

Australská továrna Government Aircraft Factories (GAF) se sídlem v Avalonu nedaleko Melbourne hledala s koncem licenční výroby letounů Mirage III novou výrobní náplň. První návrh letounu GAF N-22 Nomad vznikl v roce 1965 podle amerických předpisů FAR-23, jejichž splnění bylo požadováno australským úřadem pro civilní letectví. Podle přání civilních i vojenských zákazníků byl navržen hornoplošný dvoumotorový letoun s vlastnostmi STOL, možností operací na letištích s nezpevněným povrchem. Kabina v trupu čtvercového průřezu se zaoblenými rohy je adaptabilní pro různé účely použití. První prototyp N2-01 vzlétl v roce 1971, o rok později byl zalétán druhý prototyp N2-02. Po úpravách podvozku a velikosti ocasních ploch byla v roce 1975 zahájena sériová výroba. Sériové stroje byly označeny N-22 Nomad. Na konci téhož roku byla centifikována verze N-22B s větší nosností. ta mohla být vybavena i plováky. V roce 1976 byla do výroby zavedena prodloužená verze N-24. Delší trup uvítali hlavně civilní zákazníci. Výroba skončila v roce 1984 a dala 172 Nomadů všech verzí. Mezi uživatele vojenských verzí se zařadily Australská armáda, vojenská letectva nebo námořnictva Thajska, Filipín a Indonesie. Civilní Nomady létaly nebo létají zejména u společností v asijsko polynéské oblasti, USA a Jižní Americe.

With the end of the license Australian Government Aircraft company looked for other production plan. 22 Nomad was ready in 1965 according to the US FAR-23 regulations. The meeting of these regulations was demanded by Australian Civil Aircraft Authorities. Two engine, high wing monoplane with STOL capabilities was designed according to the civil and military customers requests. It was designed with ability to operate from unconsolidated airfields. Squared shape fuselage with rounded edges contains canopy that is adaptable for miscellaneous purposes. The first prototype N2-01 took off in 1971, one year later was test flown the second prototype N2-02. The series production started in 1975 after modifications of undercarriage and tail planes size. The production machines received designation N-22 Nomad. Version N-22B with bigger load was certified at the end of 1975. This version could have been equipped with floats. The extended version N-24 was put into production in 1976. The elongated fuselage was welcomed mainly by civil users. The production stopped in 1984 with total of 172 Nomads of all versions produced. The military users comprised of Australian Army, Thai, Philippines and Indonesian air forces and navies. Civil Nomads were and still are operated mainly by Asian-Polynesian area users, USA and South American users.

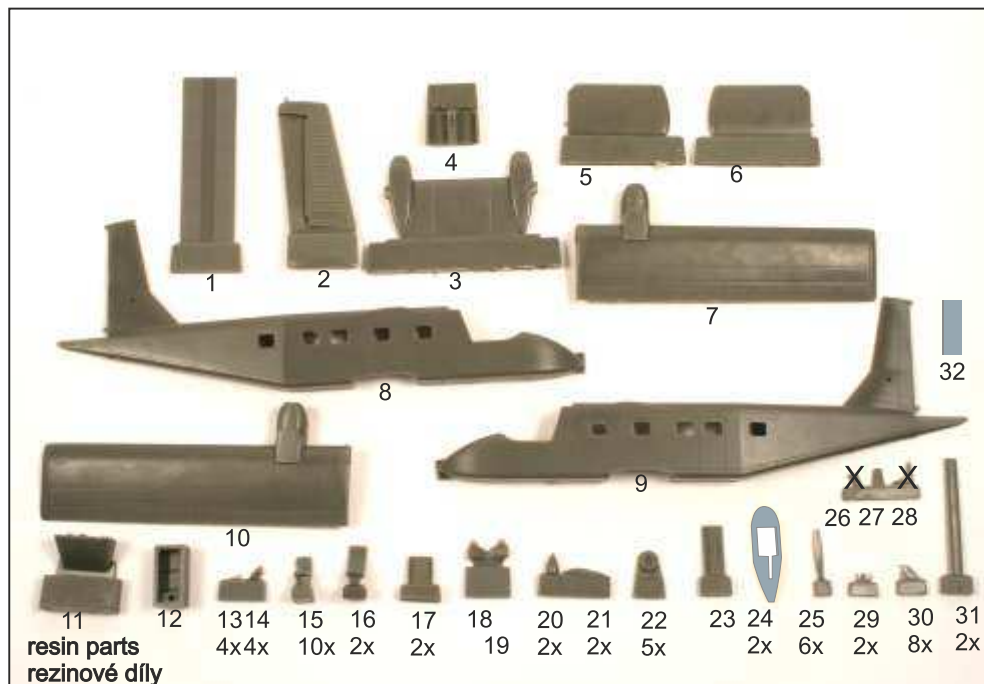
production of Mirage III Factories (GAF) The first design of GAF N-22 Nomad was ready in 1965 according to the US FAR-23 regulations. The meeting of these regulations was demanded by Australian Civil Aircraft Authorities. Two engine, high wing monoplane with STOL capabilities was designed according to the civil and military customers requests. It was designed with ability to operate from unconsolidated airfields. Squared shape fuselage with rounded edges contains canopy that is adaptable for miscellaneous purposes. The first prototype N2-01 took off in 1971, one year later was test flown the second prototype N2-02. The series production started in 1975 after modifications of undercarriage and tail planes size. The production machines received designation N-22 Nomad. Version N-22B with bigger load was certified at the end of 1975. This version could have been equipped with floats. The extended version N-24 was put into production in 1976. The elongated fuselage was welcomed mainly by civil users. The production stopped in 1984 with total of 172 Nomads of all versions produced. The military users comprised of Australian Army, Thai, Philippines and Indonesian air forces and navies. Civil Nomads were and still are operated mainly by Asian-Polynesian area users, USA and South American users.

TECHNICKÉ ÚDAJE

Rozpětí 16,46 m, Délka 12,56 m, Maximální hmotnost nákladu 1739 kg, Maximální vzletová hmotnost 3855 kg, max. cestovní rychlost 322 km/h, praktický dostup 6860 m, dolet při ekon. cestovní rychlosti a rezervě na 45 min. 925 km

TECHNICAL DATA

Wingspan 16.46 m, Length 12.56 m, Max Cargo Load 1739 Kg, Max Take off weight 3855 Kg, Max. Cruising Speed 322 Kmh, Service Ceiling 6860 m, Range with Economy Speed and 45 min Flight Reserve 925 Km

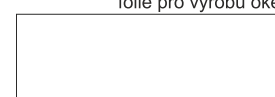


Vacuformed canopies



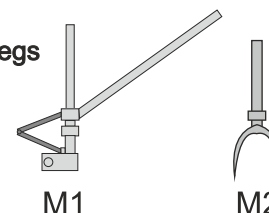
C1

Foil for windows
folie pro výrobu oken



vakuumované kabiny

white metal undercarriage legs



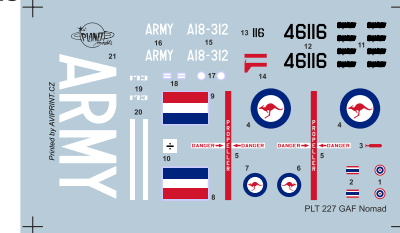
M1

M2

podvozkové nohy z bílého kovu

2x

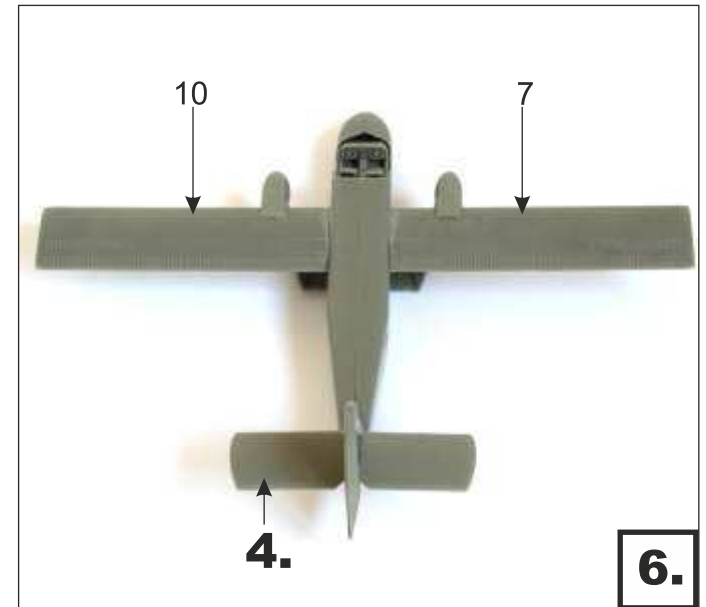
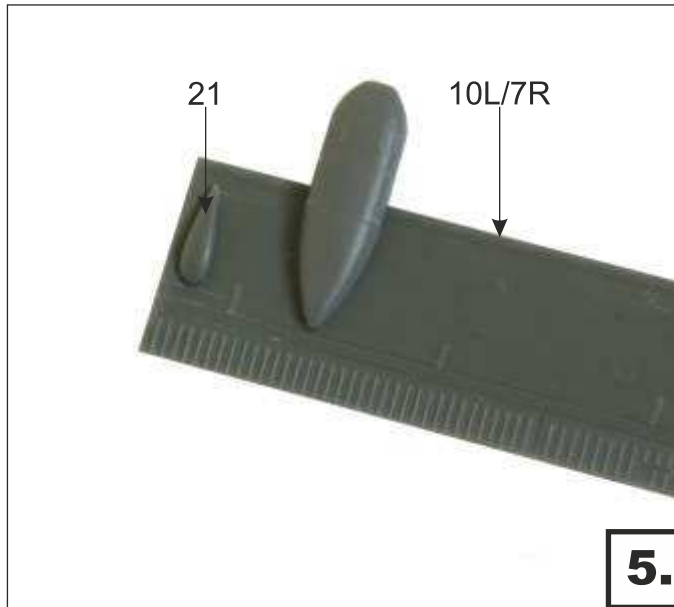
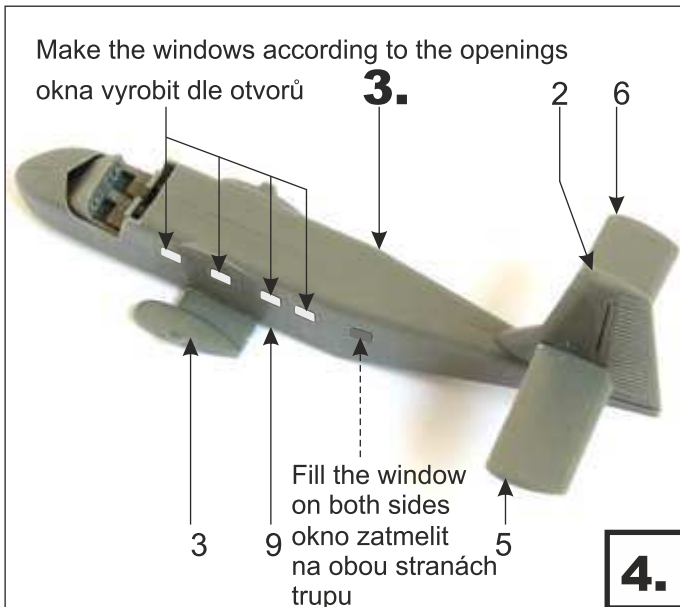
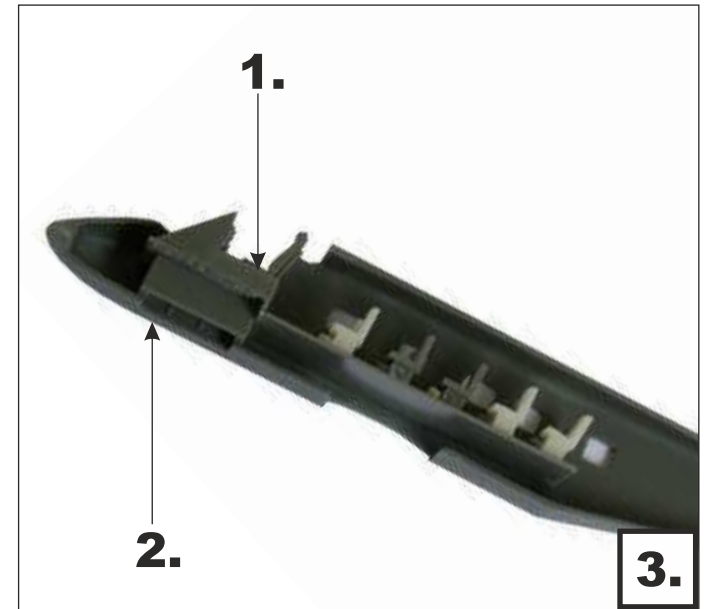
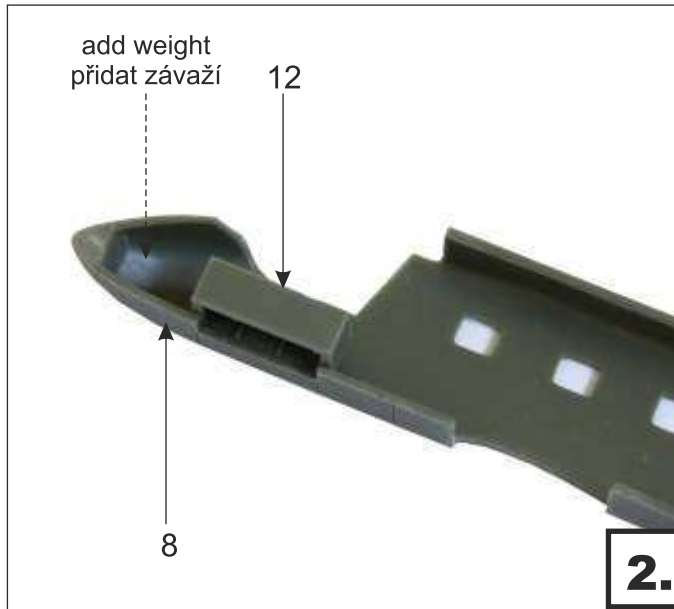
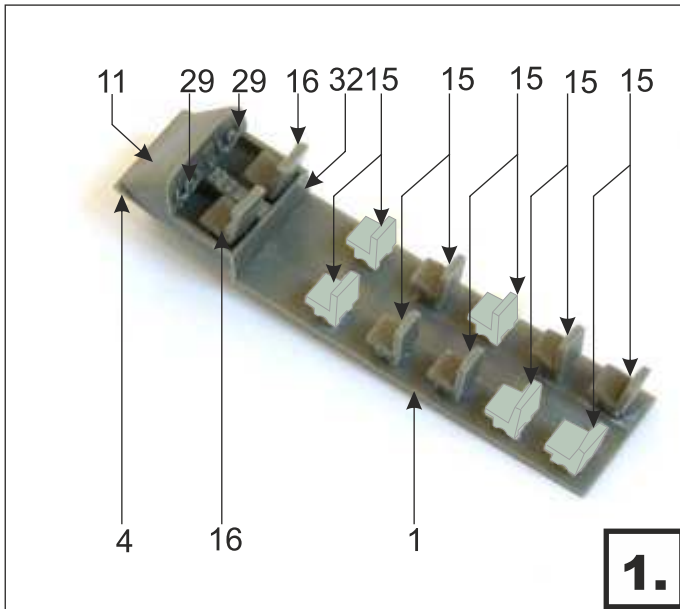
Decals



Obtisky

K lepení použijte kyanoakrylátové lepidlo! Díly ohnuté, popř. pokroucené vlivem teplotních změn a stárnutí materiálu mohou být narovnány do požadovaného tvaru pomocí proudu teplé vody nebo vzduchu (fén na vlasy). Kontaktní plochy doporučujeme před lepením odmastit.

For best glueing results use cyanoacrylate glue! Parts slightly distorted and bended owing to temperature changes or due to material ageing can be straightened to requested shape by hot water or hot air jet. This process can be repeated till result is entirely satisfactory. Before glueing degreasing is recommended.

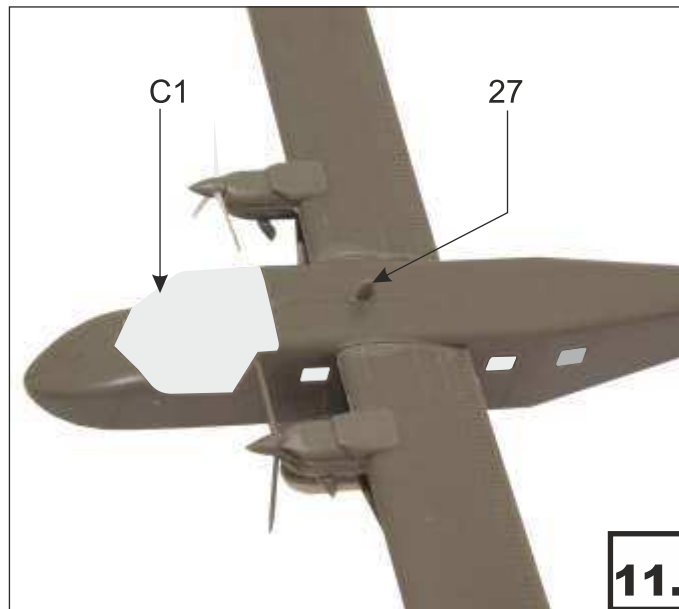
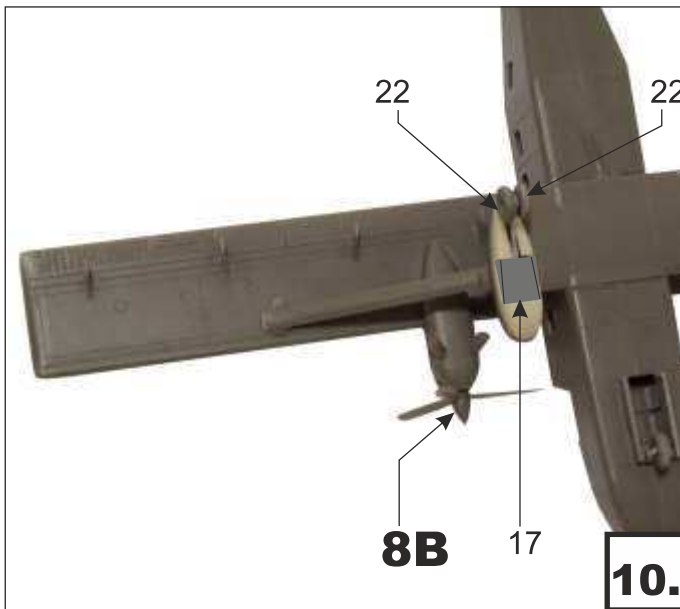
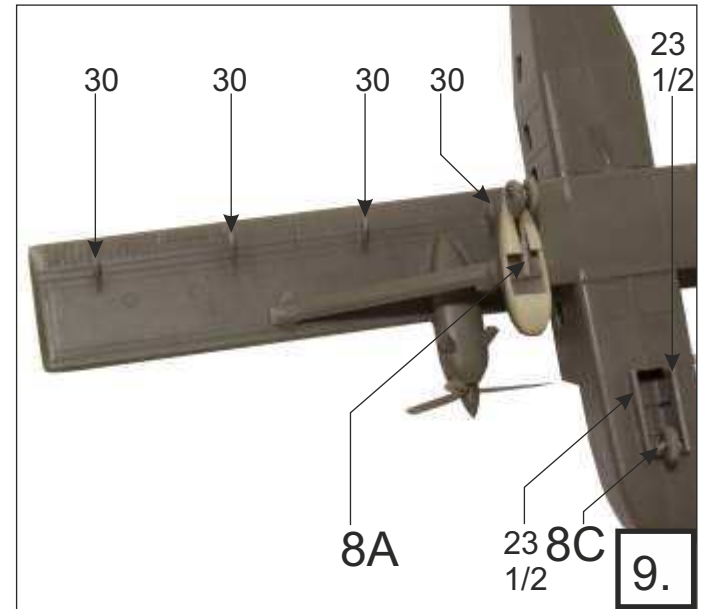
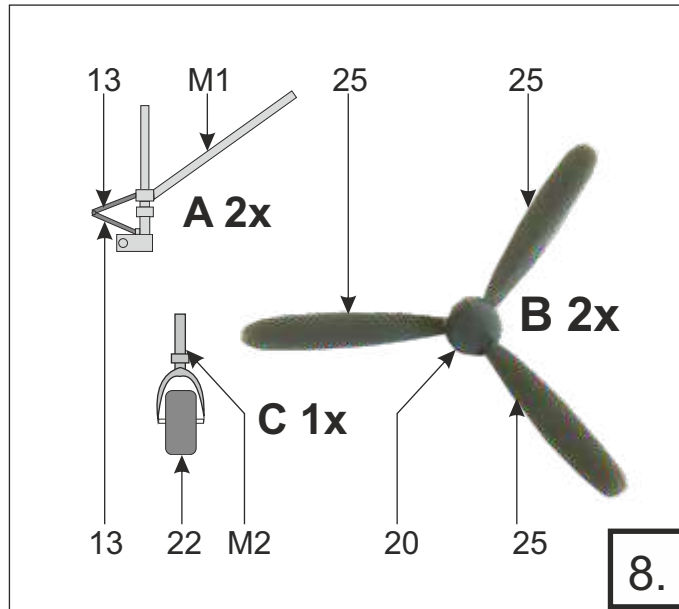
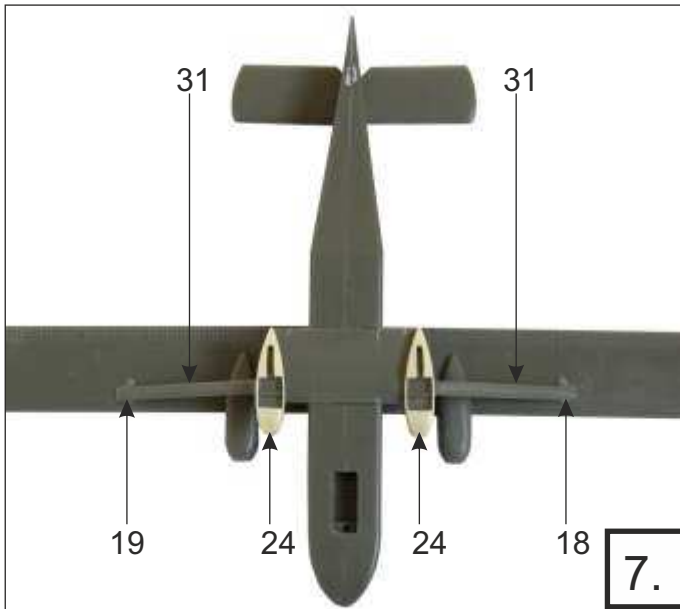


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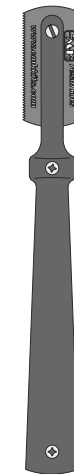
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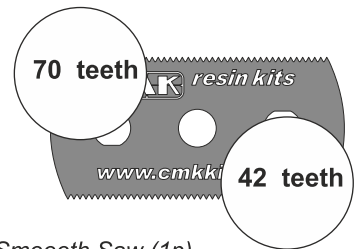




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