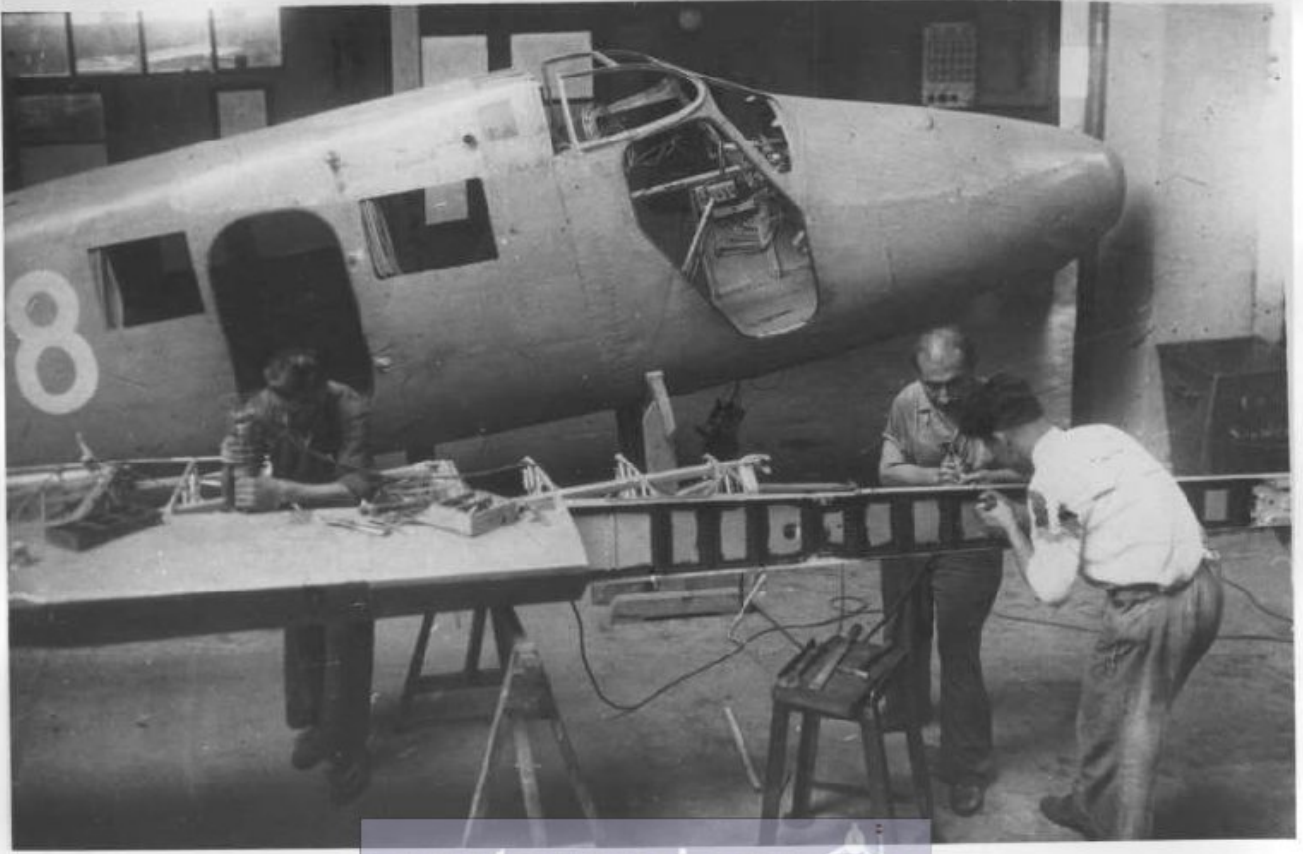


NUR

by Havalimanı Nuri Demirağ'ın çiftliğiydi. Orada pistler, hangarlar yaptırdı ve pilot yetiştirm





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Türkiye'nin en kapsamlı havacılık sitesi





Hangar ve Nu.D-36 Uçağı



Üretilen ve okulda kullanılan
Nu.D-36 Uçakları



Çift motorlu Nu.D-38 Yolcu Uçağı



Uçuş okulu ve hangarlar



Tasviriefkâr Gazetesinden yorum
24 Ağustos 1942



Nuri Demirağ'ın uçakla Ankara 'ya gelişi

NURİ DEMİRAĞ

Türkiye Cumhuriyetinin ilk Havacılık Sanayii Müteşebbisi
Nuri DEMİRAĞ'ın İstanbul Yeşilköy'de kurduğu Nuri Demirağ
Gök Okulu'ndan çeşitli görüntüler.Fabrika ise Beşiktaş
Barbaros İskelesindedir.

NURİ DEMİRAĞ GÖK OKULU ve UÇAK FABRİKASI



Nu.D.Gök Okulunda Tören



Uçak Fabrikası Nu.D.36 Kanat İmalatı



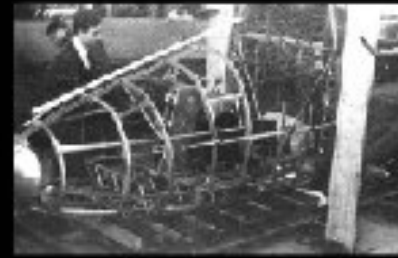
Uçak Fabrikası Nu.D.36 Gövde İmalatı



Nu.D.Gök Okulunda Yemin Töreni



Uçak Fabrikası Nu.D.38 Gövde İmalatı



Uçak Fabrikası Nu.D.38 Burun İmalatı



Uçak Fabrikası Montaj Hali



Uçak Fabrikası Çarkhane



Uçak Fabrikası Tesfiye Kısmı



Tasviri Efkâr Gazetesi Kupürü (24.08.1942)



Sanayi Fuarında Nu.D.36 ve Planörler (1937)



Hangarda Nu.D.36 ve İslender

www.tayyareci.com

Hatırlayacağınız gibi hobi olarak *Türk Havacılığı* ile uğraşmaktayım. İlginizi çekeceğini umduğumdan, 1941 yılının *JANES All the World's Aircraft* kitabından, Nuri Demirağ Tayyare Fabrikası üretimini uçaklarını konu alan, 129c sayfasının fotokopisini ilginçte bulabilirsiniz. Kitap Münih'teki Alman Müzesi'nin kütüphanesinde bulunmaktadır. Fotokopi sadece müzenin imkanları dahilinde yapılabildiği için, maalesef daha kaliteli fotokopi elde etmek mümkün değildi. Buna rağmen nihayet ND-38 hakkında tasdiklenmiş bilgilere ulaşmış bulunuyoruz.

Adres:
Tuncay Deniz
Keltersstr.13
89435 Erding
Almanya

Saygılarımla

Tuncay Deniz
21 Şubat 2000



TURKEY

NURI DEMIRAG.

NURI DEMIRAG TAYYARE FABRIKASI
(Nuri Demirağ Aircraft Works).

Head Office: Bismark (Ludwigshafen).

Works: Bismark and Ludwigshafen (Germany).

Address: Ludwigshafen.

The factory was established in 1933 by Nuri Demirağ. No.128 type two-seat training biplane and a No.129 type two-seat passenger biplane, both designs have been built from original designs.

The No.128 type biplane has been produced in quantities. In addition, gliders of different types have been constructed under licence.



The No.128 Two-seat Training Biplane (150 h.p. Walter 'Gnom' engine).

THE No.128.

Type.—Two-seat training biplane.

Wings.—Triangular wings with dihedral, tapered. Construction covered in fabric by plywood. No.128 type. One 'X' type biplane was also built with plywood. Triangular leading-edges in place of rear spar of upper wing and front spar of lower wing. Duplicated rib-strips and wide leading-edges. Wood structure with fabric covering. Aluminium upper wing spar.

Fuselage.—Rectangular structure of riveted steel tubes covered with fabric.

Tail.—Type.—Normal monoplane type with wood-laminate fuselage and fabric covering.

Engine position.—Bracket type. Conventional longitudinal stagger-shoulder struts, the upper ends of which are attached to the upper fuselage members with the lower ends rigid to the rear ends of the fuselage by wood-laminate. Fixed, rubber.

Power Plant.—One 150 h.p. Walter 'Gnom' II nine-cylinder radial air-cooled engine on vertical mounting, which had room in engine section for three seats. Large fuel tank in fuselage forward of wing leading-edges, the small tank in rear fuselage.

Armament.—Tail gun with sights and fixed sights.

Dimensions.—Span 37.4 ft. (11.4 m.). Height 2.64 ft. (0.80 m.). Length 12.6 ft. (3.84 m.). Wing area 232 sq. ft. (21.5 sq. m.).

Weights.—Weight empty 690 lb. (313 kg.). Empty weight 1,000 lb. (453 kg.). Maximum loaded weight 1,200 lb. (544 kg.).

Performance.—Maximum speed with maximum fuel 142 km/h. (88 m.p.h.). Landing speed 40 km/h. (25 m.p.h.). Climb to 2,000 ft. (610 m.) in 1.20 min. (1.20 m.). Rate of climb 1,500 ft. (457 m.) in 1.10 min. (1.10 m.). Range 200 km. (125 m.p.h.) with 500 lb. (227 kg.) fuel.

THE No.129.

Type.—Two-seat passenger biplane.

Wings.—High-wing cantilever monoplane having an upper fuselage and tailboom. No.129 type. One two-seat biplane was also built with an auxiliary spar of construction like the main spar. With a streamlined covering of the wing trailing. Inner wing sections provided no reinforcement by three ribs. Fuselage covered in fabric covering. Upper leading-edges have rubber and fabric.

Fuselage.—Two-abutment alloy monocoque structure built up of corrugated tubes and longitudinal struts, the wings covered with fabric skin.

Tail.—Type.—Bracket monoplane type with single rib and rubber. All-metal construction with the hood surfaces covered with a streamlined skin and the tailfin and elevators with fabric. No armament.

Engine position.—Bracket type in two rows, one under each engine nacelle. Each unit comprises a single shock-absorber strut attached to the engine forward bulkhead with a shock-absorber spring and attached to fuselage between the forward bulkhead and the wing spar. Wheelbarrow. Detachable tailfin.

Power Plant.—Two 100 h.p. Brown B-12 (Brown) cylinder radial air-cooled engines in tandem with the mounting attached to the forward ends of fuselage struts.

Armament.—150 lb. ammunition under fuselage with dual controls. Control visible and parallel motion rubber pedals. Cabin seats four positions. Landing gear two conventional in type.

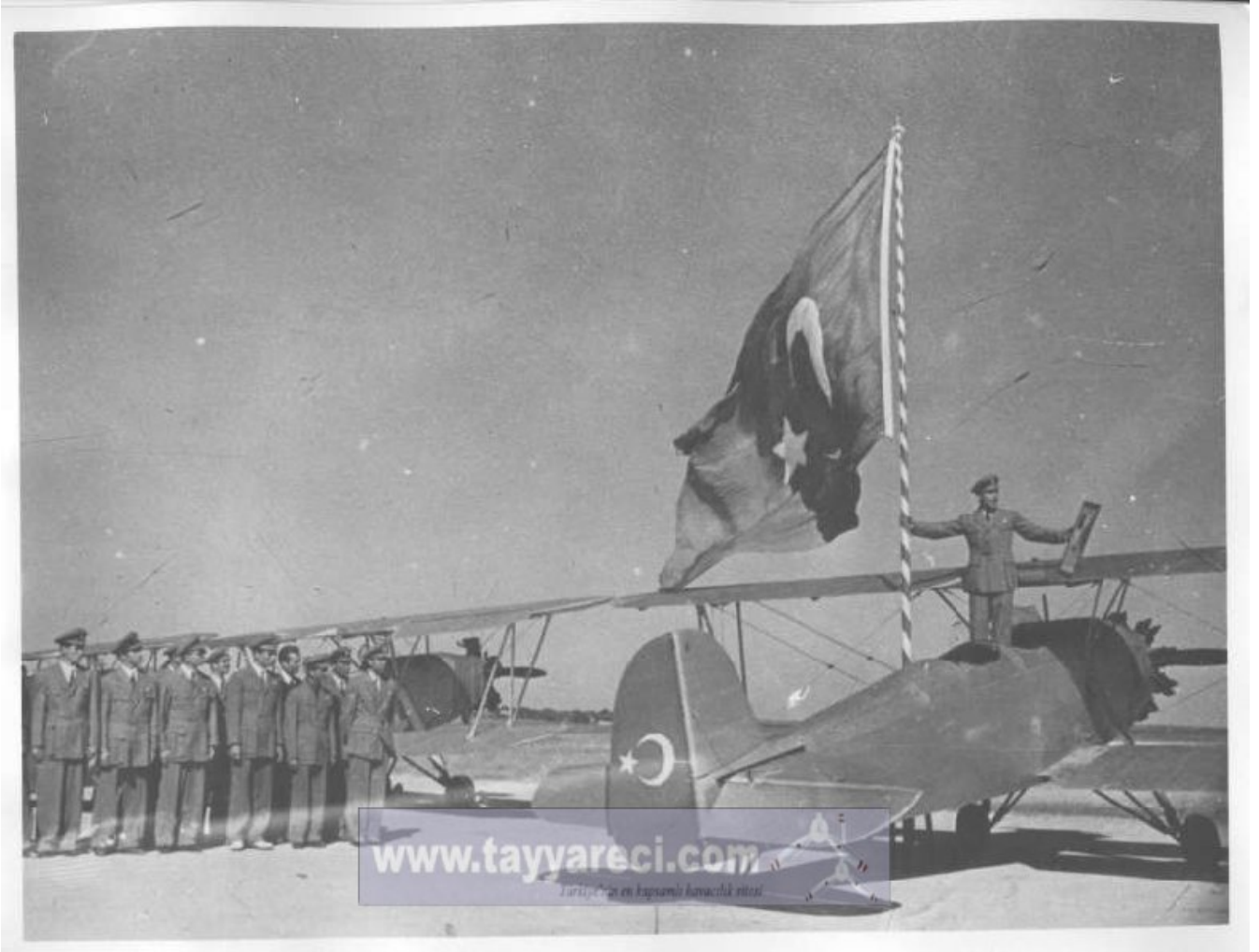
Dimensions.—Span 42.0 ft. (12.8 m.). Height 8.20 ft. (2.50 m.). Length 12.50 ft. (3.81 m.). Wing area 22.00 sq. ft. (20.4 sq. m.).

Weights.—Maximum empty 1,100 lb. (500 kg.). Maximum weight 1,500 lb. (680 kg.).

Performance.—Maximum speed 140 km/h. (87 m.p.h.). Landing speed 250 km/h. (155 m.p.h.). Climb to 2,000 ft. (610 m.) in 1.20 min. (1.20 m.). Rate of climb 1,500 ft. (457 m.) in 1.10 min. (1.10 m.). Range 200 km. (125 m.p.h.) with 500 lb. (227 kg.) fuel.



The No.129 Two-engine Monoplane (Two 100 h.p. Brown B-12 engines).



Katkılarından

<http://www.tayyareci.com/bagisucak/nuridemirag38.asp>