

Blohm Voss BV 155B V-1 "Karawanken"

NÁVOD / INSTRUCTIONS

CZ – Historie

Blohm Voss BV 155B se měl stát zbraní, která by zastavila nové výškové americké bombardéry B-29. Ale americké B-29 byly nasazeny v Pacifiku a vývoj BV 155B se nepodařilo dotáhnout do konce. Vývoj BV 155 byl velmi komplikovaný. Začal totiž u firmy Messerschmitt s označením Me 155. Původně se ale jednalo o projekt námořní stíhačky pro nikdy nedostavěnou letadlovou loď Graf Zeppelin. Požadavky RLM se ale změnilly a tak pod označením Me 155B byl zahájen vývoj výškového stíhacího letounu. Firma Messerschmitt byla ale přeřazena a tak RLM požadovalo předání a dokončení letounu u firmy Blohm Voss. Richard Voght, šéfkonstruktér firmy Blohm Voss, považoval projekt Me 155 za tak špatný, že jej celý přepracoval. Proto se označení projektu změnilo na BV 155. Vznikl velký letoun s křídlem o velkém rozpětí. Čtyřlístou vrtulí o velkém průměru poháněl motor DB 603U s turbokompresorem. Chladiče byly podvěšeny pod křídlo. První BV 155 V1 vzletl 1. září 1944. Letoun byl vybaven přetlakovou kabinou a kamerou Rb 50/30 umístěnou za pilotní sedačkou. Výzbroj měla být složena z kanónu MK 108 ráže 30 mm v ose vrtule a dvou kanónů MG 151/20 ráže 20 mm v křídle. Prototyp BV 155B V1 byl ale neozbrojen. Při zalétání se objevily problémy, které se postupně dařilo odlaďovat. Rozestavěny byly další dva prototypy V2 a V3 a R. Voght připravil i návrh verze BV 155C s chladičem v přední trupu. Vše ale zastavilo obsazení továrny Blohm Voss a letiště v Hamburku-Finkenwerderu britskými vojsky. RAF měla údajně BV 155 testovat, minimálně mu bylo přiděleno inventurní číslo RAF. Stroj byl přesunut do Velké Británie a pak do USA. Nyní je nekompletní stroj uložen v depozitáři National Air and Space Museum.

Technické údaje:

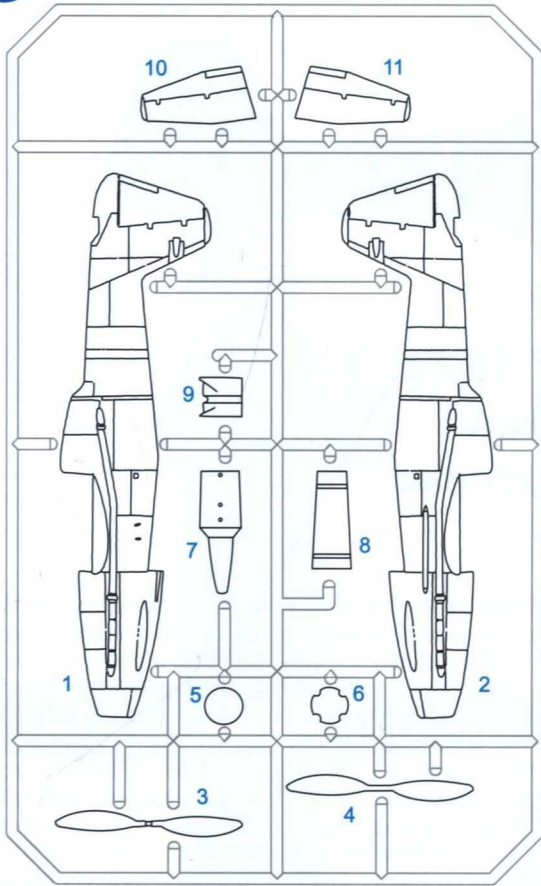
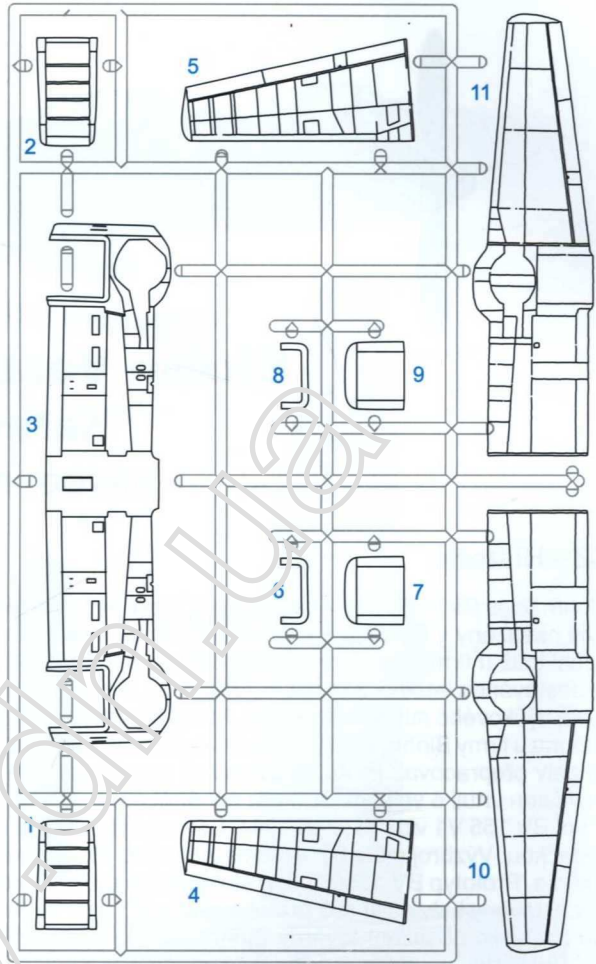
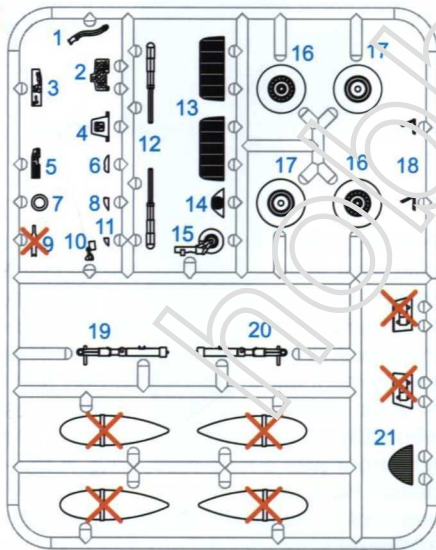
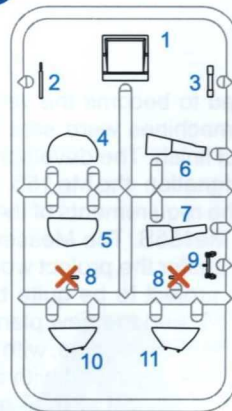
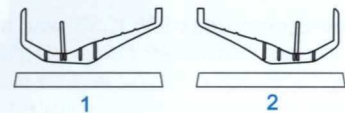
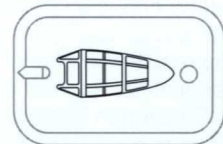
Rozpětí: 21,00 m, délka: 11,65 m, max. rychlost: 690 km/h ve výšce 16 000 m, dostup: 16 950 m, dolet: 1 440 km.

EN – History

The Blohm Voss BV 155B was supposed to become the very weapon to stop the new American B-29 high altitude bombers. However, these magnificent machines were sent to the Pacific area instead and the development of the BV 155B was not brought to a successful finish. The development had really been rather complicated, originally taking place at Messerschmitt facility under designation the Me 155, originally intended to be a naval fighter for the planned but never finished Graf Zeppelin carrier. As the requirements of the RLM changed with time, the type was also redesigned to perform as a high altitude machine, the Me155B. The Messerschmitt development team was overburden with several other projects, so the RLM decided to transfer the project work to Blohm Voss, where, however, the Blohm Voss' chief designer Richard Voght considered the project to be quite bad and eventually redesigned it completely. The type's designation changed as well to the BV155, and the new plane was much larger with a long span wing. A four-bladed propeller was driven by a turbo-charged DB 603U engine, with engine radiators hung under the wing. The first BV155V-1 made its maiden flight on 1 September 1944, equipped with a pressurised cockpit and a Rb 50/30 camera behind the pilot's seat. The planned armament was to consist of a 30 mm MK108 cannon in the propeller shaft and two 20mm MG151/20 cannon in the wings. Several problems occurred during the first flights, although the team was able to tackle some of them eventually. Another two prototypes, the V-2 and V-3 had were also partially built. Richard Voght considered also the BV155C, a version which was to have its radiator in the forward fuselage. However, the advancing British troops brought an end to all these plans when they seized the Blohm Voss factory and also Hamburg-Finkenwerder airfield. The RAF supposedly test-flown the BV155, or at least an inventory number was assigned to the type. At first, the BV155 was sent to the UK, consequently over the pond to the USA. Nowadays, the already incomplete machine is stored at the National Air and Space Museum depository.

Technical details:

Wingspan: 21.00 m, length: 11.65 m, max. speed: 690 km/h at 16,000 m, ceiling: 16,950 m, range: 1,440 km.

A**B****C****D****PUR PARTS (PUR)****CLEAR PART (CP)**

X = Tento díl nepoužít.
Do not use this part.

SYMBOLS

MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍŤ KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHESIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

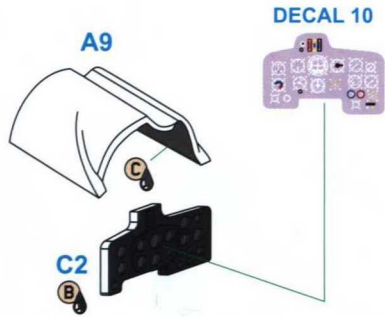


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

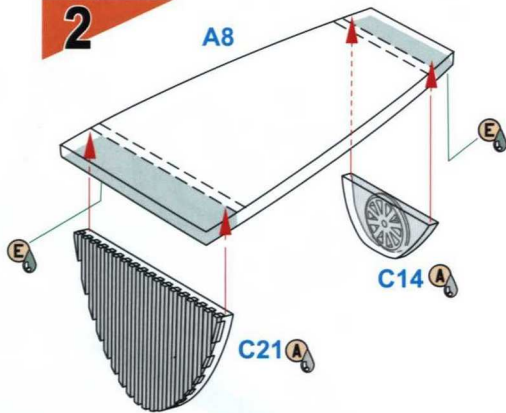


NATRÍT
COLOUR
FARBEN
PEINDRE

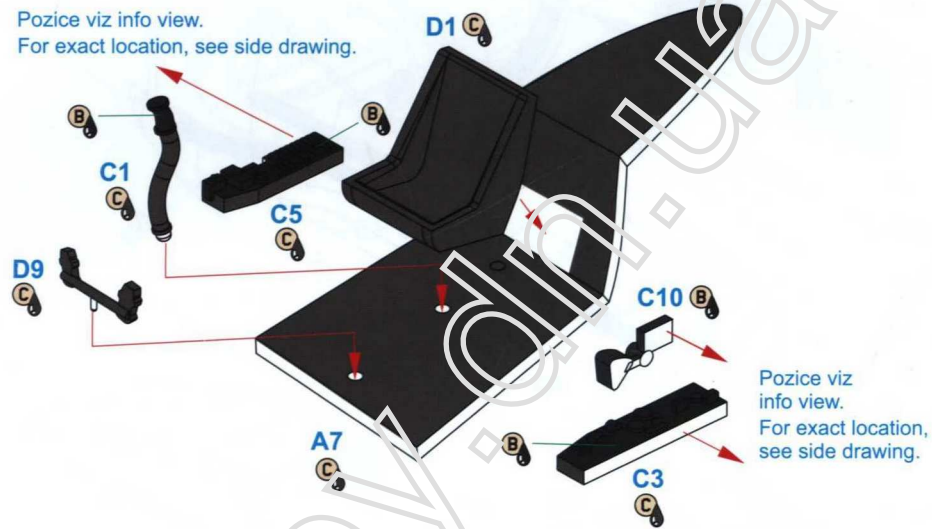
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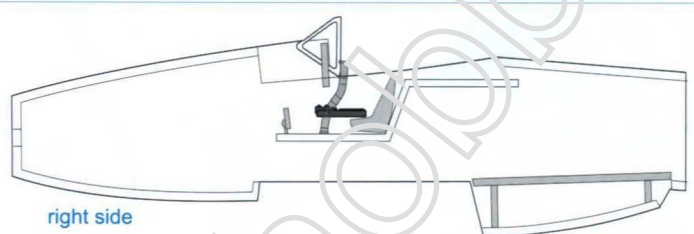
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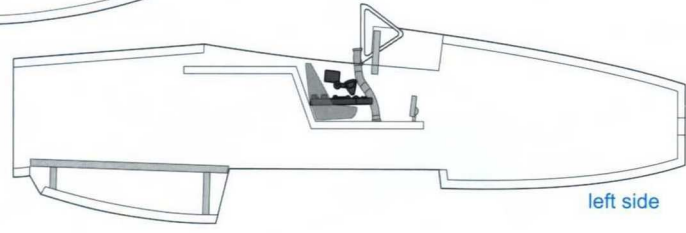
3



infoVIEW



right side

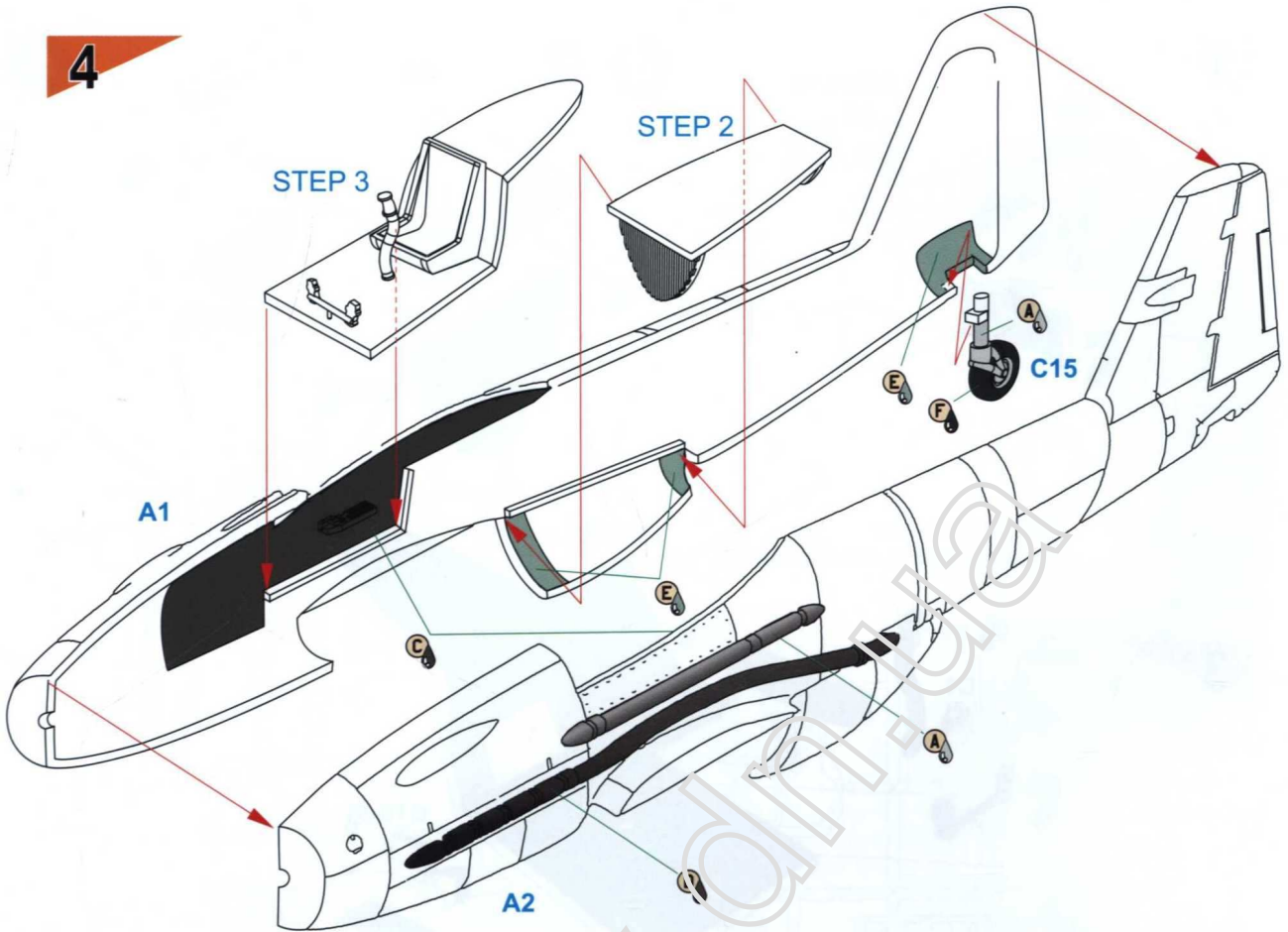


left side

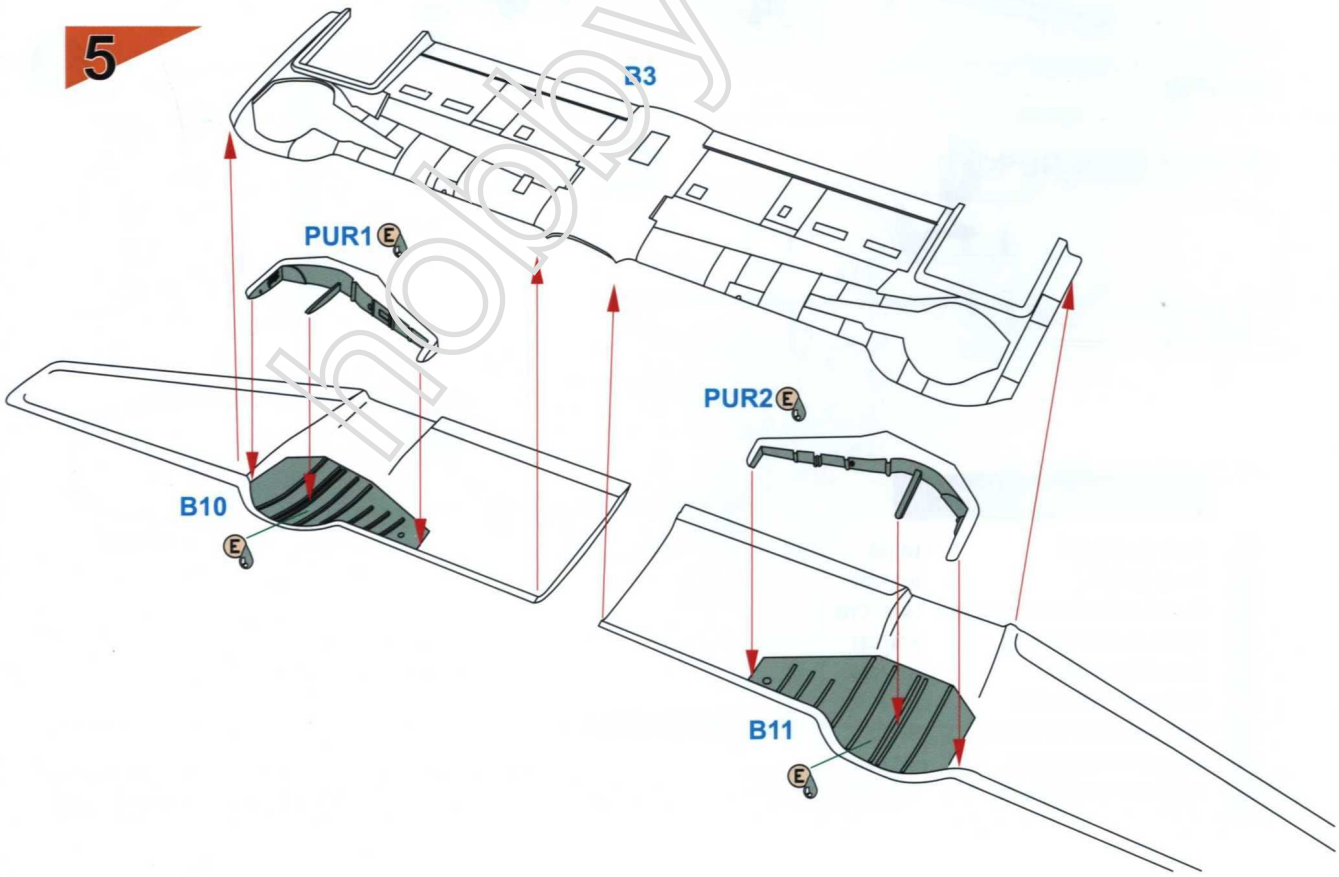
Barvy GUNZE/ GUNZE Colour No.

A	Hliník / ALUMINIUM	H8 / C8
B	Černá / BLACK	H12 / C33
C	Černo-šedá / BLACK GRAY / RLM66	H416 / C116
D	Opálený kov / BURNT IRON	H76 / C61
E	Šedá / GRAY / RLM02	H70 / C60
F	Barva pneu / TIRE BLACK	H77 / C137
G	Černá lesklá / BLACK GLOSS	H2 / C2
H	Červená čirá / CLEAR RED	H90 / C47
I	Zelená čirá / CLEAR GREEN	H94 / C138

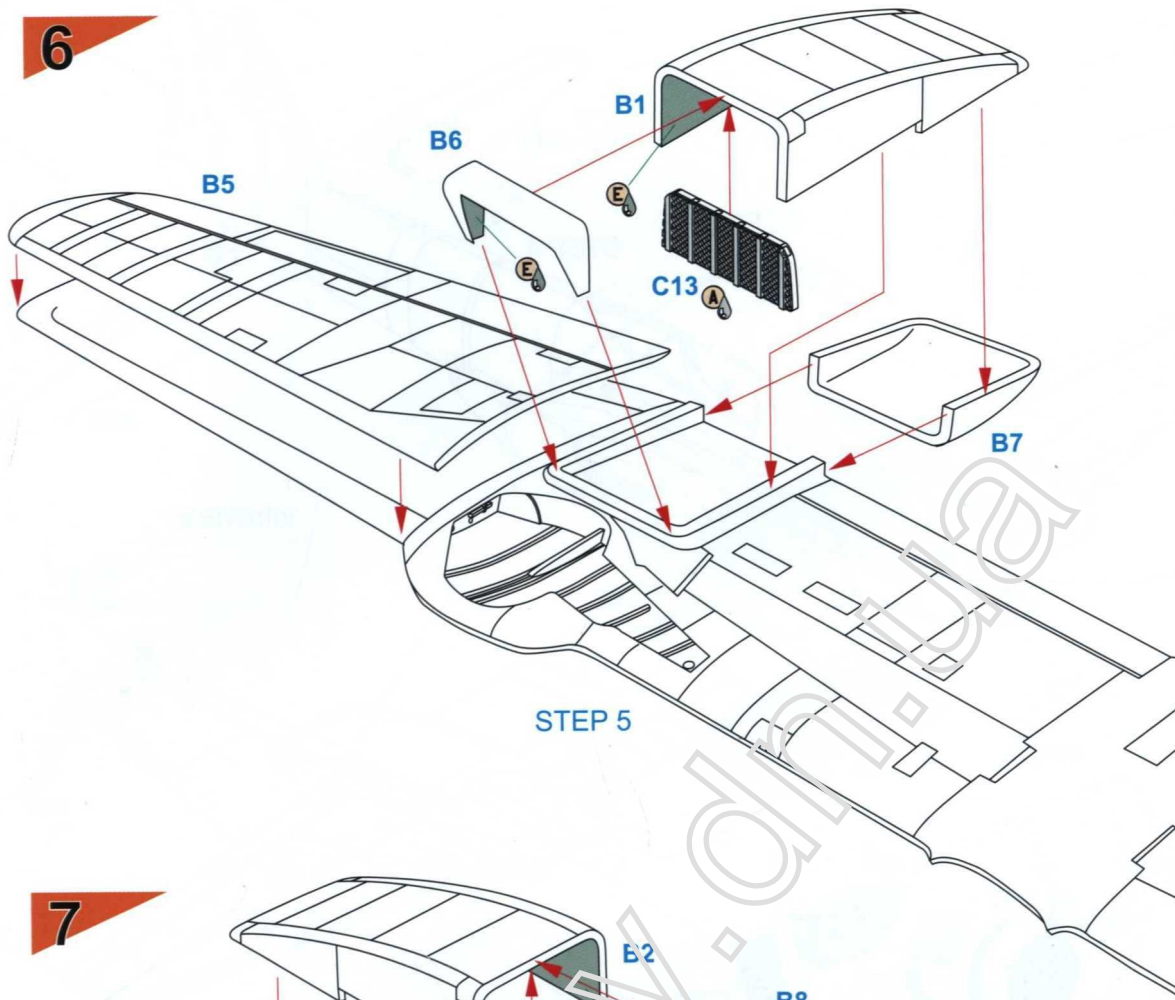
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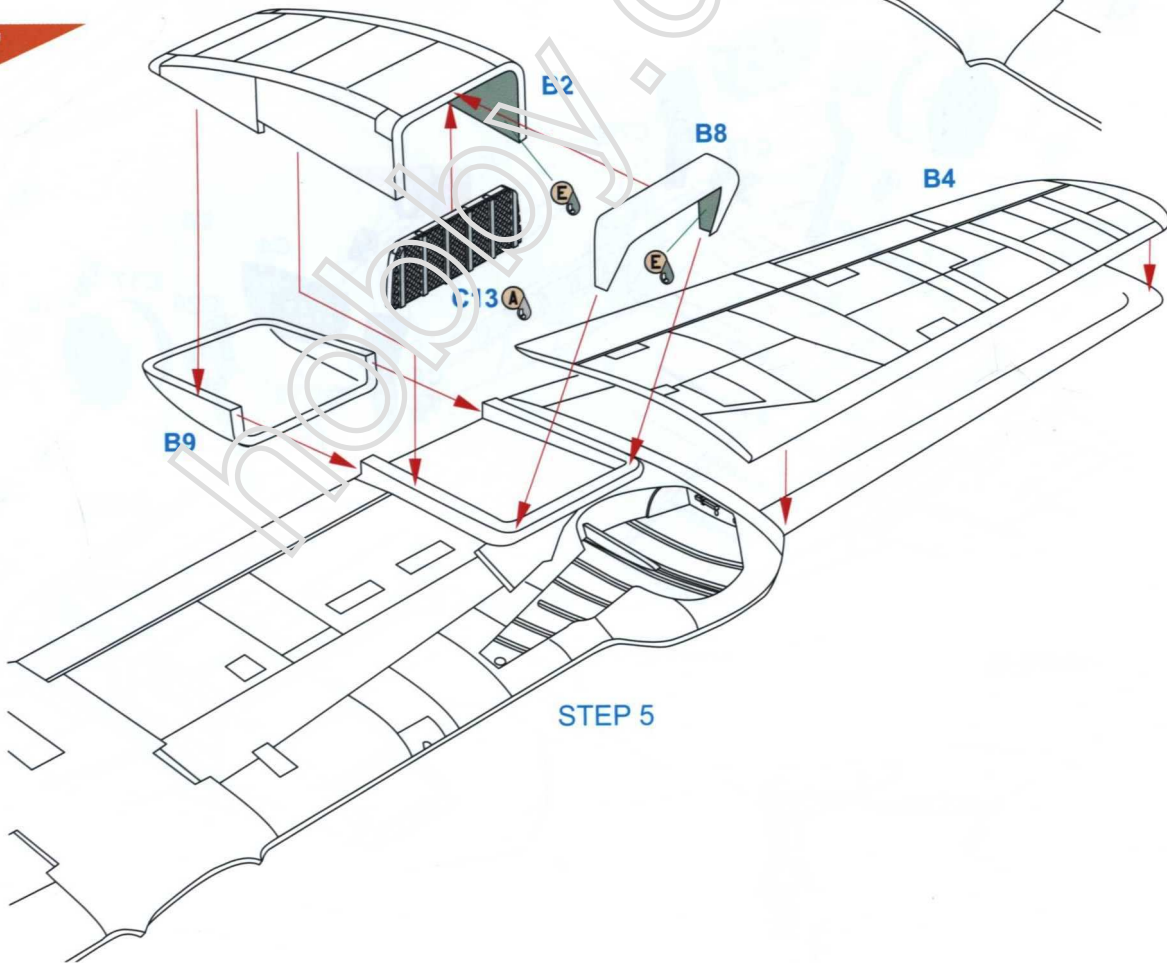
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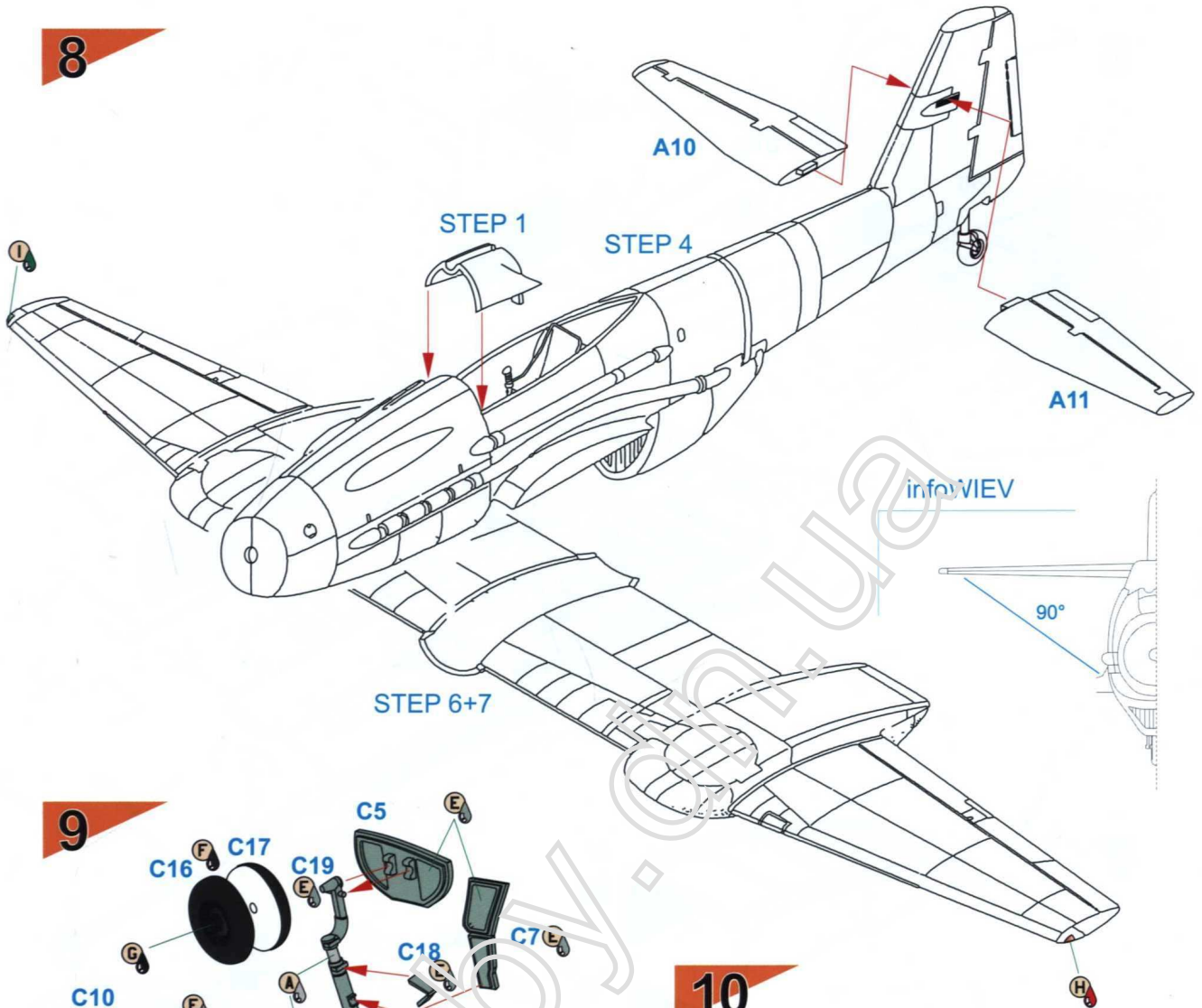
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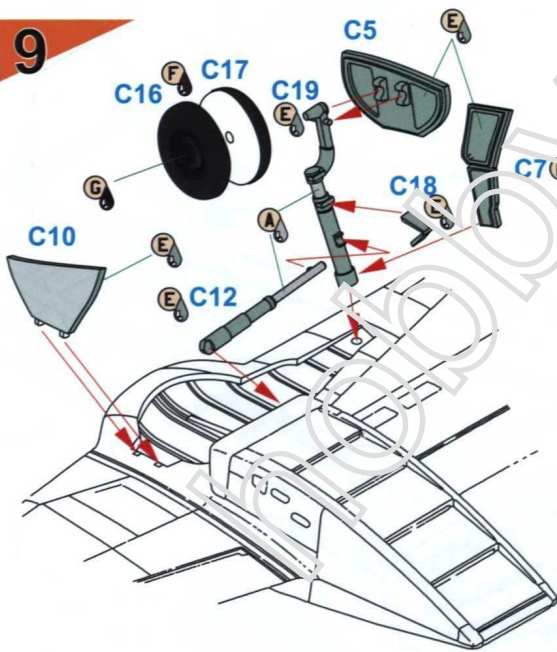
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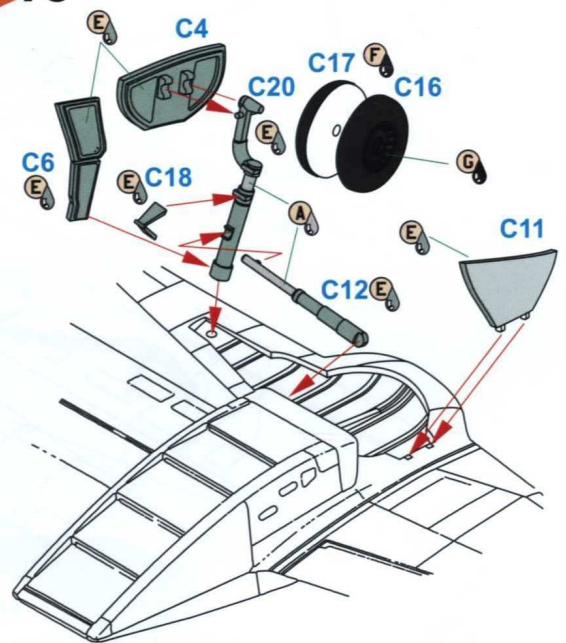
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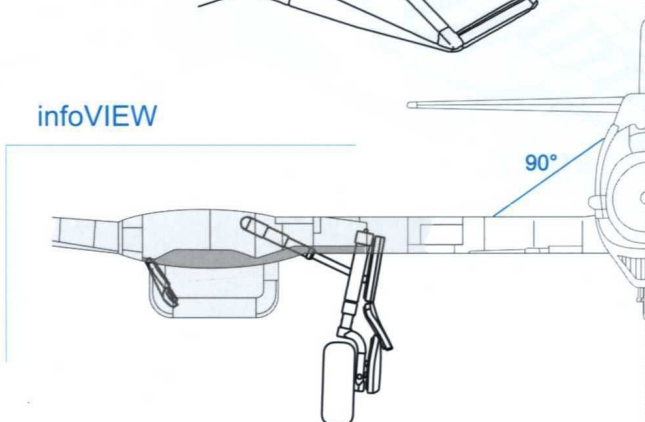
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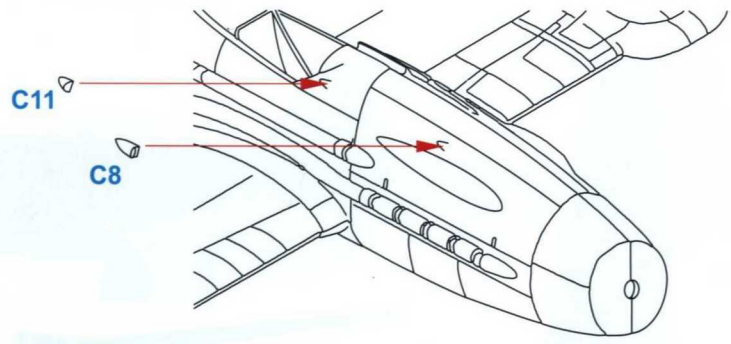
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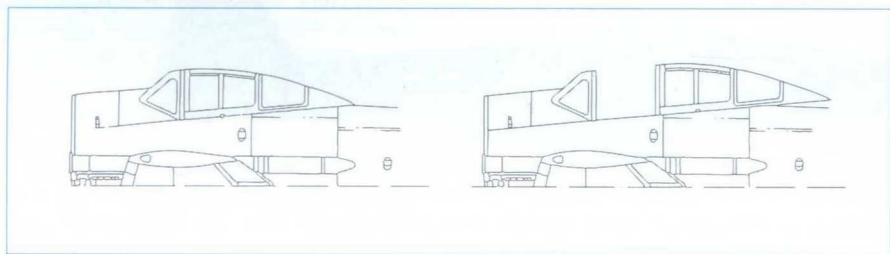
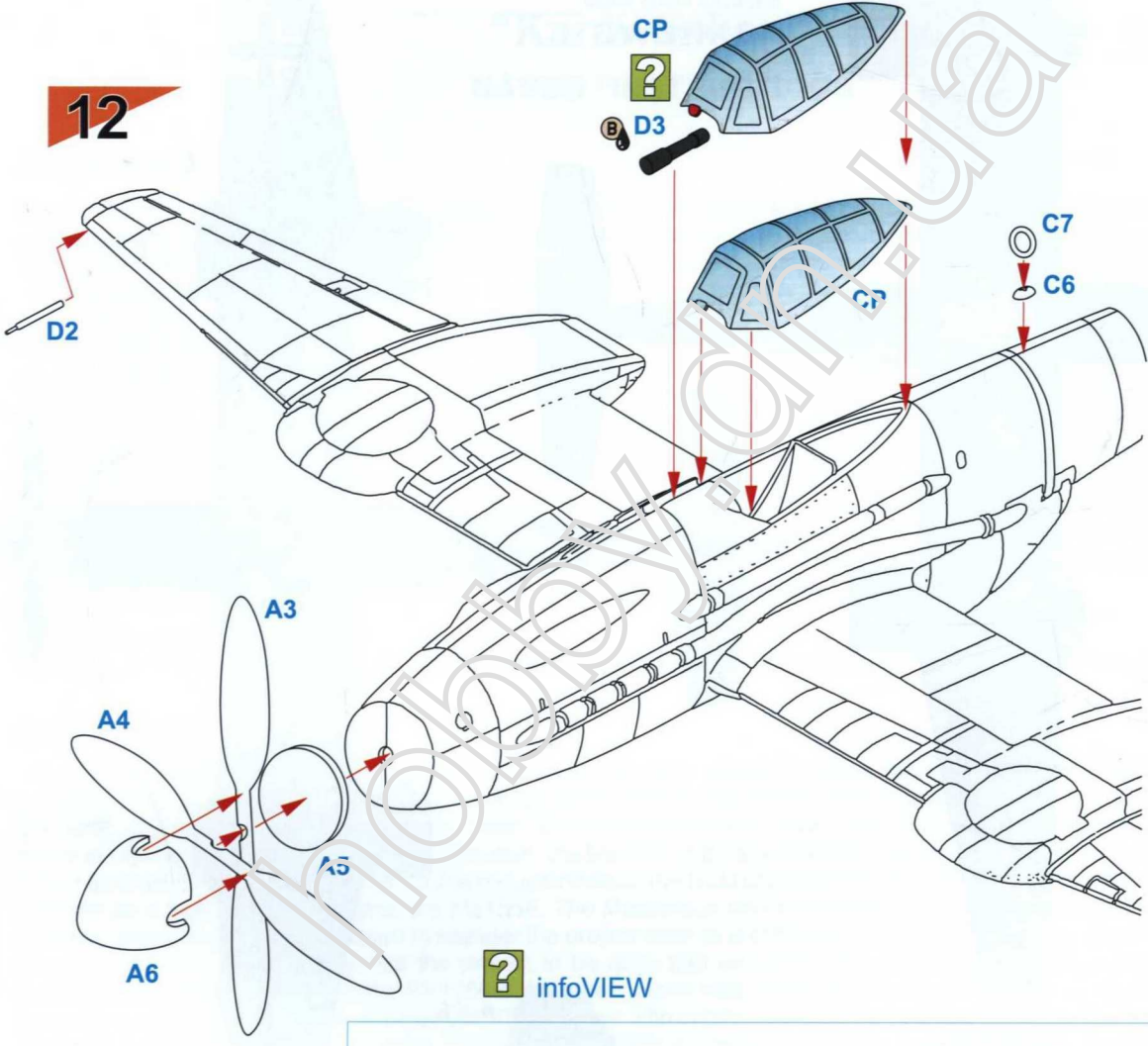
infoVIEW



11

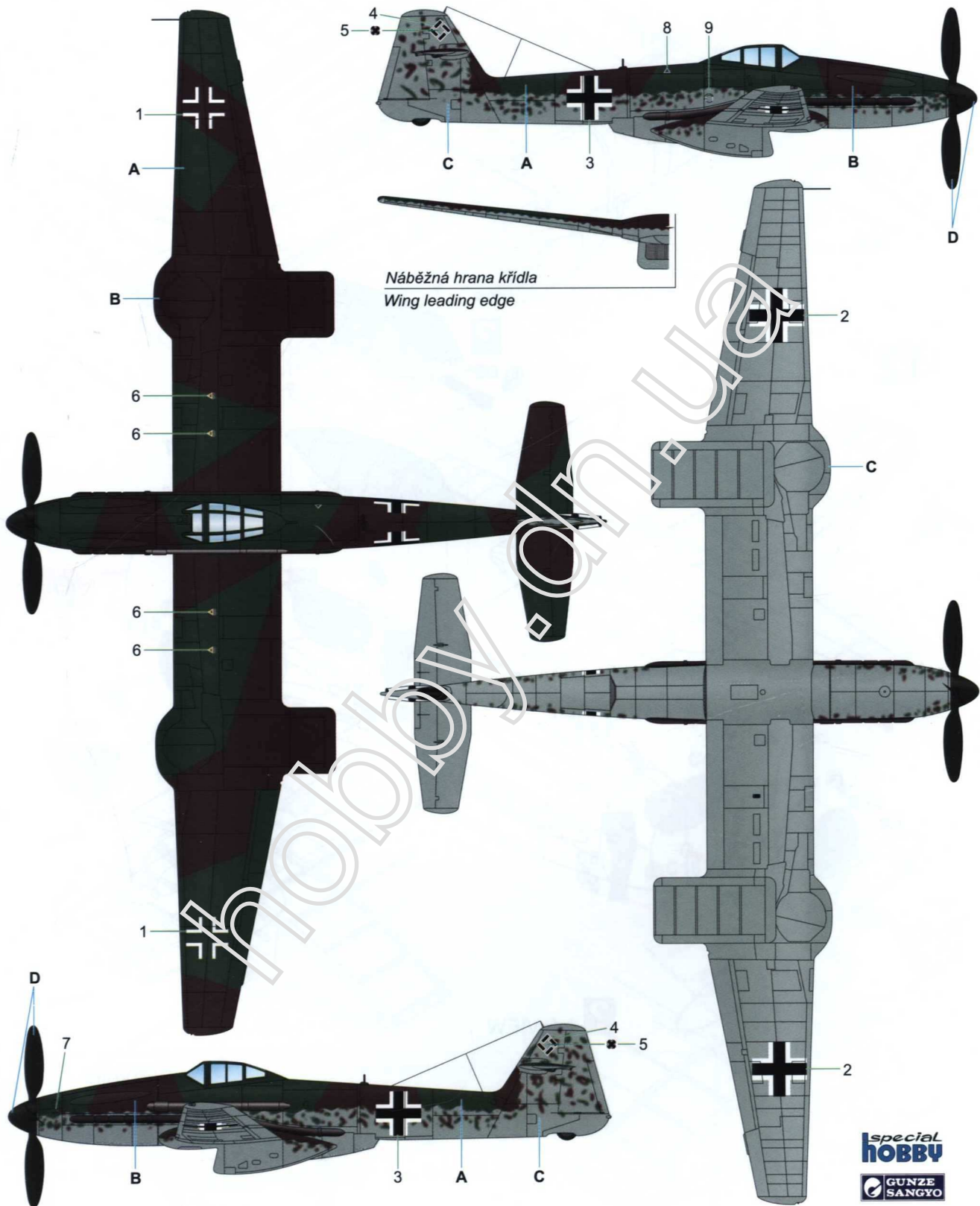


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Blohm Voss BV 155 V-1, základna Finkerwalde,
prosinec 1944.

Blohm Voss BV 155 V-1, AFB Finkerwalde,
December 1944.



A Světle zelená
Light Green
H422 / C122 / RLM82

B Fialovohnědá
Brown Violet
H421 / C121 / RLM81

C Světle modrá
Light Blue
H417 / C117 / RLM76

D Černozelená
Black Green
H65 / C18 / RLM70

Special
HOBBY
GUNZE
SANGYO