

Exhibitor No:

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

Show No 109

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:	NORTH AMERICAN		
AIRCRAFT TYPE AND NAME:	OV-10B Bronco		
CATEGORY:	COIN program (COunter INsurgency)		
COUNTRY:	France		
FIRST FLIGHT:			DISPLAY CREW:
Date: 15/08/1966	Location: Columbus (Ohio)	Alain Bes	
Crew:			Président du musée d'Avions de Montélimar Ancien pilote de Mirage III, F1 et 2000.
ENGINE(S):			
Number:	2	Type:	T-76G GARRETT turboprops
Manufacturer:	GARETT		
Take off rating (Dry):	715 shp	With reheat:	
Propeller(s):	Three blade Hartzell propeller		
TECHNICAL DATA:			COMMERCIAL INFORMATION:
Empty weight:	7 055 lb	Prototypes (or pre-prod):	3
Max take off weight:	14 462 lb	Firm orders:	309
Max cruise speed:		Options:	
Max operating speed:	243 kts	Deliveries:	309
Stall speed:	54 kts	Production rate:	
Max endurance:	02:00	Number of clients:	7
Max range:	1 080 NM	Contact during the show:	Jean-Loup Cardey
ACCOMODATION:			WEAPONS
Accommodation:	In the OV-10B version on display here : 1 pilot 1 navigator 1 observer in the rear fuselage facing backwards.		OV-10A : 4 x 7.62 machine guns External charges : 3 600 lb
Max payload:	3 600 lb		
MISCELLANEOUS:	<p>Designed to meet the specifications issued by the U.S. Air Force, U.S. Marine Corps and U.S. Navy under the COIN (COunter INsurgency). Designed in 1962, the Bronco was sent to Vietnam, but its limited weapon carrying capacity and a too light armor plate diverted it to another type of mission : the forward air control (FAC) where it replaced the Cessna O-2A.</p> <p>- Displayed during the 1975 Paris Air Show, he surprised the audience with his high agility, its short takeoffs and landings and the melodious sound of its turbines.</p> <p>The OV-10B was manufactured for West Germany as a target-tug aircraft. The OV-10B[Z] had a GE J-85 turbojet engine rated at 2,950 lbst mounted above the wing on struts, above the centerline of the aircraft. This increased speed by 100mph, halved the takeoff roll, and tripled the rate of climb although development problems led to this not seeing much use. The OV-10B was essentially an OV-10A with no weapons, no sponsons, and a glass greenhouse dome replacing the rear door, which was used by the tow operator. The rear seat was also removed. Six OV-10Bs and twelve OV-10B[Z]s were ordered, and served with Germany from 1970 until the early 1990s.</p> <p>- This OV-10B is one of only three Bronco in flying condition in Europe. It is part of the Montélimar Aviation Museum located in the Rhône valley, close to the nougat quarries, a nice place to visit during your holidays in France.</p>		