

Exhibitor No:

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

Show No 91

**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.

<b>MANUFACTURER:</b>	<i>BREGUET</i>		
<b>AIRCRAFT TYPE AND NAME:</b>	<i>BREGUET 14 (Association Breguet 14)</i>		
<b>CATEGORY:</b>	<i>Reconnaissance and bomber biplane (WW1)</i>		
<b>COUNTRY:</b>	<i>France</i>		
<b>FIRST FLIGHT:</b>	<b>DISPLAY CREW:</b>		
<b>Date:</b> <i>21/11/1916</i> <b>Location:</b> <i>Toulouse</i>	<i>Luc Gimazame</i>		
<b>Crew:</b> <i>Louis Breguet</i>	<i>Baptiste Salis</i>		
<b>ENGINE(S):</b>			
<b>Number:</b> <i>1</i>	<b>Type:</b> <i>IGO 540</i>	<i>12Fe (Water-cooled V12)</i>	
<b>Manufacturer:</b> <i>LYCOMING et non RENAULT</i>			
<b>Take off rating (Dry):</b> <i>350 shp</i>	<b>With reheat:</b>		
<b>Propeller(s):</b> <i>Fixed pitch EVRA wooden propeller</i>			
<b>TECHNICAL DATA:</b>	<b>COMMERCIAL INFORMATION:</b>		
<b>Empty weight:</b> <i>3 728 lb</i>	<b>Prototypes (or pre-prod):</b>		
<b>Max take off weight:</b> <i>4 696 lb</i>	<b>Firm orders:</b> <i>7 800</i>		
<b>Max cruise speed:</b> <i>81 kts</i>	<b>Options:</b>		
<b>Max operating speed:</b> <i>113 kts</i>	<b>Deliveries:</b> <i>7 800</i>		
<b>Stall speed:</b> <i>49 kts</i>	<b>Production rate:</b>		
<b>Max endurance:</b> <i>04:00</i>	<b>Number of clients:</b>		
<b>Max range:</b> <i>270 NM</i>	<b>Contact during the show:</b>		
<b>ACCOMODATION:</b>	<b>WEAPONS</b>		
<b>Accommodation:</b> <i>Two-seat torpedo</i>	<i>None</i>		
<b>Max payload:</b>			
<b>MISCELLANEOUS:</b>			
<p>The Breguet 14 was designed by Louis Breguet, who was at the controls of the prototype on 21 November 1916 for its first flight. A few weeks later, the Section Technique de l'Aéronautique (STAE) from the French army launches a competition for four new aircraft types. Breguet presents his new prototype for two of these categories : reconnaissance aircraft and bomber. Following the evaluation in February 1917, the Breguet 14 was accepted for these two roles, and in March, orders are placed for 150 reconnaissance aircraft and 100 bombers, designated Breguet 14 A.2 and Breguet 14 B.2 . The A.2 was equipped with a camera, some carrying radios, while the 14 B.2 fitted with a rack built by Michelin, could carry bombs. The Breguet 14 biplane is originally powered by a Renault water-cooled engine and is equipped with two machine guns on pivot. Under the canvas surface, is a welded steel structure. The Breguet 14 was the first aircraft produced in numbers to use large quantities of metal rather than wood, for its frame.</p> <p>The Breguet 14 was successfully used in 71 French squadrons on the Western Front between 1914 and 1918.</p> <p>Such is the origin of the first air-mail routes. The young Latécoère Airline asked for one hundred of these aircraft to operate the trans-Saharan. A total of 106 Breguet 14 crossed Africa on behalf of the CGEA (Cie Gle of Entr. Aéro.) ex Latécoère.</p> <p>When production ceases in 1928, the total of 7 800 were built (all versions).</p> <p>Plane on display : 1st flight replica : 11-11-2003 12 people + 6 000 hours.</p>			