



Blériot XI



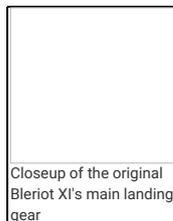
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Blériot XI

The **Blériot XI** is a French aircraft of the [pioneer era](#) of aviation. The first example was used by [Louis Blériot](#) to make the first flight across the [English Channel](#) in a heavier-than-air aircraft, on 25 July 1909. This is one of the most famous accomplishments of the pioneer era of aviation, and not only won Blériot a lasting place in history but also assured the future of his aircraft manufacturing business. The event caused a major reappraisal of the importance of aviation; the English newspaper *The Daily Express* led its story of the flight with the headline "Britain is no longer an Island".

It was produced in both single- and two-seat versions, powered by several different engines, and was widely used for competition and training purposes. Military versions were bought by many countries, continuing in service until after the outbreak of [World War I](#) in 1914. Two restored examples – one in the [United Kingdom](#) and one in the [United States](#) – of original Blériot XI aircraft are thought to be the two oldest flyable aircraft in the world.

Design



Closeup of the original Blériot XI's main landing gear

The **Blériot XI**, largely designed by Raymond Saulnier, was a development of the [Blériot VIII](#), which Blériot had flown successfully in 1908. Like its predecessor, it was a [tractor-configuration monoplane](#) with a partially covered box-girder [fuselage](#) built from [ash](#) with wire cross bracing. The principal difference was the use of [wing warping](#) for lateral control. The tail surfaces consisted of a small [balanced](#) all-moving [rudder](#) mounted on the rearmost vertical member of the fuselage and a horizontal [tailplane](#) mounted under the lower [longerons](#). This had [elevator](#) surfaces making up the outermost part of the fixed horizontal surface; these "tip elevators" were linked by a torque tube running through the inner section. The bracing and warping wires were attached to a dorsal, five-component ["house-roof"](#) shaped [cabane](#) consisting of a pair of inverted V struts with their apices connected by a longitudinal tube, and an inverted four-sided pyramidal ventral cabane, also of steel tubing, below. When first built it had a [wingspan](#) of 7 m (23 ft) and a small teardrop-shaped fin mounted on the cabane, which was later removed.

Like its predecessor, it had the engine mounted directly in front of the [leading edge](#) of the wing and the main undercarriage was also like that of the Type VIII, with the wheels mounted in castoring trailing arms which could slide up and down steel tubes, the movement being sprung by [bungee cords](#). This simple and ingenious design allowed [crosswind landings](#) with less risk of damage. A sprung tailwheel was fitted to the rear fuselage in front of the tailplane, with a similar castoring arrangement.

When shown at the Paris Aero Salon in December 1908, the aircraft was powered by a 26 kW (35 hp) 7-cylinder [R.E.P.](#) engine driving a four-bladed paddle-type propeller. The aircraft was first flown at [Issy-les-Moulineaux](#) on 23 January 1909, but although the aircraft handled well, the engine proved extremely unreliable and, at the suggestion of his mechanic Ferdinand Collin, Blériot made contact with [Alessandro Anzani](#), a famous motorcycle racer whose successes were due to the engines that he made, and who had recently entered the field of aero-engine manufacture. On 27 May 1909, a 19 kW (25 hp) [Anzani 3-cylinder fan-configuration](#) (semi-radial) engine was fitted. The propeller was also replaced with a Chauvière *Intégrale* two-bladed [scimitar propeller](#) made from laminated [walnut wood](#). This propeller design was a major advance in French aircraft technology and was the first European propeller to rival the efficiency of the propellers used by the [Wright Brothers](#).

During early July, Blériot was occupied with flight trials of a new aircraft, the two-seater [Type XII](#), but resumed flying the Type XI on 18 July. By then, the small cabane fin had been removed and the wingspan increased by 79 cm (31 in). On 26 June, he managed a flight lasting 36 minutes 55 seconds, and on 13 July, Blériot won the Aero Club de France's first *Prix du Voyage* with a 42 km (26 mi) flight between [Etampes](#) and [Orléans](#).

The Channel crossing

The Blériot XI gained lasting fame on 25 July 1909, when Blériot crossed the [English Channel](#) from [Calais](#) to [Dover](#), winning a £1,000 (equivalent to £115,000 in 2018) prize awarded by the *Daily Mail*. For several days, high winds had grounded Blériot and his rivals: [Hubert Latham](#), who flew an [Antoinette](#) monoplane, and [Count de Lambert](#), who brought two [Wright biplanes](#). On 25 July, when the wind had dropped in the morning and the skies had cleared, Blériot took off at sunrise. Flying without the aid of a compass, he deviated to the east of his intended course, but, nonetheless, spotted the English coast to his left. Battling turbulent wind conditions, Blériot made a heavy "pancake" landing, nearly collapsing the undercarriage and shattering one blade of the propeller, but he was unhurt. The flight had taken 36.5 minutes and had made Blériot a celebrity, instantly resulting in many orders for copies of his aircraft.

The aircraft, which never flew again, was hurriedly repaired and put on display at [Selfridges](#) department store in London. It was later displayed outside the offices of the French newspaper *Le Matin* and eventually bought by the *Musee des Arts et Metiers* in Paris.

Subsequent history

After the successful crossing of the English Channel, there was a great demand for Blériot XIs. By the end of September 1909, orders had been received for 103 aircraft. After an accident at an aviation meeting in [Istanbul](#) in December 1909, Blériot gave up competition flying, and the company's entries for competitions were flown by other pilots, including [Alfred Leblanc](#), who had managed the logistics of the cross-channel flight, and subsequently bought the first production Type XI, going on to become one of the chief instructors at the flying schools established by Blériot.

In February 1912 the future of the Type XI was threatened by the French army placing a ban on the use of all monoplanes. This was the result of a series of accidents in which Blériot aircraft had suffered wing failure in flight. The first of these incidents had occurred on 4 January 1910, killing [Léon Delagrangue](#), and was generally attributed to the fact that Delagrangue had fitted an over-powerful engine, so overstressing the airframe. A similar accident had killed Peruvian pilot [Jorge Chavez](#) at the end of 1910 at the end of the first flight over the Alps, and in response to this the wing spars of the Blériot had been strengthened. A later accident prompted further strengthening of the spars. Blériot produced a report for the French government which came to the conclusion that the problem was not the strength of the wing spars but a failure to take into account the amount of downward force to which aircraft wings could be subjected, and that the problem could be solved by increasing the strength of the upper bracing wires. This analysis was accepted, and Blériot's prompt and thorough response to the problem enhanced rather than damaged his reputation.

Further development

The Type XI remained in production until the outbreak of the First World War, and a number of variations were produced. Various types of engine were fitted, including the 120° Y-configuration, "full radial" three-cylinder Anzani (the restored example at [Old Rhinebeck Aerodrome](#) still flies with this) and the 37 kW (50 hp) and 52 kW (70 hp), seven cylinder [Gnome rotary engines](#). Both single and two-seat versions were built, and there were variations in wingspan and fuselage length. In later aircraft the tip elevators were replaced by a more conventional trailing edge elevator, the tailwheel was replaced by a skid, and the former "house-roof" five-member dorsal cabane being replaced by

Blériot XI



Thulin A (licence-built Blériot XI)

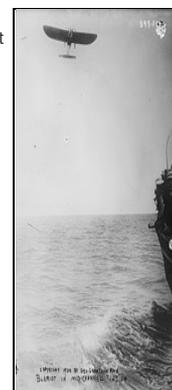
| | |
|---------------------|------------------------------------|
| Role | Civil tourer/trainer/military |
| Manufacturer | Louis Blériot |
| Designer | Louis Blériot and Raymond Saulnier |
| First flight | 23 January 1909 |



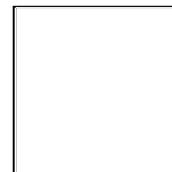
Blériot XI as first built: note small "teardrop" profile fin on cabane



Lucien Chauvière, designer of the *Intégrale* scimitar propeller for the Blériot XI.



Blériot over the English Channel, 25 July 1909



Blériot Monoplane Inclinometer

a simpler, four-sided pyramidally framed unit similar to the ventral arrangement for the later rotary-powered versions. Blériot marketed the aircraft in four categories: trainers, sport or touring models, military aircraft, and racing or exhibition aircraft.

Civil use

The Type XI took part in many competitions and races. In August 1910 Leblanc won the 805 km (500 mi) *Circuit de l'Est* race, and another Blériot flown by [Emile Aubrun](#) was the only other aircraft to finish the course. In October 1910, [Claude Grahame-White](#) won the second competition for the [Gordon Bennett Trophy](#) flying a Type XI fitted with a 75 kW (100 hp) Gnome, beating a similar aircraft flown by Leblanc, which force-landed on the last lap. During the race Leblanc had established a new world speed record. In 1911, [Andre Beaumont](#) won the Circuit of Europe in a Type XI and another, flown by [Roland Garros](#), came second.

Louis Blériot established his first flying school at [Etampes](#) near [Rouen](#) in 1909. Another was started at [Pau](#), where the climate made year-round flying more practical, in early 1910 and in September 1910 a third was established at [Hendon Aerodrome](#) near [London](#). A considerable number of pilots were trained: by 1914 nearly 1,000 pilots had gained their *Aero Club de France* license at the Blériot schools, around half the total number of licences issued. Flight training was offered free to those who had bought a Blériot aircraft: for others it initially cost 2,000 francs, this being reduced to 800 francs in 1912. A gifted pupil favoured by good weather could gain his license in as little as eight days, although for some it took as long as six weeks. There were no dual control aircraft in these early days, training simply consisting of basic instruction on the use of the controls followed by solo taxiing exercises, progressing to short straight-line flights and then to circuits. To gain a license a pilot had to make three circular flights of more than 5 km (3 mi), landing within 150 m (490 ft) of a designated point.

Military use

The first Blériot XIs entered military service in Italy and France in 1910, and a year later some were used by Italy in North Africa (the first use of heavier than air aircraft in a war) and in Mexico. The British [Royal Flying Corps](#) received its first Blériots in 1912. During the early stages of [World War I](#) eight French, six British and six Italian squadrons operated various military versions of the aircraft, mainly for [observation](#) duties but also as trainers, and in the case of single-seaters as light bombers with a bomb load of up to 25 kg.

Famous Blériot Monoplane pilots

- [Oskar Bider](#) - Swiss aviator who flew over the Pyrenees and the Alps in 1913.
- Baron [Carl Cederström](#), who made the first flight of a heavier-than-air craft in Norway on 14 October 1910. He made a flight of 23 minutes and reached a height of 300 metres (983.9 feet).
- [Jean Conneau](#) (André Beaumont) In 1911 won the Paris-Rome race, the *Circuit d'Europe* (Tour of Europe) on 7 July and the [Daily Mail Circuit of Britain Race](#) on 26 July 1911.
- [Jorge Chavez](#) - French-Peruvian aviator who crossed the Alps in 1910, but crashed on arrival and was killed.
- [Denys Corbett-Wilson](#) - Anglo-Irish aviator who made the first successful flight from Britain to Ireland in April 1912.
- [Leon Delagrange](#) - One of the first people to fly an aircraft in France, killed on 4 January 1910 flying a Blériot XI when a wing failed.
- Carlo Piazza - On 22/23 October 1911, Captain Piazza of the [Italian Royal Army](#) Air Services conducted the first aerial reconnaissance flight, between [Tripoli](#) and [Ain Zara](#) during the [Italo-Turkish War](#).
- [John Domenjoz](#) (1886-1952) - Performed aerobatics in South, Central and North America in 1914-1918. His Gnome rotary-powered Blériot-XI is displayed at the National Air & Space Museum, Washington.
- [Roland Garros](#) - Won second place in the 1911 Circuit of Europe race, and set two world altitude records in 1912 in an adapted Type XI, flying to 5,000 m (16,000 ft) on 6 September 1912
- [Claude Grahame-White](#) Won the 1910 [Gordon Bennett Trophy](#) race, held in New York, flying a Blériot
- [Eugène Gilbert](#) - Went to the Blériot school in 1910 after having built his own small unsuccessful aircraft in 1909. During a flight across the [Pyrenees Mountains](#) in the [1911 Paris to Madrid air race](#) he and his Blériot XI were attacked by a large eagle, which Gilbert drove off by firing a pistol.
- [Trygve Gran](#) - Norwegian aviator, first to cross the North Sea from Scotland to Norway, on 30 July 1914. The flight set a record for the longest flight over open water, a distance of 450 km (280 mi) taking 4 hours and 10 minutes.
- [Maurice Guillaux](#) - French aviator, visited Australia April-October 1914. Flew Australia's first air mail and air freight from Melbourne to Sydney, 16-18 July 1914.
- [Gustav Hamel](#) - Flew the world's first regular airmail service between Hendon and Windsor in September 1911.
- [Vasily Kamensky](#) - a famous [Russian Futurist](#) poet, one of the pioneering aviators of Russia.
- [Jan Ka?par](#) - Czech aviator, first person to fly in [Czech lands](#) on 16 April 1910.
- [Hubert Le Blon](#) - A former racing car driver who took up aviation and designed his own monoplane. On 2 April 1910, flying a Bleriot XI, he became the second (after Delagrance) fatality in the type after crashing in San Sebastian, Spain.
- [Alfred Leblanc](#) - Broke the [flight airspeed record](#) on 29 October 1910 while flying a Blériot XI. His speed was calculated at 68.20 mph (109.76 km/h): on 11 April 1911 he raised the record to 111.8 kph
- [Bernetta Miller](#) - Fifth licensed woman pilot in the U.S. Chosen as pilot to demonstrate the Moisant-Bleriot monoplane to the U.S. Army in 1912.
- [Jan Olieslagers](#) (1883-1942) - Lieutenant in the Belgian Army during the First World War.
- [Earle Ovington](#) - First airmail pilot in the United States, used a Blériot XI to carry a sack of mail from [Garden City, New York](#) to [Mineo, Long Island](#)
- [Adolphe Pégoud](#) - First man to demonstrate the full aerobatic potential of the Blériot XI, flying a loop with it in 1913. Together with John Domenjoz and Edmond Perreyon, he successfully created what is considered the first [air show](#).
- [Harriet Quimby](#) - First licensed female pilot in the United States; first female to fly the English Channel solo. Died on 1 July 1912 when she and her passenger were ejected from her new Blériot XI-2.
- [Rene Simon](#) - In February 1911 the Mexican government engaged Rene Simon, a member of an aerial circus touring the southwestern United States, to reconnoiter rebel positions near the border city of [Juarez](#).
- [Emile Taddéoli](#) - Swiss aviator who first flew on 22 March 1910, in his newly bought Blériot XI, and flew about 150,000 kilometres (93,000 mi) during the next five years, using various aircraft, among them the Blériot XI, [Morane-Borel monoplane](#), [Dufaux 4](#), [Dufaux 5](#) and [SIAI S.13](#) seaplane.

Variants

Blériot XI (REP)

1908, the first Type XI, powered by a 22 kW (30 hp) REP engine, displayed at the 1908 Paris Salon Exposition, first flown at Issy on 18 January 1909.

Blériot XI (Anzani)

1909, the first aircraft re-engined with a 19 kW (25 hp) Anzani engine and with wings enlarged from 12 to 14 m ² (130 to 150 sq ft). Fitted with a flotation bag for Blériot's cross channel flight.

Blériot XI *Militaire*

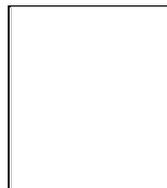
Military single-seater, powered by a 37 kW (50 hp) Gnome engine.

Blériot XI *Artillerie*

Very similar to the *Militaire* version, but with a fuselage divided into two sections so that it could be folded for transport.

Blériot XI-1 *Artillerie*

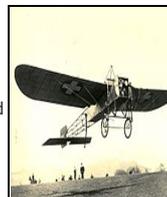
Single-seat er powered by a 50 hp (37 kW) [Gnome 7 Omega](#), with collapsible fuselage for transportation.



Anzani engined Blériot XI similar to the aircraft used for the Channel flight



Detail of replica Blériot XI wing, Hamburg Airport Days, 2007



Oskar Bider starting from [Bern](#) to his flight over the Alps, showing the pyramidal dorsal cabane of later Blériot XI examples

Blériot XI E1

Single-seat training version.

Blériot XI Type Ecole

A trainer with considerable wing dihedral looped cane tailskid, tip elevators and other modifications.

Blériot XI R1 *Pinguin*

Rouleur or ground training aircraft, fitted with clipped wings and a wide-track undercarriage with a pair of forward-projecting skids to prevent nose-overs. Some examples were fitted with a 26 kW (35 hp) Anzani engine and others with old 37 kW (50 hp) Gnome engines that were no longer producing their full power output.

Blériot XI (1912)

From March 1912 with two-piece elevators and high fuselage skid.

Blériot XI (1913)

As for Blériot XI (1912) with landing gear re-inforcements removed, powered by a 60 hp (45 kW) [Clerget 7Y](#)

Blériot XI Parasol

aka **Brevet-gourin**, modified by Lieutenant Gouin and Henri Chazal with a parasol wing and split airbrake/rudder.

Blériot Xibis

In January 1910 the bis introduced more conventional tail feathers and elliptical elevators with a half-cowled Gnome engine.

Blériot XI-2 Tandem

Standard tandem 2-seat touring, reconnaissance, training model, powered by a 52 kW (70 hp) [Gnome 7 Gamma](#) rotary piston engine.

Blériot XI-2 bis "*côte-à-côte*"

February 1910 2-seat model, with side-by-side seating and a non-lifting triangular tailplane with semi-elliptical trailing-edge elevators, with several variations such as floats extended nose, modified tail-skid and other changes. (Length 8.32 m (27.3 ft), Wingspan 10.97 m (36.0 ft)



Blériot XI-2 bis

Blériot XI-2 *Hydroaeroplane*

Two-seater [floatplane](#) with wingspan of 11 m (36 ft) powered by a 60 kW (80 hp) Rhône engine. First flown with an extended rudder with a float on the bottom: this was later replaced by a standard rudder and a float fitted under the rear fuselage.

Blériot XI-2 *Artillerie*

Military Two-seater powered by a 70 hp (52 kW) [Gnome 7 Gamma](#), with modified rudder and undercarriage.. Two aircraft or versions of the same aircraft with differing elevators.

Blériot XI-2 *Génie*

Military version designed for easy transport, powered by a 70 hp (52 kW) [Gnome 7 Gamma](#), it could be broken down/reassembled in 25 minutes.

Blériot XI-2 *Vision totale*

An XI-2 modified with a parasol wing in July 1914, also known as **XI Brevet-Gouin**.

Blériot XI-2 *Hauteur*

Powered by an 60 kW (80 hp) Gnome rotary piston engine and used by [Roland Garros](#) in altitude record flights in August 1912 and March 1913.

Blériot XI-2 BG

Two-seat high-wing parasol model.

Blériot XI-3 *Concours Militaire*

Tandem 3-seat model, powered by a twin-row 14-cylinder, 100 kW (140 hp) [Gnome 14 Gamma-Gamma](#) rotary engine. Span 11.35 m (37.2 ft), length 8.5 m (28 ft)

Thulin A

Licence-built in [Sweden](#)

Military operators

[Argentina](#)

- [Argentine Air Force](#)

[Australia](#)

- [Australian Flying Corps](#)
 - [Central Flying School AFC](#) at [Point Cook, Victoria](#)

[Belgium](#)

- [Belgian Air Force](#)

[Bolivia](#)

- [Bolivian Air Force](#)

[Brazil](#)

- [Brazilian Air Force](#)

[Bulgaria](#)

- [Bulgarian Air Force](#)

[Chile](#)

- [Chilean Air Force](#)

[Denmark](#)

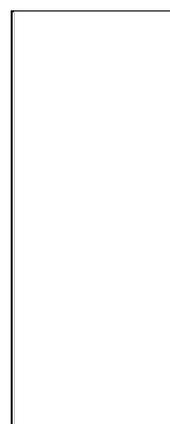
- [Royal Danish Air Force](#)

[France](#)

- [French Navy](#)

[Greece](#)

- [Hellenic Air Force](#)



Blériot XI

Guatemala

- [Guatemalan Air Force](#)

Kingdom of Italy

- [Corpo Aeronautico Militare](#)

Japan

- [Imperial Japanese Army Air Service](#)

Mexico

- [Mexican Air Force](#)

Norway

[Norwegian Army Air Service](#). One only: [Tryggve Gran's](#)

New Zealand

[Royal New Zealand Air Force](#). Two XI 2s in service from 1913 to 1914. The first, named "Brittania" was New Zealand's first military aircraft;

Romania

- [Romanian Air Force](#)

Russia

- [Imperial Russian Air Service](#)

Serbia

- [Serbian Air Force and Air Defense](#)

Sweden

- [Swedish Air Force](#)
- [Swedish Navy](#)

Switzerland

- [Swiss Air Force](#)

Ottoman Empire

- [Ottoman Aviation squadrons](#)

United Kingdom

- [Royal Flying Corps](#)
 - [No. 2 Squadron RFC](#)
 - [No. 3 Squadron RFC](#)
 - [No. 4 Squadron RFC](#)
 - [No. 5 Squadron RFC](#)
 - [No. 6 Squadron RFC](#)
 - [No. 9 Squadron RFC](#)
 - [No. 10 Squadron RFC](#)
 - [No. 16 Squadron RFC](#)
 - [No. 23 Squadron RFC](#)
 - [No. 24 Squadron RFC](#)

Uruguay

- [Uruguayan Air Force](#)

Surviving aircraft

In addition to the aircraft used by Louis Blériot to make his cross-channel flight in 1909, on display in the [Musée des Arts et Métiers](#) in Paris, a number of examples have been preserved. Both the British and American restored-to-airworthiness examples, each now over a century old and believed to be the two oldest flyable aircraft anywhere on Earth, are usually only "hopped" for short distances due to their uniqueness.

Airworthy aircraft

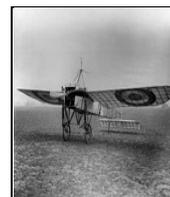
- 14 - Bleriot XI airworthy at the [Shuttleworth Collection](#) in [Old Warden, Bedfordshire](#). Built in 1909 and now with the British civil registration G-AANG, this is the world's oldest airworthy aircraft. It is powered by a three-cylinder "W form" Anzani engine.
- 56 - Bleriot XI airworthy at the [Old Rhinebeck Aerodrome](#) in [Red Hook, New York](#). It is powered by a 120°-angle regular "radial" Anzani three-cylinder engine and bears U.S. civil registration N60094. The front and back thirds of the fuselage are original.
- 1381 - Bleriot XI-2 bis on display at the [Swedish National Museum of Science and Technology](#) in [Stockholm](#). A Blériot XI, the oldest airworthy museum aircraft in Sweden, manufactured in 1918 under licence by AETA, Enoch Thulins Aeroplane Works, in [Landskrona](#), Sweden, as type Thulin A, has been owned by the museum since 1928. Following a two-year restoration by Mikael Carlson, the Blériot XI made what was probably its maiden flight to celebrate the Centenary of Flight in Sweden, at the Stockholm Festival of Flight on 20-22 August 2010. Registered with the Swedish Civil Air Traffic Authority in 2010 as SE-AEC, the Blériot uses its original rotary engine, a [Thulin](#)-built copy of the [Gnome Omega](#).
- Reproduction - Bleriot XI airworthy at the [Montreal Aviation Museum](#) in [Sainte-Anne-de-Bellevue, Quebec](#). It is a reproduction of the Blériot XI "Le Scarabée", flown over Montreal by Count Jacques de Lesseps in 1910, built by volunteers at the museum. They spent nearly 15 years building this exacting reproduction from original blueprints; its first flight took place in September 2014.
- Reproduction - Bleriot IX airworthy with Eric A. Presten in [Vineburg, California](#).

Display aircraft

- 9 - Bleriot XI on static display at the [New England Air Museum](#) in [Windsor Locks, Connecticut](#). It was built in 1911 by Ernest Hall and has a Detroit Aero engine.
- 76 - Bleriot XI on static display at the [National Technical Museum](#) in [Prague](#). It was used by Jan Ka?par.
- 153 - Bleriot XI on static display at the [Cradle of Aviation Museum](#) in [Garden City, New York](#). It was originally purchased by [Rodman Wanamaker](#), is the first aircraft to be imported into America, and was acquired from the Old Rhinebeck Aerodrome.
- 164 - Bleriot XI on static display at the [Royal Air Force Museum London](#) in [London](#). It has a reproduction fuselage and a six-cylinder Anzani engine installed.



Blériot XI used by Serbia, 1915



Blériot XI with RFC markings during WW1



The original Blériot XI on which [Louis Blériot](#) crossed the Channel in 1909 in the Musée des Arts et Métiers, Paris.

- 686 - Bleriot XI-2 on static display at the [Musée de l'Air et de l'Espace](#) in Paris, Île-de-France.
- 3856 - Bleriot XI on static display at the Old Rhinebeck Aerodrome in Red Hook, New York. It was built in the USA in 1911 by the American Aeroplane & Supply House of [Hempstead, New York](#) as a "cross-country" longer-ranged version with a copper ventral fuel tank, and had been in storage at least since November 1915 before its discovery in 1963, and restored in 1975-76 by Cole Palen. It was previously flown at the museum with its pre-*Monospupape*, seven-cylinder 70 HP Gnome engine. It was on display for a period of time at the USS Intrepid Sea-Air-Space Museum in New York City.
- Unknown ID - Bleriot XI on static display at the [Musée des Arts et Métiers](#) in [Paris, Île-de-France](#). This is the aircraft that Louis Blériot flew across the English Channel on 25 July 1909.
- Unknown ID - Bleriot XI on static display at the [Musée de l'Air et de l'Espace](#) in Paris, Île-de-France.
- Unknown ID - Bleriot XI on static display at the [National Air and Space Museum](#) in [Washington, D.C.](#) This aircraft was manufactured in 1914, purchased by Swiss pilot John Domenjot, and has a 37 kW (50 hp) Gnome engine installed.
- Unknown ID - Bleriot XI on static display at the [Canada Aviation and Space Museum](#) in [Ottawa, Ontario](#). It was license built by the California Aeroplane Manufacturing and Supply Company in 1911 for John W. Hamilton and has an Elbridge Aero Special 60 hp engine installed.
- Unknown ID - Bleriot XI Mk II "Looper" on static display at the [Powerhouse Museum](#) in [Sydney, New South Wales](#). This aircraft was flown by Maurice Guillaux with first Australian airmail from Melbourne to Sydney in 1914.
- Unknown ID - Bleriot XI on static display at the [Deutsches Museum](#) in [Munich, Bavaria](#).
- Unknown ID - Bleriot XI on static display at the [Museo del Aire](#) in [Madrid](#). Originally owned by S. García Cames, it was rebuilt by Juan Vilanova and Luis Acedo and has been on display at the museum since 1968.
- Unknown ID - Monoplane on static display at the [National Museum of the United States Air Force](#) in [Dayton, Ohio](#). It was built by Ernest C. Hall in 1911, who donated it to the museum in 1969.
- Unknown ID - Bleriot XI on static display at the [Museo Nacional de Aeronáutica de Argentina](#) in [Morón, Buenos Aires](#). The aircraft has replica wings and is powered by a "W" three-cylinder Anzani 25 hp engine.
- Reproduction - Bleriot IX on static display at the [South Yorkshire Aircraft Museum](#) in [Doncaster, South Yorkshire](#).
- Replica - Bleriot XI on static display at the [Brooklands Museum](#) in [Weybridge, Surrey](#).
- Replica - Bleriot XI on static display at [Flugausstellung Hermeskeil](#) in [Hermeskeil, Rhineland-Palatinate](#).
- Replica - Bleriot XIII on static display at the [United States Army Aviation Museum](#) at [Fort Rucker](#) near [Ozark, Alabama](#). It is one of the first known replicas and was built in the 1930s.

Specifications (Blériot XI)

Data from

General characteristics

- **Crew:** 1
- **Length:** 7.62 m (25 ft 0 in)
- **Wingspan:** 7.79 m (25 ft 7 in)
- **Height:** 2.69 m (8 ft 10 in)
- **Wing area:** 14 m² (150 sq ft)
- **Empty weight:** 230 kg (507 lb)
- **Powerplant:** 1 × [Anzani 3-cyl. fan](#) 3-cyl. air-cooled fan-style radial piston engine, 19 kW (25 hp)
- **Propellers:** 2-bladed [Chauvière Intégrale](#), 2.08 m (6 ft 10 in) diameter

Performance

- **Maximum speed:** 75.6 km/h (47 mph; 41 kn)
- **Service ceiling:** 1,000 m (3,300 ft)

References

Notes

- ↑ "[The Wider View: 100 years after Blériot first flew across the Channel, an identical plane repeats the feat \(but not before the French had blocked the first attempt\).](#)" *The Daily Express*, 26 July 2009. Retrieved: 8 January 2012.
- ↑ Elliott 2000, p. 142.
- ↑ "[Blériot No.9](#)"*Flight* 9 January 1909
- ↑ "[Bleriot Flies His Short-Span Machine.](#)" *Flight*, 30 February 1909.
- ↑ Elliott 2000, p. 73.
- ↑ Gibbs-Smith, C.H., *Aviation*. London: NMSO, 2003, p. 150.
- ↑ Elliott 2000, p. 96.

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External links

- [Old Rhinebeck Aerodrome's 1909-10 Blériot XI page](#)
- [Blériot XI World's Oldest Flying Aeroplane](#)
- [YouTube video of Old Rhinebeck's N60094 Blériot XI making a short flight](#)
- [The Shuttleworth Collection's oldest-of-all Blériot XI making a flight](#)
- [Louis Blériot - Developer of Commercial and Military Aircraft](#) *US Centennial of Flight Commission*.
- [A Blériot XI at Maurice Dufresne Museum, France](#)
- [Blériot XI at Musée des transports de Lucerne, Switzerland](#)

- [Blériot Type XI N° 225 at MAPICA La Baule, France](#)
- [John Domenjoz, barnstormer & aerobatics](#)
- [Link to website for Museum of Science and Technology, Stockholm. Documentation of Blériot XI restoration with Swedish text, videos of public display flight, test flight, motor test and wing assembling](#)

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The Blériot XI is the aircraft that was used by Louis Blériot on 25 July 1909 to make the first flight across the English Channel made in a heavier-than-air aircraft. This achievement is one of the most famous accomplishments of the "pioneer era" of aviation, and not only won Blériot a lasting place in history but also assured the future of his aircraft manufacturing business. The event caused a major reappraisal of the importance of aviation: the English newspaper *The Daily Express* led its story of *The Blériot XI* was just as successful when flown by other pilots, and it was a rare air meet in Europe that did not feature a Blériot XI among the prizewinning aircraft. By 1913, Louis Blériot's factories had delivered no less than 800 examples of the Blériot XI, an amazing production run for the time, especially for an aircraft priced at about \$5,000. Blériot schools turned out many aviators and, of course, used Blériot trainers. But the very success of the Blériot XI spelled trouble for it.