



Developed from the M.S.300 primary trainer prototype of 1930, and its M.S.301 and M.S.302 variants, the Morane-Saulnier M.S.315 flew for the first time in October 1932. Of typically robust parasol high-wing configuration, it was of mixed construction with divided main landing gear. Four prototypes were followed by 346 series aircraft, 33 of them built post-war. In addition, five higher-powered M.S.315/2 aircraft were built for civil use, plus a single M.S.316 with a Regnier inverted-vee engine. The type became the workhorse of the French Armee de l'Air and served also with the Aeronavale and various civil flying schools. It was a favourite at many pre-war airshows flown by such notables as Thoret, Fleurquin and Detroyat. Between 1960 and 1962, 40 M.S.315s then in use as civil glider tugs were re-engined with the 164kW war-surplus Continental W-670K radial, being redesignated M.S.317.



COMPANY PROFILE



All the World's Rotorcraft

Specification		
ENGINE	1 x Salmson 9Nc radial piston engine, 101kW	
WEIGHTS		
Take-off weight	860 kg	1896 lb
Loaded weight	548 kg	1208 lb
DIMENSIONS		
Wingspan	12.00 m	39 ft 4 in
Length	7.60 m	25 ft 11 in
Height	2.80 m	9 ft 2 in
Wing area	21.60 m ²	232.50 sq ft
PERFORMANCE		
Max. speed	170 km/h	106 mph
Ceiling	5500 m	18050 ft

Comments

Thomas Leaver, [e-mail](#), 11.03.2011 21:34

I am curious that the MS 230 is not mentioned though over 1,000 were made from 1930 onwards. Is there a reason for this omission in your coverage of MS aircraft?

[reply](#)

RUSTY DIAZ, [e-mail](#), 04.02.2009 18:47

WAS THIS AIRPLANE USED IN THE MOVIE "THE BLUE MAX"

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