

Max Holste MH.1521 Broussard



General characteristics

Crew:	1-2
Capacity:	4-5 passengers
Length:	28 ft 5 in
Wingspan:	45 ft 1 in
Height:	12 ft 0 in
Wing area:	271 sq/ft
Aspect ratio:	7.5
Airfoil:	NACA 4413
Empty weight:	3,638 lb OEM equipped
Gross weight:	5,952 lb
Powerplant:	Pratt & Whitney R-985-AN-1 "Wasp Junior", 9-cylinder air-cooled radial piston engine, 451 hp
Propellers:	2-bladed Hamilton Standard 2.D.30 constant-speed propeller
Max speed:	161 mph, 140 kn at 3,300 ft
Cruise speed:	2142 mph, 123 kn
Stall speed:	57.5 mph, 50.0 kn
Rate of climb:	785 ft/min) at sea level
Take-off run:	660 ft
Take-off distance to 66 ft:	1,300 ft
Landing distance from 66 ft:	1,300 ft
Fuel Capacity:	114g (2 x 57g)
Endurance:	4hrs + VFR reserve

MH.152

First prototype of the Broussard series, powered by a Salmson 8 As.04 inverted V-8 engine.

MH.1521

Prototypes, five built plus two pre-production aircraft and 19 pre-production military variants.

MH.1521A

Aircraft modified for agricultural use.

MH.1521C

Production for civil or non-French military customers, 36 built.

MH.1521M

Production for French military, 319 built.

MH.1522

Based on MH.1521, with full span leading-edge slats and double-slotted trailing edge flaps to improve stall performance.

Prototype, modified from a pre-production aircraft, flown on 11 February 1958, but later converted back to MH.1521 standard.

MH.153

The prototype MH.152 powered by a Turbomeca Astazou turboprop engine. First flew in this form June 1957. Desert Dunes

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Le Broussard is a monoplane with an all-metal tailed high wing that was a great success with both civilians and the military. Equipped with the old Pratt & Whitney R. 985 engine (whose design dates back to the 1930s) that the American company put back to manufacture, operating a Hamilton Standard propeller at constant speed, the prototype flew for the first time in the hands of the pilot Pierre HENRY on November 17, 1952.

It is a particularly robust machine, requiring little maintenance and can operate from undeveloped land. The use of a double steering rudder, unusual at the time on a high-wing aircraft, allows great precision in low-speed driving. The legs of the landing gear, with steel springs, are exceptionally robust and well suited for beginners.

It can be arranged in various configurations:

- connection including 6 seats
- flying command post with radio equipment
- observation with on-board cameras
- sanitary with 1 or 2 stretchers
- "gunship" with a MAC 52 machine gun
- grenade launcher
- paratroopers

In addition to its military use, many civilian orders were registered by Max Holste, especially for an agricultural version. Its low flight speed also makes it a good means of dropping for civilian skydiving.

The Broussard were used intensively during the Algerian War as a liaison, observation, medical evacuation and guidance aircraft for fighters. Some Broussard's were used by the Mérignac Liaison Group.

The military requested a prototype (M.H 1522M) with safety beaks of the edges of attack to improve the qualities of take-off and landing (1st flight on February 11, 1958).

Production

The series covered a total of 366 copies, not counting prototypes and pre-series, including 47 M.H 1521C (civilian). Apart from the Air Force, Naval Air Force and ALAT, the Broussard has been in service in about fifteen mainly African countries, on a military basis and with more than twenty civilian users, both French and foreign. Note that when production ceased in 1961, the manufacturer's corporate name became Reims Aviation due to the departure of Max Holste.

Career

The Air Force used the Broussard from 1956 to 1987, the ALAT from 1957 to 1993, both in many units, in North Africa, Black Africa and mainland France.

The Navy implemented a small number of them from 1957 to 1970.

The DCAN (DGA) used some of them from 1968 and was the last state user.

