

Exhibitor No:

FOR IN FLIGHT: **OR STATIC:** **DISPLAY**

Show No 90

Attention: Requested information will be used by the official Airshow speakers

As well as providing information for the press office, this document will be used as a basis for the official commentaries. Exhibitors should therefore indicate the technical data and commercial information requested, as well as any other information they would like to transmit to the public during the flight program.

MANUFACTURER:	<i>BLERIOT</i>		
AIRCRAFT TYPE AND NAME:	<i>Blériot XI</i>		
CATEGORY:	<i>Monoplane</i>		
COUNTRY:	<i>France</i>		
FIRST FLIGHT:			DISPLAY CREW:
Date: <i>23/01/1909</i>	Location:		
Crew: <i>Louis Blériot</i>			
ENGINE(S):			
Number:	<i>1</i>	Type:	
Manufacturer:	<i>Anzani</i>		
Take off rating (Dry):	<i>25 shp</i>	With reheat:	
Propeller(s):	<i>Integral Chauvière</i>		
TECHNICAL DATA:		COMMERCIAL INFORMATION:	
Empty weight:	<i>507 lb</i>	Prototypes (or pre-prod):	<i>1</i>
Max take off weight:		Firm orders:	
Max cruise speed:	<i>40 kts</i>	Options:	
Max operating speed:		Deliveries:	
Stall speed:		Production rate:	
Max endurance:		Number of clients:	
Max range:		Contact during the show:	
ACCOMODATION:		WEAPONS	
Accomodation:			
<i>Single seater</i>			
Max payload:			
MISCELLANEOUS:			
<p>Designed by Louis Blériot and Raymond Saulnier (of Morane-Saulnier), the Blériot XI was a light and sleek monoplane constructed of oak and poplar. The flying surfaces were covered with cloth. The original XI was designed and built in 1908 and made its public debut at a Paris Airshow in December 1909. The aircraft's original configuration included a R.E.P. engine which proved to be unsatisfactory. In the Spring of 1909 Blériot decided to use a basically simple 25 horsepower (19 kW) Anzani 3 cylinder radial engine and a two blade Chauviere wooden propeller with much better results. Blériot could be assured of the Anzani 3W engine running continuously for an hour. The Blériot XI also had some ground-breaking technologies such as castoring landing gear, allowing for crosswind landings. Wing warping (instead of ailerons) controlled the plane's roll. The tail section of the Blériot XI included a horizontal stabilizer with an elevator, and a rudder, but no vertical stabilizer. Unintentionally, Blériot added lateral stability to the plane by leaving the aft section of the fuselage uncovered. This created enough drag to add stability to the aircraft's flight characteristics. The plane gained immortality on July 25, 1909 when Louis Blériot successfully crossed the English Channel from Calais to Dover in 36.5 minutes. Adolphe Célestin Pégoud was a well known French aviator who became the first fighter ace. He served in the French Army from 1907 to 1913. Immediately thereafter he began flying, earned his pilot's certificate, and in a few months, on 21 September 1913, as a test pilot for Louis Bleriot, in a Bleriot model XI monoplane and in a series of test flights exploring the limits of airplane maneuvers, he flew a loop, believing it to be the world's first.</p>			