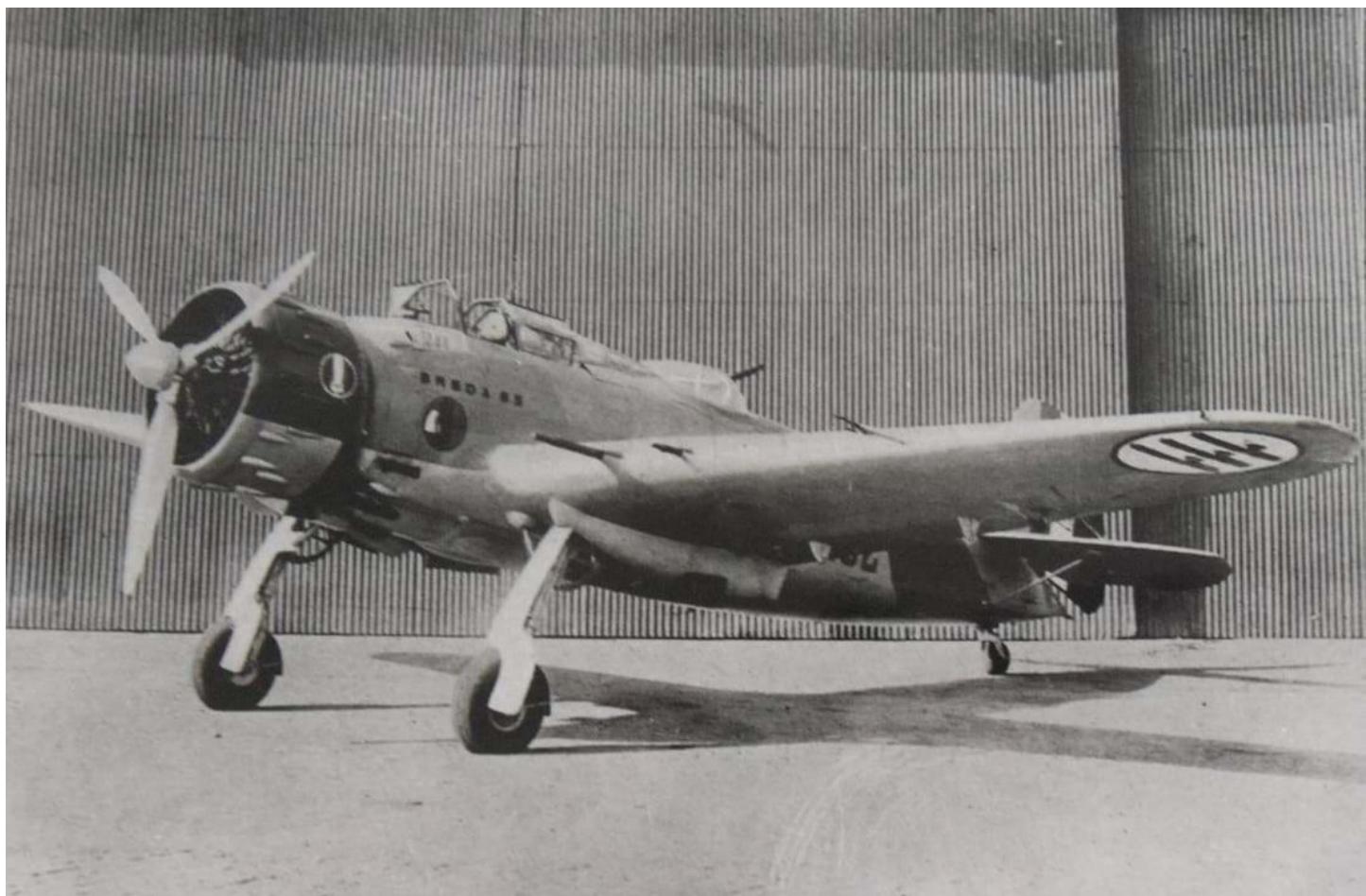


Breda Ba 65



Le Breda Ba65 a débuté pendant la guerre civile espagnole, en utilisant la variante de la série I alimenté par le moteur Gnome Rhône. Il s'est avéré efficace et a été comparé positivement avec l'allemand Junkers Ju87. Le Ba65 était un monoplace, tout métal, aile basse cantilever monoplan à train d'atterrissement principal rentrant. Comme son prédecesseur, il est prévu comme avion multi-rôles (aeroplano di Combattimento) chasseur, attaque et reconnaissance. L'appareil dispose d'un armement composé de deux mitrailleuses de 12,7 mm et deux 7,7 mm Breda-SAFAT, ainsi qu'une charge offensive de 500 Kg. Le prototype effectua son premier vol en Septembre 1935, et l'appareil de production initiale utilisé un moteur Gnome-Rhône K-14de 700 ch produit sous licence par Isotta Fraschini. Puis une évolution utilisa le Fiat A.80 RC.41 18 cylindres radial en ligne, plus puissant (1000 CV). La production a cessé en Juillet 1939, 218 appareils ont été construits.

Breda Ba65 :

- Moteur Fiat A80 RC 41
- 1000 Ch
- 430 Km/h
- 2 mitrailleuses 12.7 mm 2 mitrailleuses 7.7 mm 500 Kg de bombes
- 2950 Kg en charge
- 6300 m de plafond pratique
- 550 Km en distance franchissable
- 1 ou 2 Equipiers





Source : <http://les-avions-de-legende.e-monsite.com/pages/les-bombardiers/les-bombardiers-italiens/breda-ba65.html>

Version anglaise Wikipédia

The **Breda Ba.65** was an Italian all-metal single-engine, low-wing monoplane used by [Aviazione Legionaria](#) during the [Spanish Civil War](#) and [Regia Aeronautica](#) in the first half of [World War II](#). It was the only Italian [ground-attack aircraft](#) that saw active service in this role. It saw service almost exclusively in the North African and Middle-Eastern theatre.^[1] In addition to more than 150 aircraft operated by the Italian forces, a total of 55 were exported and used by the air forces of [Iraq](#), [Chile](#) and [Portugal](#).^[2]

Design and development

An evolution of [Ba.64](#), the Ba.65 was designed by Antonio Parano and Giuseppe Panzeri. It was a single-seat, all-metal, low-wing [cantilever monoplane](#) with aft-retracting main [undercarriage](#). Like its predecessor, it was intended to undertake *aeroplano di combattimento* multiple roles as a [fighter](#), [attack](#) and [reconnaissance aircraft](#).^[3] The Ba.65 carried wing-mounted armament of two 12.7 mm (0.5 in) and two 7.7 mm (0.303 in) [Breda- SAFAT machine guns](#), with internal stowage for a 200 kg (440 lb) bombload in addition to external ordnance that could total 1,000 kg (2,200 lb). The prototype, which was first flown in September 1935, like the initial production aircraft, used the 522 kW (700 hp) [Gnôme-Rhône K-14 radial engine](#) produced under license by [Isotta Fraschini](#). Starting from the 82nd aircraft, the more powerful Fiat A.80 RC.41 18-cylinder, twin-row radial engine with a takeoff rating of 746 kW (1,000 hp) was adopted.^[3] Production ceased in July 1939 after 218 aircraft were built by [Breda](#) and [Caproni](#).

Operational history



Breda Ba.65

The Ba.65 debuted during the [Spanish Civil War](#). Thirteen Series I aircraft, powered by the Gnôme-Rhône engine, equipped the 65a *Squadriglia* of the [Aviazione Legionaria](#) (Legionary Air Force). The unit took part in operations at Santander in August 1937, then at the battles of [Teruel](#) and [the Ebro](#).^[3] The aircraft proved effective and was compared positively with the German [Junkers Ju 87 Stuka](#). In a unique engagement, one of the Legionary Air Force pilots scored an air-to-air victory when he encountered a lone twin-engine [Tupolev SB bomber](#) over Soria and shot it down.^[4] Of the 23 Ba.65s sent to Spain, 12 were lost in the course of the civil war. They flew 1,921 sorties, including 368 ground-strafing and 59 [dive bombing](#) attacks.

When the *Aviazione Legionaria* returned to Italy in May 1939, they transferred their 11 surviving Ba.65s to the Spanish Air Force. A total of 25 Fiat-powered Ba.65s two-seaters were sold to the [Kingdom of Iraq](#) in 1938. These consisted of 22 equipped with Breda L turrets and two dual control trainers.^[5] From 2–31 May 1941, the [Royal Iraqi Air Force](#) flew the Ba.65 during the [Anglo-Iraqi War](#). War broke out after an [Iraqi coup d'état](#) installed a new government while maintaining the existing monarchy. The Ba.65 was used against armed forces of the [United Kingdom](#) and the [Commonwealth of Nations](#) which the coup leaders were trying to expel from bases established after Iraq's independence under the Anglo-Iraqi Treaty of 1930. During World War II, the Ba.65 was employed against the [British](#) in North Africa. When Italy entered the war in June 1940 about 150 aircraft were reported to be still in service, but suffered heavy losses facing the British fighters. Most were either out of service or shot down by early 1942. The aircraft, which had been forcibly kept in service after the failure of the [Ba.88](#) and the poor performance of the [Caproni Ca.310](#), was replaced in the dive bomber role by modified [Savoia-Marchetti S.79s](#) or fighters. Despite having been destined for scrap at the beginning of hostilities and pulled back into action, the Bredas of 50 Stormo fought a bitter and courageous battle from 13 June 1940 to the remainder of the year. The Bredas proved to be deadly and precise in the role of low level ground attack and dive bombing in comparison with other aircraft available. In the hands of pilots like Capt. Antonio dell'Oro, Tenente [Adriano Visconti](#) and Spanish civil war veteran pilots who were properly trained to fly the aircraft it proved a bitter pill for British armoured forces caught in the desert. Notable encounters included missions carried out at Sidi Rezegh and Sidi Barrani. The Bredas were even involved in one air battle causing the loss of 3 Gloster Gladiators. [Chile](#) bought 20 Ba.65 (17 single-seaters and three dual control trainers) powered by the [Piaggio P.XI](#) C.40 (also a 14K derivative) late in 1938. [Portugal](#) purchased 10 Breda equipped with Fiat engines and Breda L Turrets in November 1939.^[3] In September 1937, the [Swiss Air Force](#) tested the Ba.65 alongside the [Heinkel He 112](#) and the [Morane-Saulnier M.S.406](#) but ended up selecting the Morane

Specifications (single-seat version)

General characteristics

- **Crew:** 1
- **Length:** 9.3 m (30 ft 6 in)
- **Wingspan:** 12.1 m (39 ft 8 in)
- **Height:** 3.2 m (10 ft 6 in)
- **Wing area:** 23.5 m² (253 sq ft)
- **Empty weight:** 2,400 kg (5,291 lb)
- **Max takeoff weight:** 2,950 kg (6,504 lb)
- **Powerplant:** 1 × [Fiat A.80 R.C.41](#) 18-cylinder twin-row air-cooled radial piston engine, 746 kW (1,000 hp)
- **Propellers:** 3-bladed variable-pitch propeller

Performance

- **Maximum speed:** 430 km/h (270 mph, 230 kn)
- **Range:** 550 km (340 mi, 300 nmi)
- **Service ceiling:** 6,300 m (20,700 ft)

Armament

- **Guns:**
 - 2 × 12.7 mm (0.500 in) [Breda-SAFAT](#) machine guns
 - 2 × 7.7 mm (0.303 in) Breda-SAFAT machine guns
- **Bombs:**
 - 500 kg (1,102 lb) of bombs