

NORD 2501 NORATLAS

Jean-François MARTIN

jfjemmar@noos.fr



This aircraft was designed for FS 2004, it seems to function satisfactorily on FS 2002, but was not tested carefully on this last.

Without the help of Gilbert Millas and Christian Estieouille, I couldn't have created it.
I thank them very sincerely.

Installation:

1. If you read this file, you have just unzipped [the Nor105_2.zip](#) file;
2. Now, run [N105.exe](#) file wich is in [Nor105_1.zip](#) ;
3. when the program requires it, indicate [the main folder](#) in which you installed FS 2004.
(example: C:/Program Files/Microsoft Games/FS9);

Complementary files:

This plane is designed to use the panel of Jean-Michel RENAUX ([Nordpnl1.zip](#) file and [Nordpnl2.zip](#)) consequently, if you do not download these files:

- the panel will be that of the DC3;
- The sounds will be those of the DC3.

The Noratlas "smokes" much when starting. To have this effect, you have two choices:

- You already have downloaded the effects that Jan Rosenberg (resdes@earthlink.net) conceived for the DC3: in this case you do not have anything to make, the Noratlas will use the file "fx_DC3_MinStartup".
- If you haven't downloaded these effects, in this case,;
 - download the file [dc3_fx.zip](#);
 - if you wish to assign them to the DC3 you follow all the instructions;
 - if you wish to limit them (it would be a pity) to Noratlas, you place only the files "fx" in the repertory "effects" of FS2004. **Especially do not modify the paragraph [GeneralEngineData] in the Aircraft.cfg file of Noratlas**, the engines are not located at the same place on the two apparatuses.
 - send a mail to Jan Rosenberg to thank it. resdes@earthlink.net while indicating in the object that it is about FS9 effect (he hunts for the spams)

PARTICULAR POINTS

Virtual cockpit:

This aircraft does not include a virtual cockpit, because :

- I did not want to delay the exit of Noratlas too much;
- I do not like much these yokes which move all alone, these throttle control levers which panic without nobody touching them, and these completely empty flight desk. I have sometimes the impression that the pilot switched the AP and that the crew have jumped (perhaps under the effects of enemy fighter attack).

I think that the panel proposed by Jean-Michel is amply enough to recreate environment.

Doors

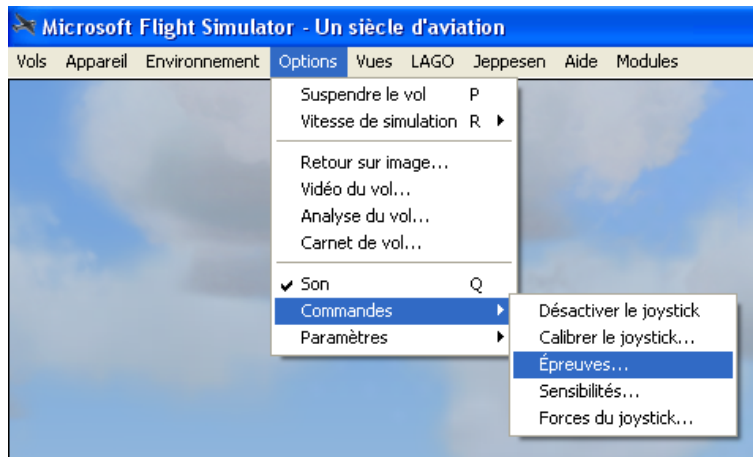
It is possible to open the crewdoor , the doors of freight (shells) and them doors of parachuting.

It is also possible to leave the "chambrières".

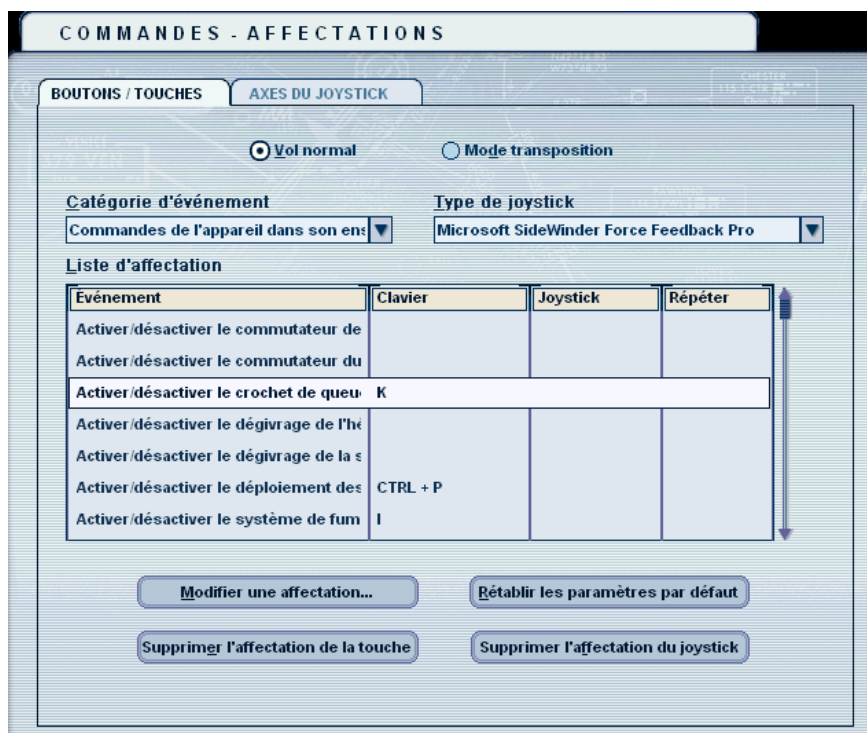
- For **the crew door**: Maj + E.
- For **the freight doors**: Maj + E + 2 (in reality, it is prohibited to open them without the chambrières in place, or when the engines turn).
- For **the chambrières**: Maj + W
- For **the parachuting doors** : I used the tailhook command. If you already activated it in FS2004, you only have to press to it (them).

If you did not activate it you must do it. For that:

- choose Option/Commandes/Epreuves (In the French version of FS9)

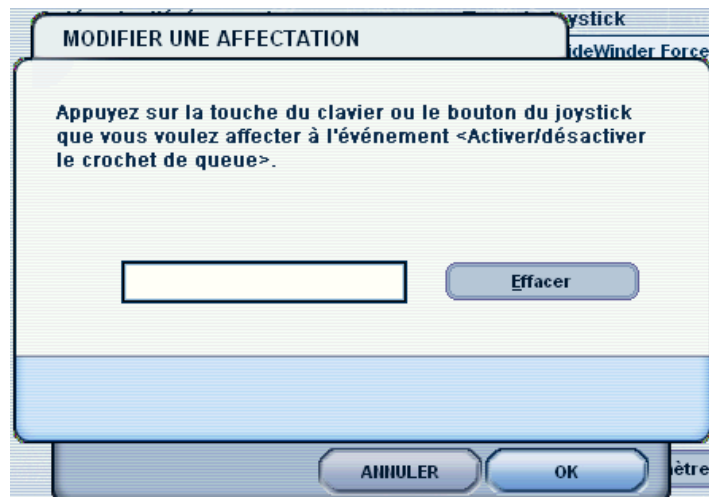


- Then, in the heading "*Category events*" select "*commandes de l'appareil dans son ensemble*"
- In the "*List assignment*" put in intensified brightness "*Activer/désactiver the tailhook*"



- Press on the key you want to assign to the order (in my example "K"), then on "OK".

NB if the key is already affected, a message is posted while indicating you to which function the key is already allotted and by asking you whether you want to continue. If you want to preserve the initial key, click on "Cancel" and seize a new key.



Propeller feathering.

It is possible to feather the propellers, but only in flight. However, as it does not seem possible to stop the propeller mechanically, it continues to run as long as the aircraft is maintained at a certain speed (that is not worth only for Noratlas, but also for the generic aircrafts of FS2004). Also you need to:

- reduce completely the 2 engines (F1)
- select the engine to be failed (E+1 = left, or E+2 = right)
- cut this engine (Ctrl + Shift + F1)
- break speed and wait until the propeller stops. For a failure at takeoff, it's very fast.
- pass on the operational engine (E + 1 or E + 2 according to case's)
- full throttle on the operational engine.
- If you do that quickly, it's quite realistic.

Dropping paratroopers:

It is naturally possible to drop paratroopers. The key is that which, in FS9, is used for the smoke.

"to start the drop":

- press on the key "I" (release of smoke under FS9),
- or, in the cockpitview, use the switch called "parachutage".

The Noratlas transported between 30 and 36 paratroopers, in order to be credible, the dropping stops after 15 men jumped of each of the two doors. If your DZ is short, you can stop the dropping while pressing once again on "I". but when you take it again, while pressing again on "I", 30 new parachutists will be ready to jump, also stop when you arrive at 36.

Mechanics:

In order to have a little life around the aircraft, especially at the engines startup, you can let appear mechanics with the keys Ctrl+Maj+V and Ctrl+Maj+C (cowling keys). Mechanics are very simplified, do not wait to see them moving like the human ones

Memento of the crew:

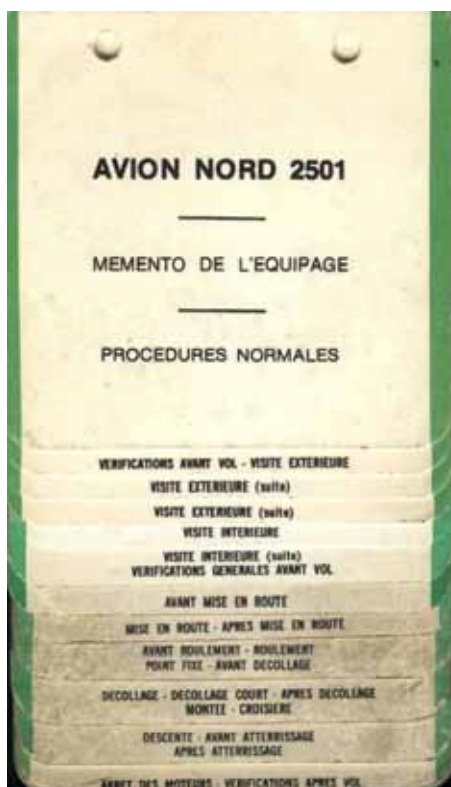
As FS2004 is able to read htm files, the checklist of the aircraft is the true one which proposes you:

- Normal procedures
- Limitations
- Emergency procedures.

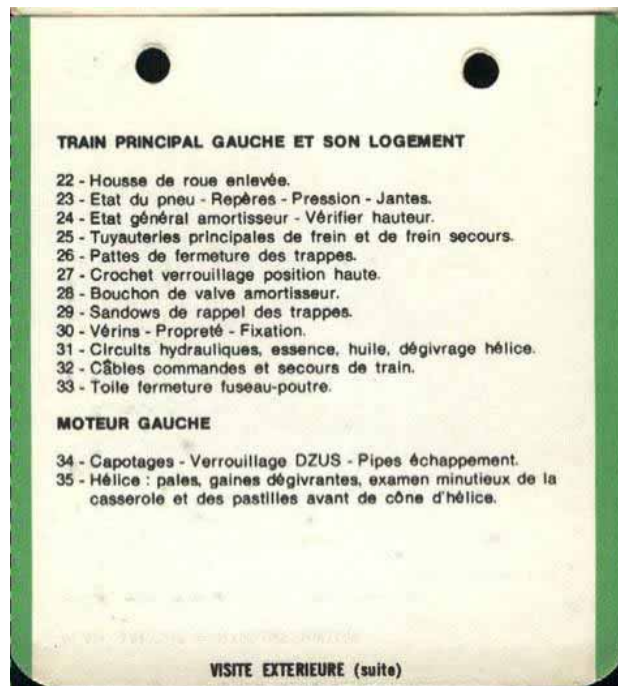
Press F10, (or the corresponding icon on the Jean-Michel' panel) then call the checklist.
A first screen appears.



- Choose a procedure by clicking on it.
- Select a chapter



The corresponding page appears:



- To return in the preceding page
click in top of page (1)
- To return to the synopsis,
click in the center. (2)
- To pass in the following page,
click in bottom of the page. (3)



Normally this handbook, in particular in its part "limitations" provides you the majority of information you can need to accomplish a flight.

IMPORTANT

YOU CAN FIND THE OFFICIAL FLIGHT MANUAL
IN THE SECOND PART OF THE "LI SEZ MOI" FILE;
If you wish additional information, learn French and consult it.

ATC

If you use the ATC, you will see that FS2004 writes NorTatlas in its message. It is not an error of me. Everyone knows that it is necessary to write Noratlas

New decorations.

If you wish to create new repaintings YOU can diffuse them on the Net without my preliminary authorization if you respect the following indications:

- You observe the conditions of concession diffused hereafter.
- You make sure that repainting corresponds to the version of Noratlas represented. In practice an aircraft whose N° is higher than N° 80 and lower than N° 158 (from which the doors of the nose gear are closed again after exit of the wheel)
- You diffuse ONLY your new file textures by providing the indications necessary to the modification of the file "Aircraft.cfg"
- You indicate that this repainting "is planned for the North 2501 of Jean-François Martin and requires the Nord105.zip file"

If you think you're not able to respect these procedures, please contact me.

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