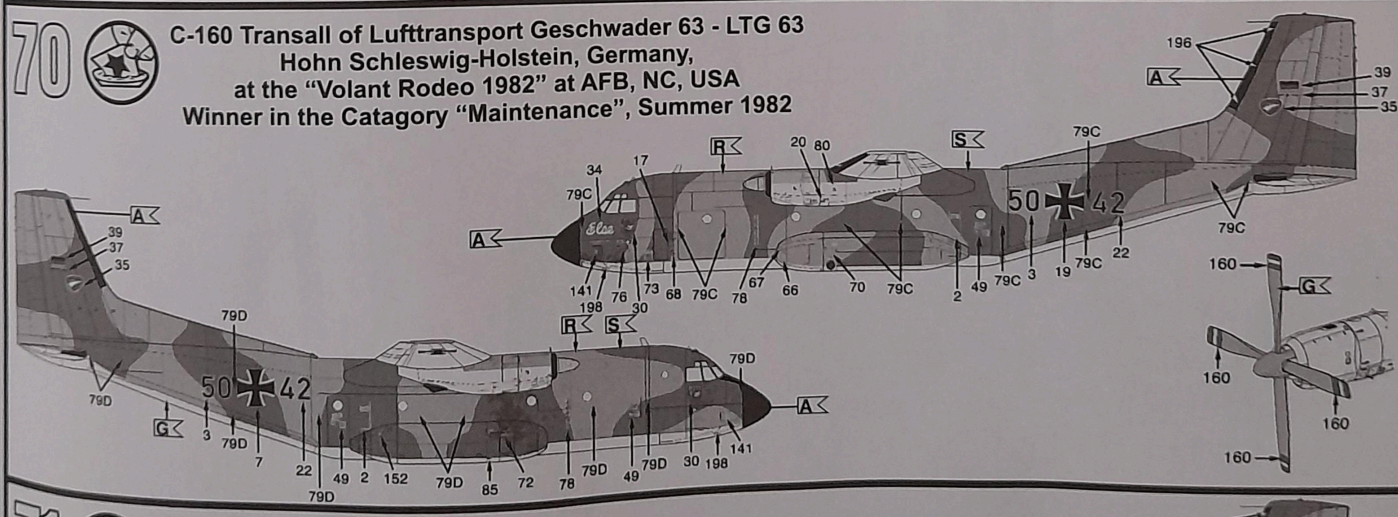
     




69  **C-160 Transall of Lufttransport Geschwader 61 - LTG 61 at Penzig, Bavaria, Germany, November 1980**



70  **C-160 Transall of Lufttransport Geschwader 63 - LTG 63 Hohn Schleswig-Holstein, Germany, at the "Volant Rodeo 1982" at AFB, NC, USA Winner in the Category "Maintenance", Summer 1982**



71  **C-160 Transall of Lufttransport Geschwader 62 at Wunstorf, Germany, May 1981**

