

Blohm Voss BV 155B “Luftwaffe 46 High Altitude Fighter”

NÁVOD / INSTRUCTIONS

EN

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:

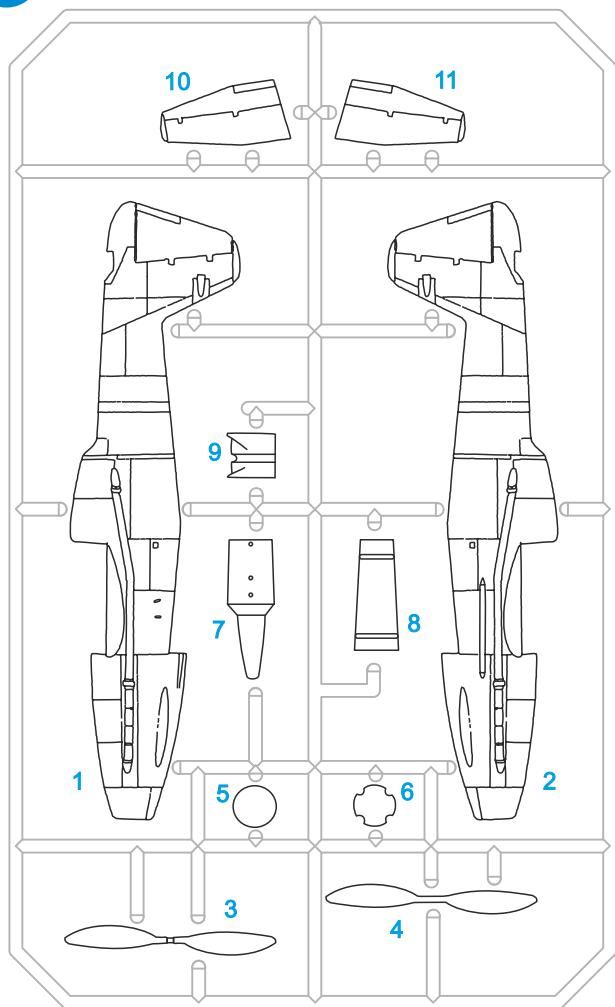
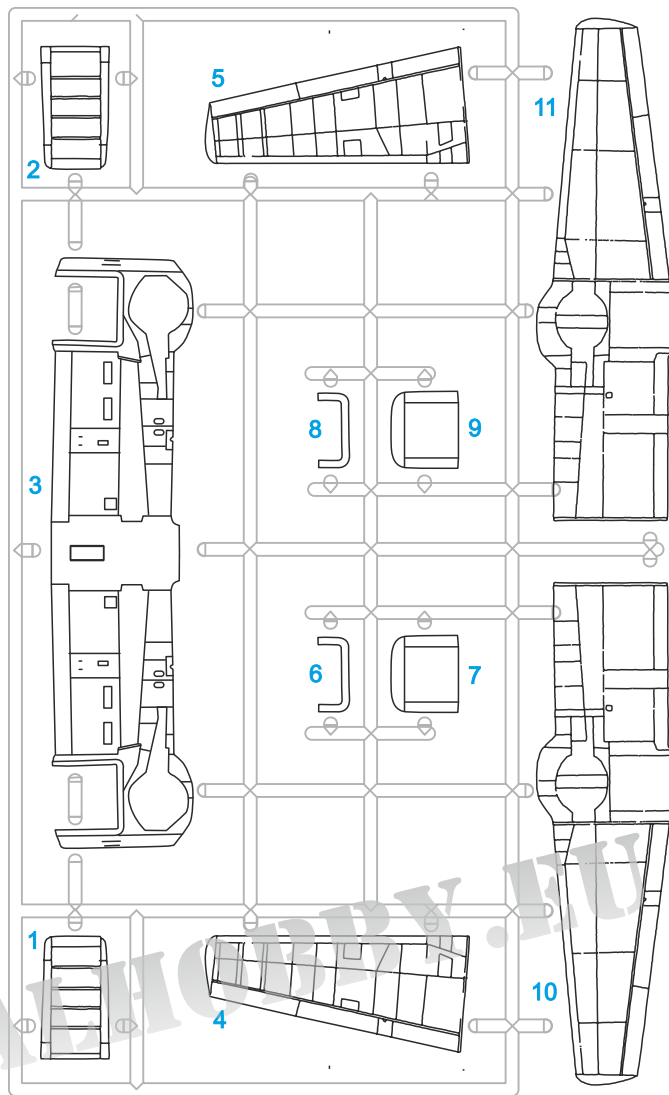
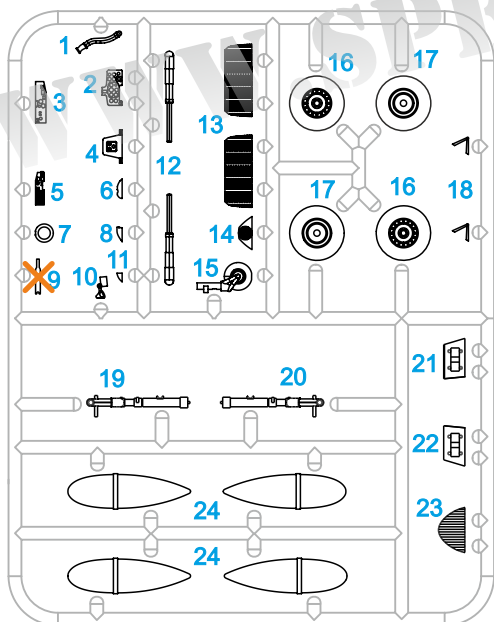
Wingspan: 21.00 m, length: 11.65 m, max. speed: 690 km/h at 16,000 m, ceiling: 16,950 m, range: 1,440 km.

CZ

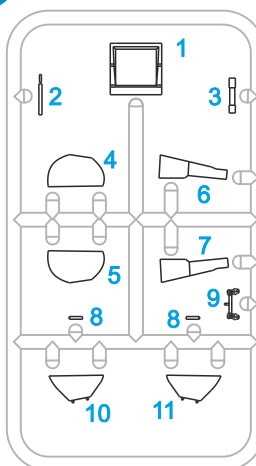
Blohm Voss BV 155B se měl stát zbraní, která by zastavila nové výškové americké bombardéry B-29. Ale americké B-29 byly nasazeny v Pacifiku a vývoj BV 155B se nepodařilo dotáhnout do konce. Vývoj BV 155 byl velmi komplikovaný. Začal totiž u firmy Messerschmitt s označením Me 155. Původně se ale jednalo o projekt námořní stíhačky pro nikdy nedostavěnou letadlovou loď Graf Zeppelin. Požadavky RLM se ale změnily a tak pod označením Me 155B byl zahájen vývoj výškového stíhacího letounu. Firma Messerschmitt byla ale přetížena a tak RLM požadovalo předání a dokončení letounu u firmy Blohm Voss. Richard Voght, šéfkonstruktor 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 vrtuli 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 inventární 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:

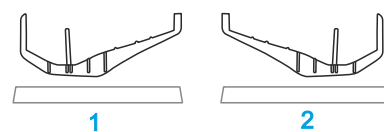
Rozpětí: 21,00 m, délka: 11,65 m, max. rychlost: 690 km/h ve výšce 16 000 m, dostup: 16 950 m, dolet: 1 440 km.

A**B****C**

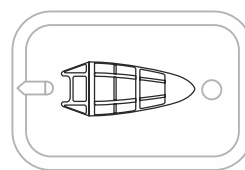
X Do not use this part.
Tento díl nepoužít.

D

 **PUR PARTS (PUR)**



CLEAR PART (CP)

**SYMBOLS**

MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVĚ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

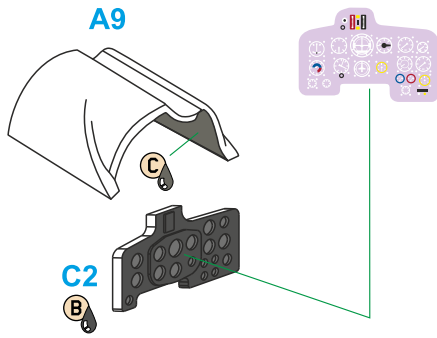


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

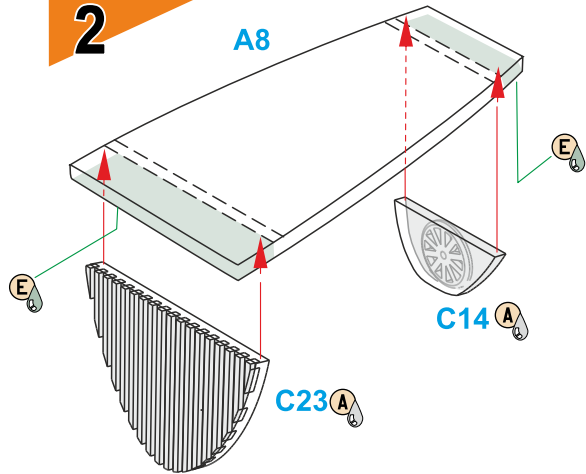


NATŘÍT
COLOUR
FARBEN
PEINDRE

1

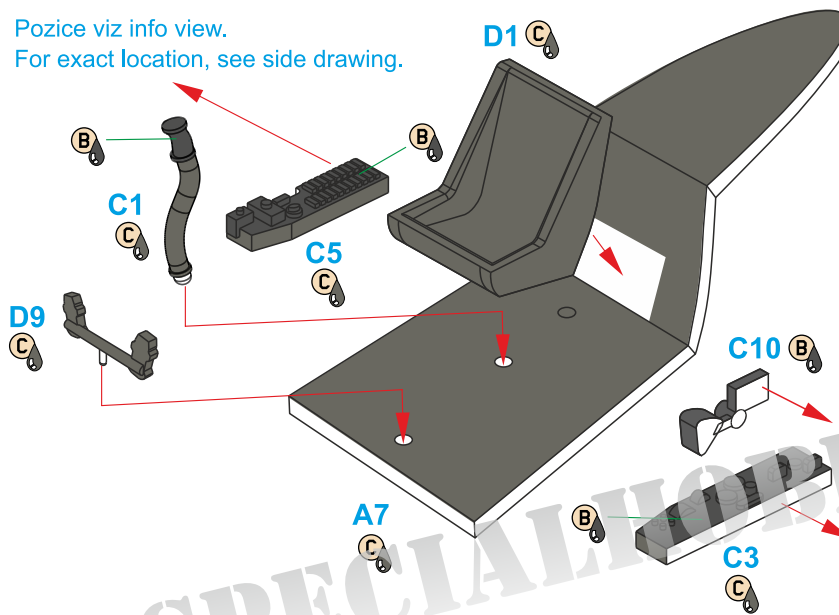


2



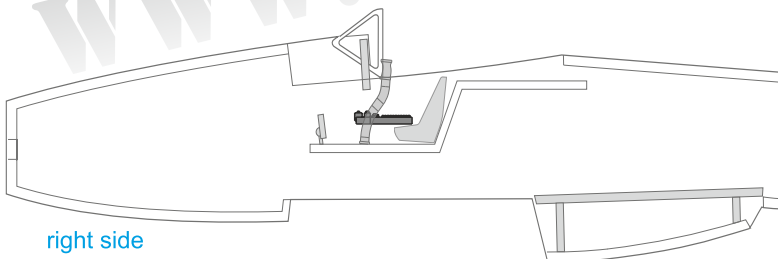
3

Pozice viz info view.
For exact location, see side drawing.

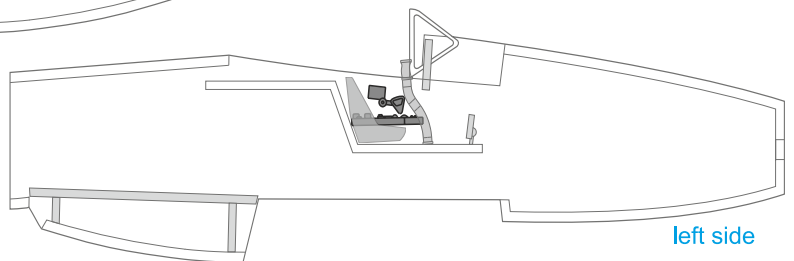


Pozice viz
info view.
For exact location,
see side drawing.

infoVIEW



right side

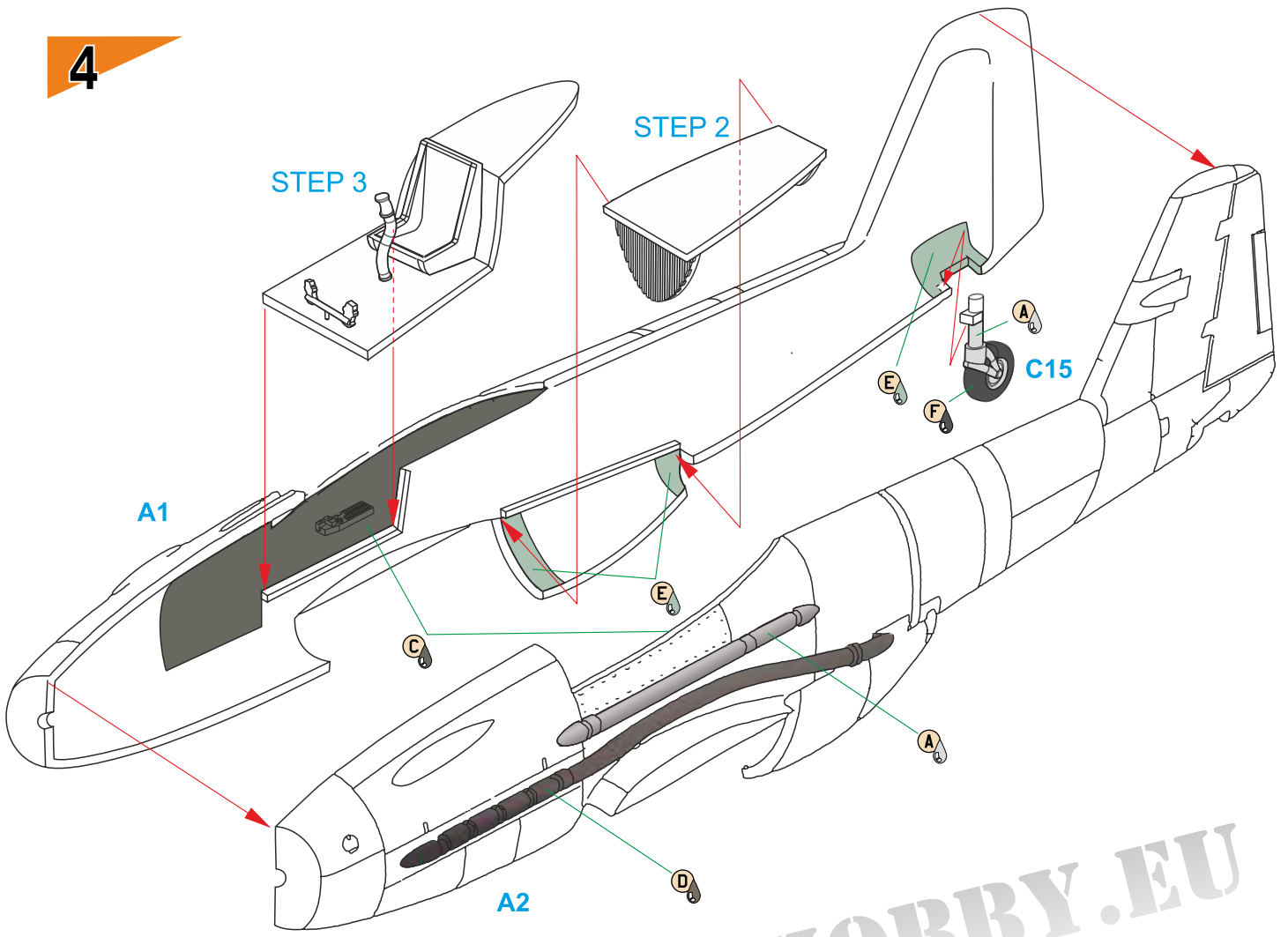


left side

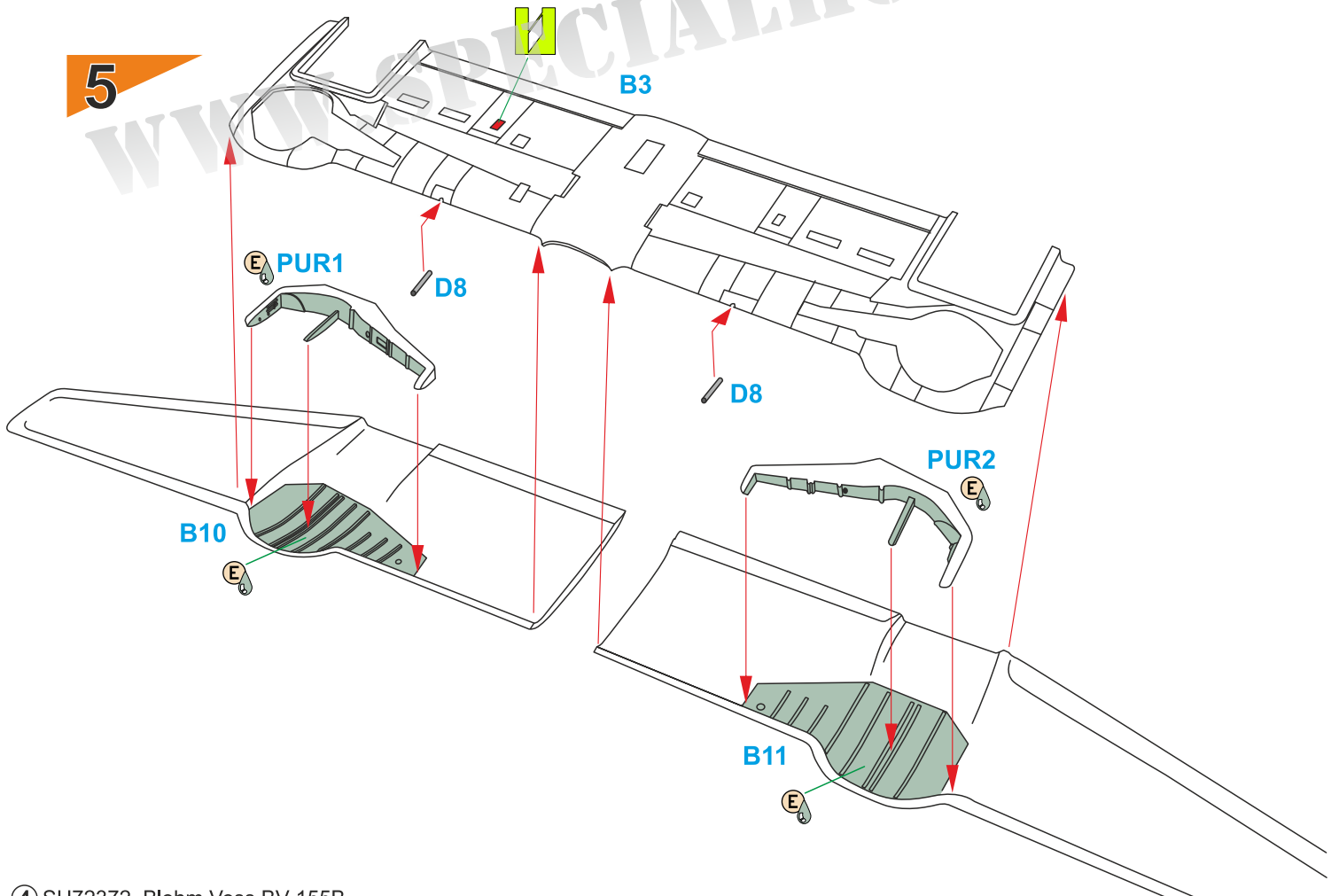
Barvy GUNZE/ GUNZE Colour No.

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

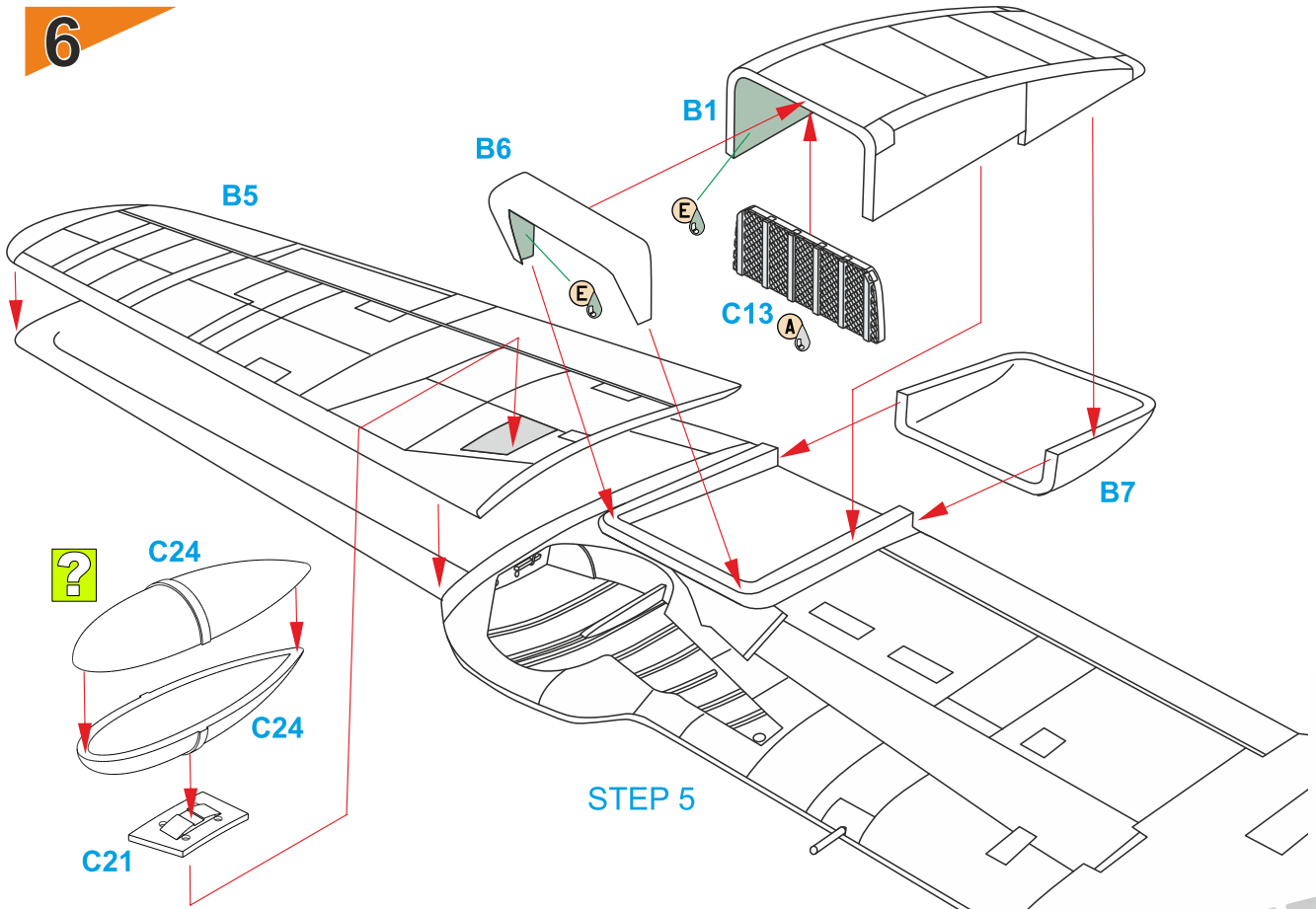
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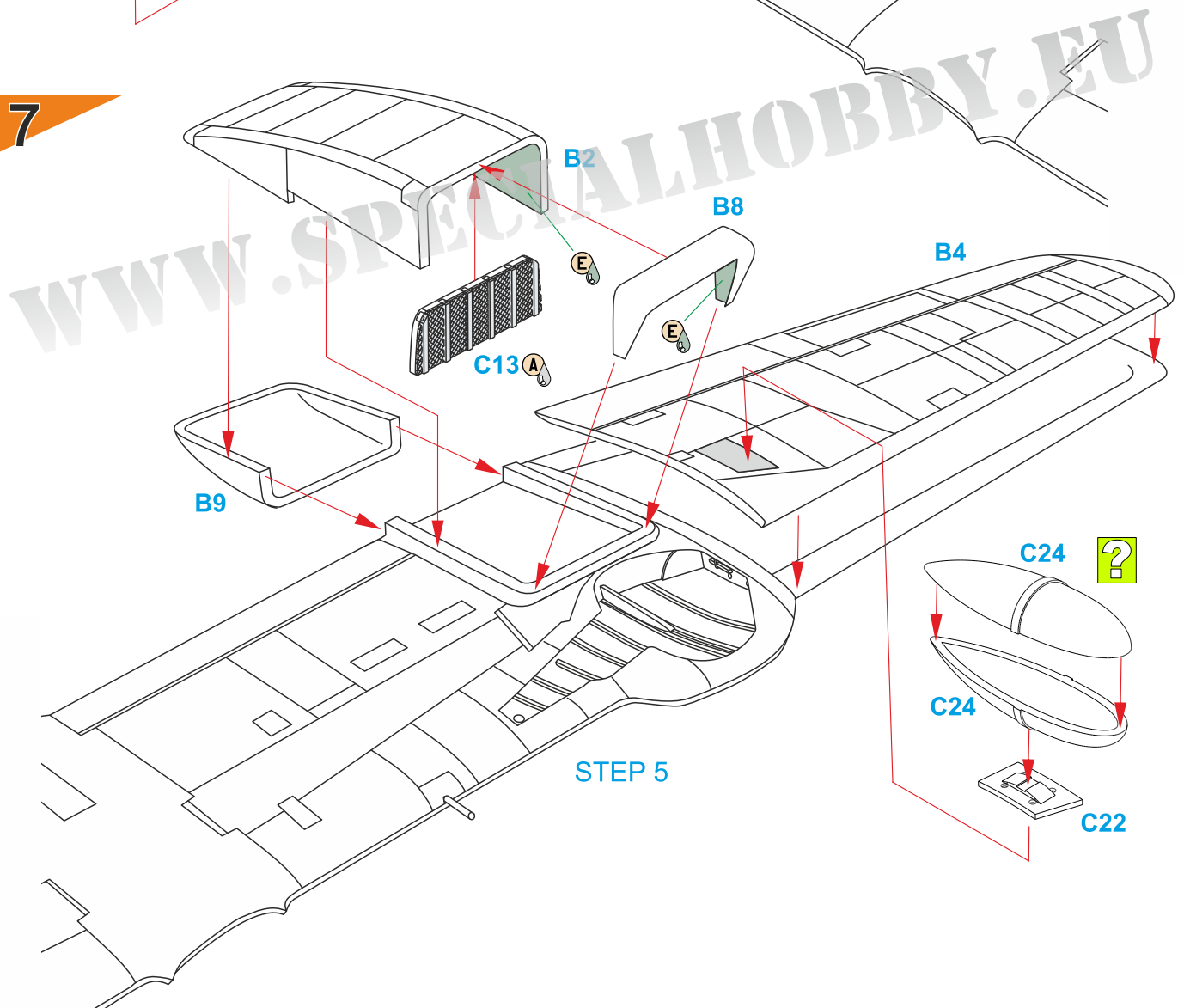
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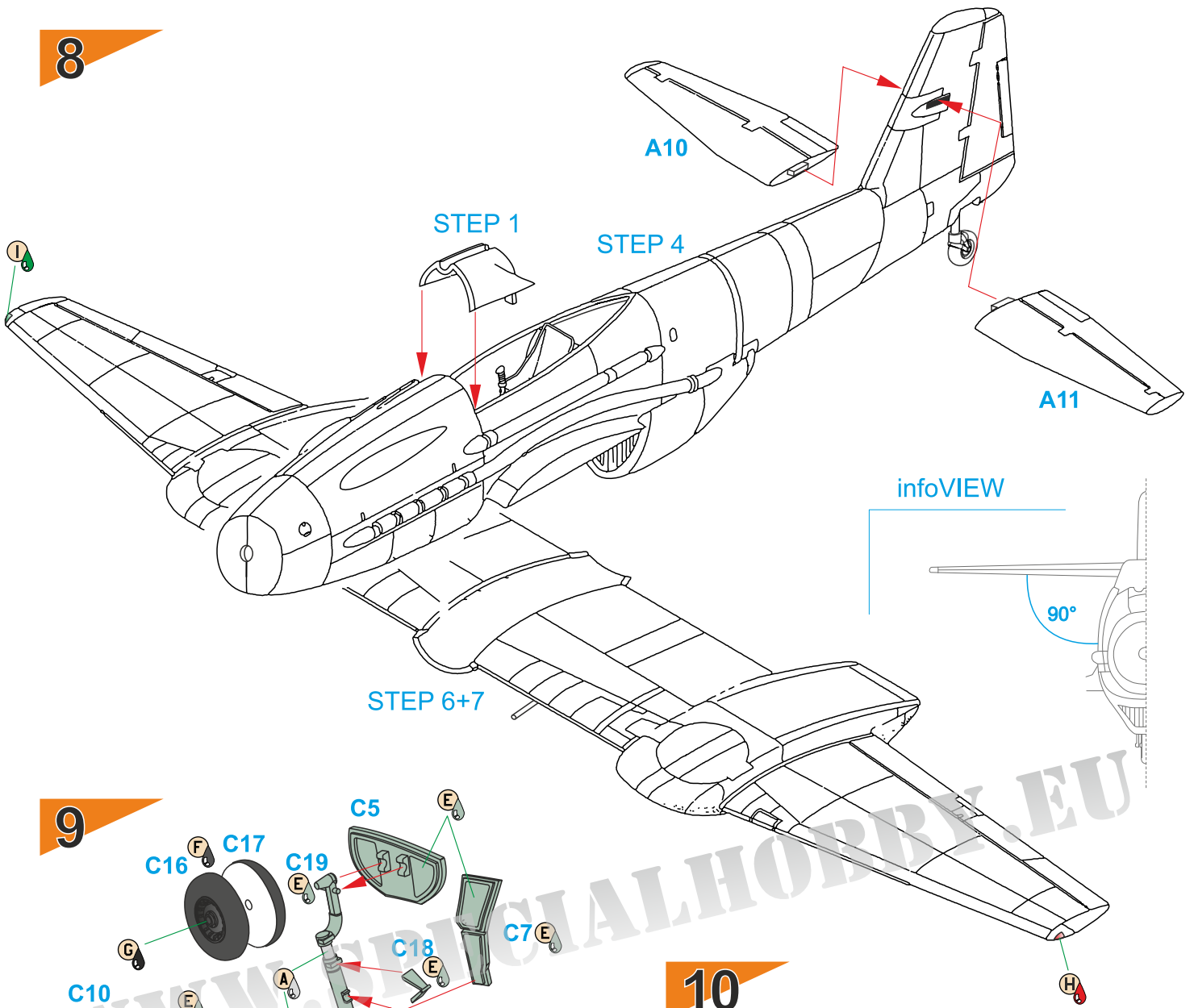
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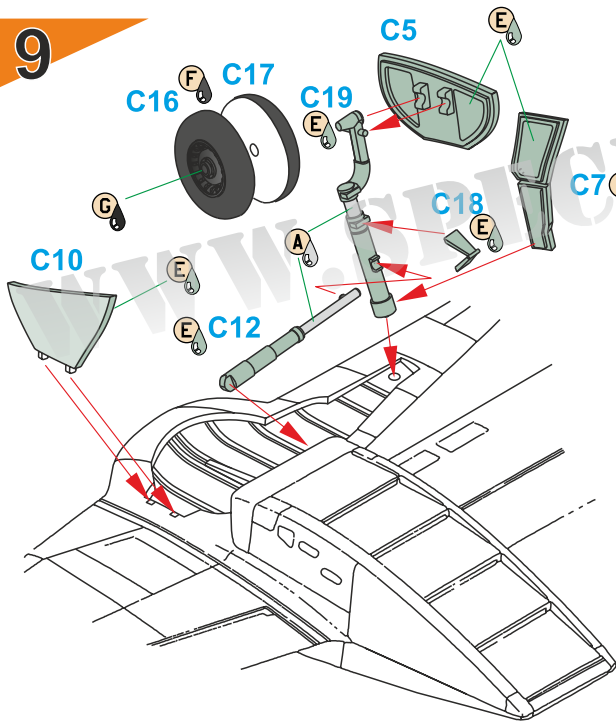
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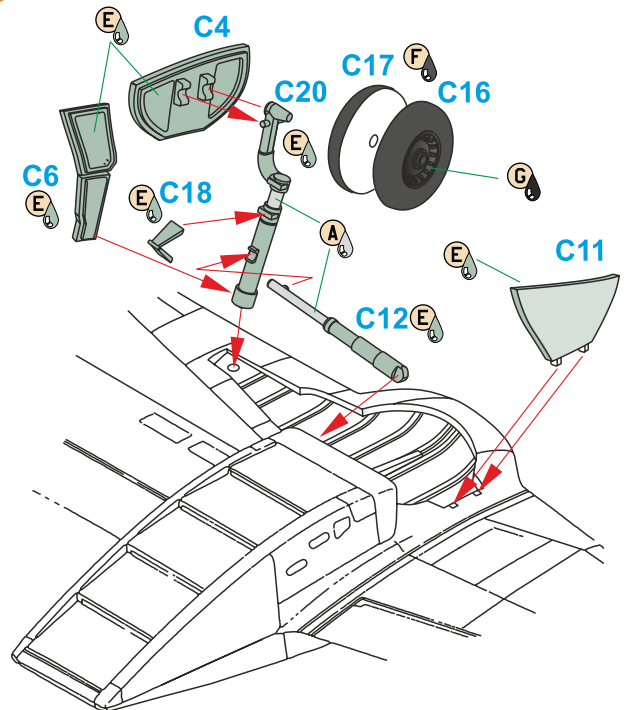
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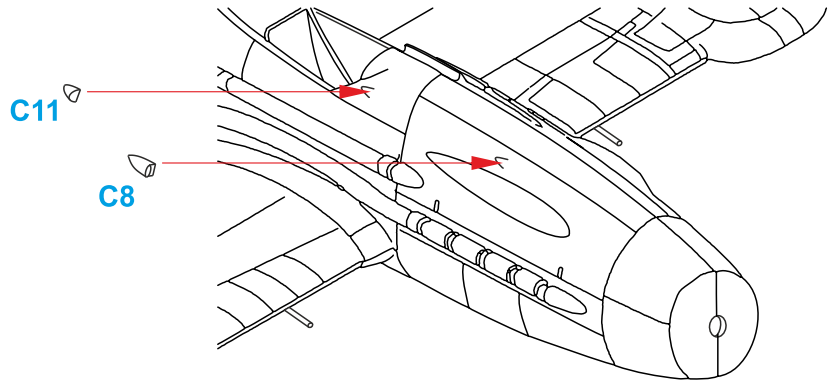
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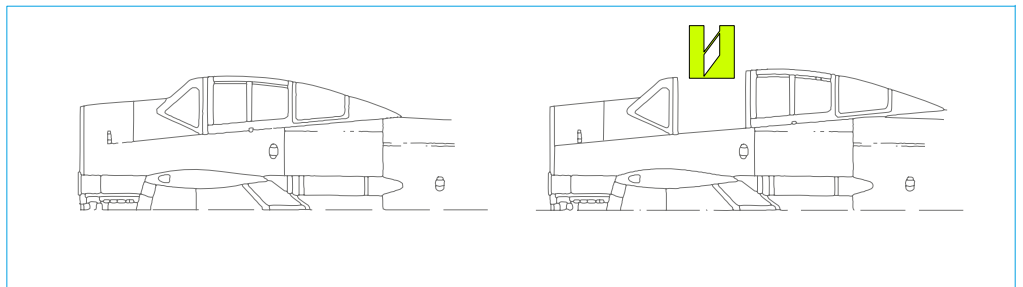
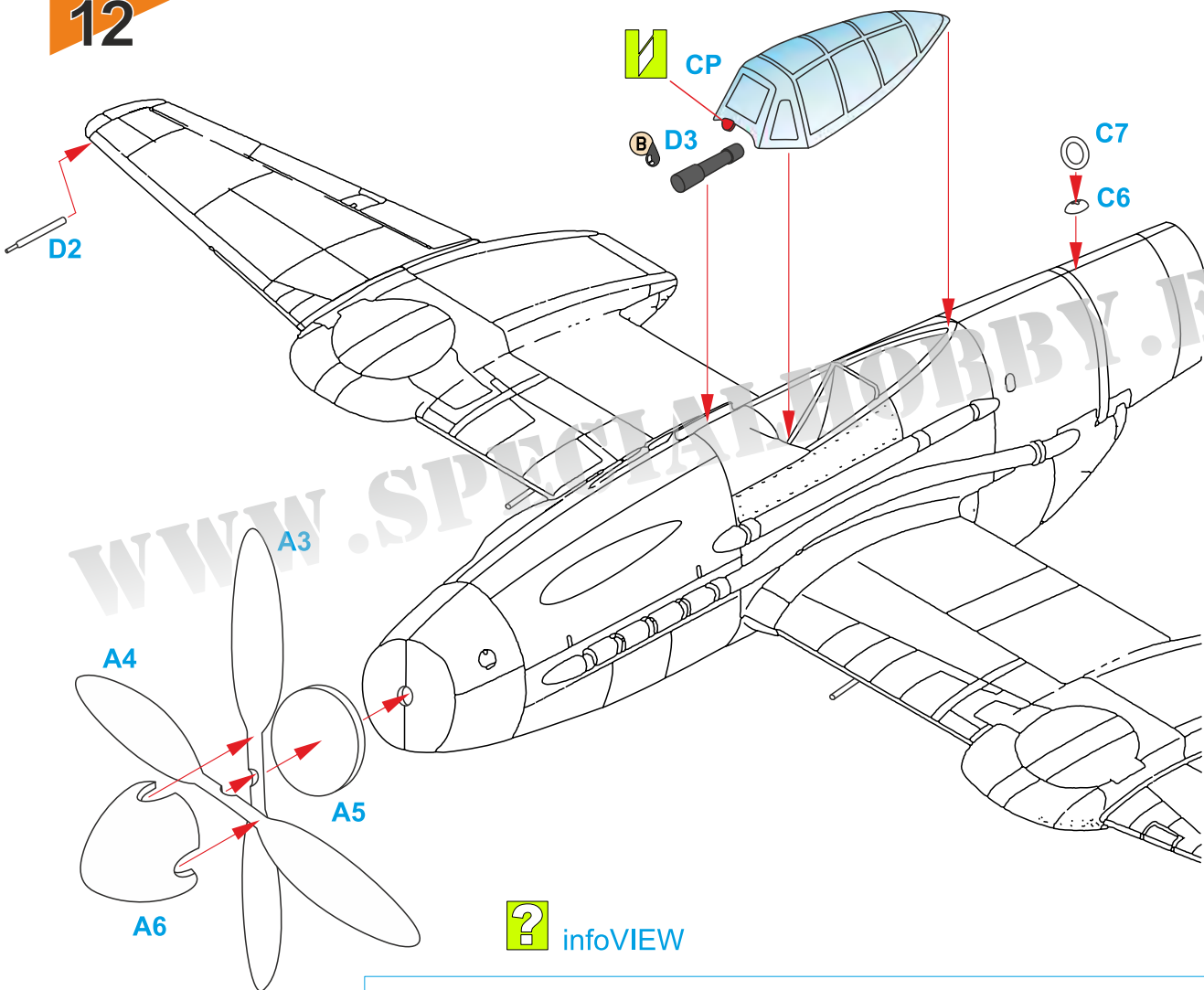
10



11



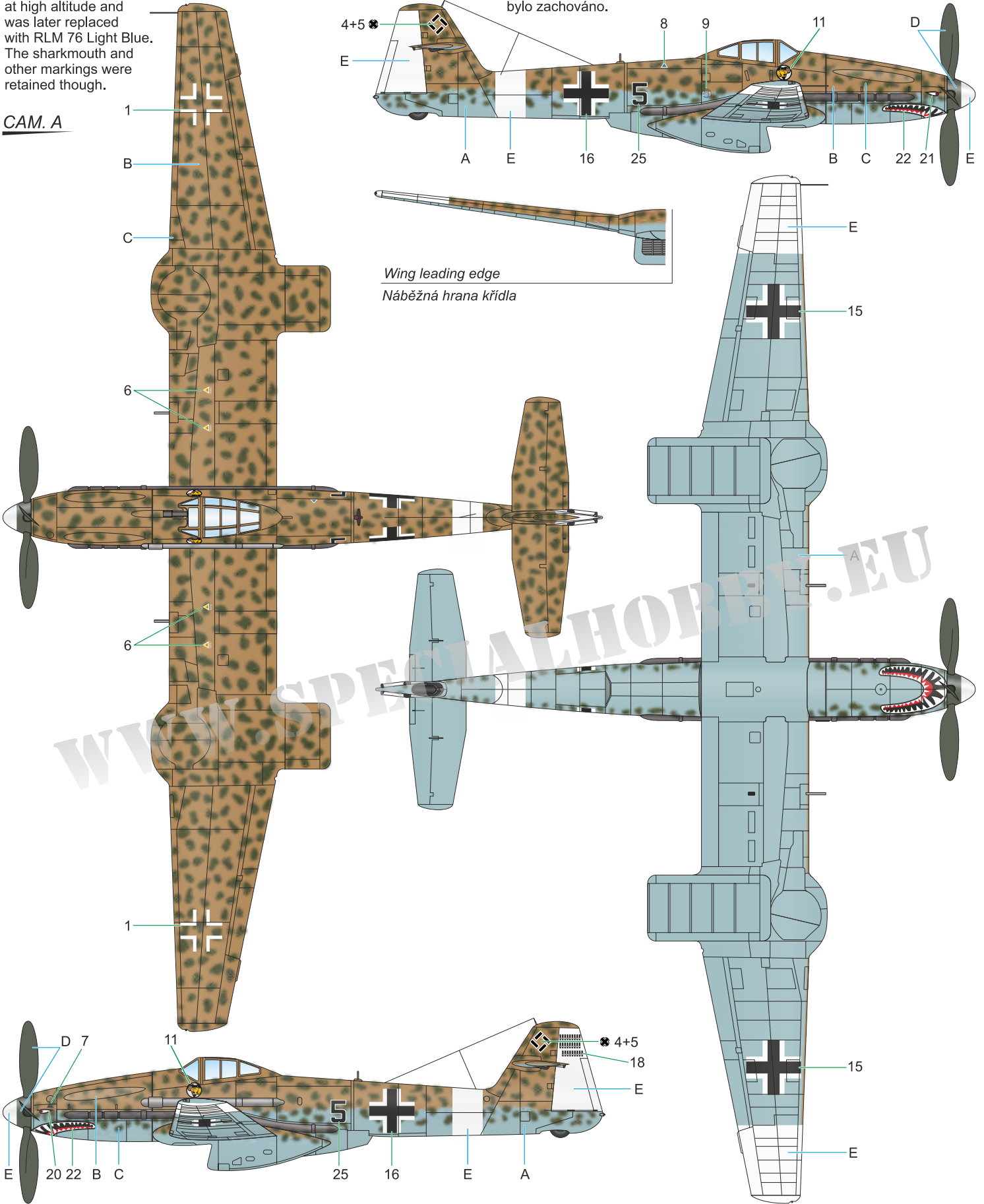
12



Blohm Voss BV 155, Black (bordered in white) 5, I/JG.27, Sicily, Autumn 1946. The machine not only wore the I/JG.27 badge, it also sported a huge tally of victories over enemy aircraft claimed by an unknown pilot. At first, this unit's aircraft were painted in a desert camouflage scheme which was not very much liked by the pilots as it made their kites quite conspicuous at high altitude and was later replaced with RLM 76 Light Blue. The sharkmouth and other markings were retained though.

Blohm Voss BV 155, černá, bíle lemovaná 5, I/JG.27, Sicílie, podzim 1946. Stroj nesl nejen znak I/JG.27, ale i sestřely dosažené neznámým pilotem. Letouny této jednotky dostaly pouštní kamufláž. Tu ale piloti kritizovali, vzhledem k tomu, že ve velkých výškách letouny demaskovala. Proto byly letouny později přestříkány barvou RLM 76. Zubaté tlamy a další označení bylo zachováno.

CAM. A



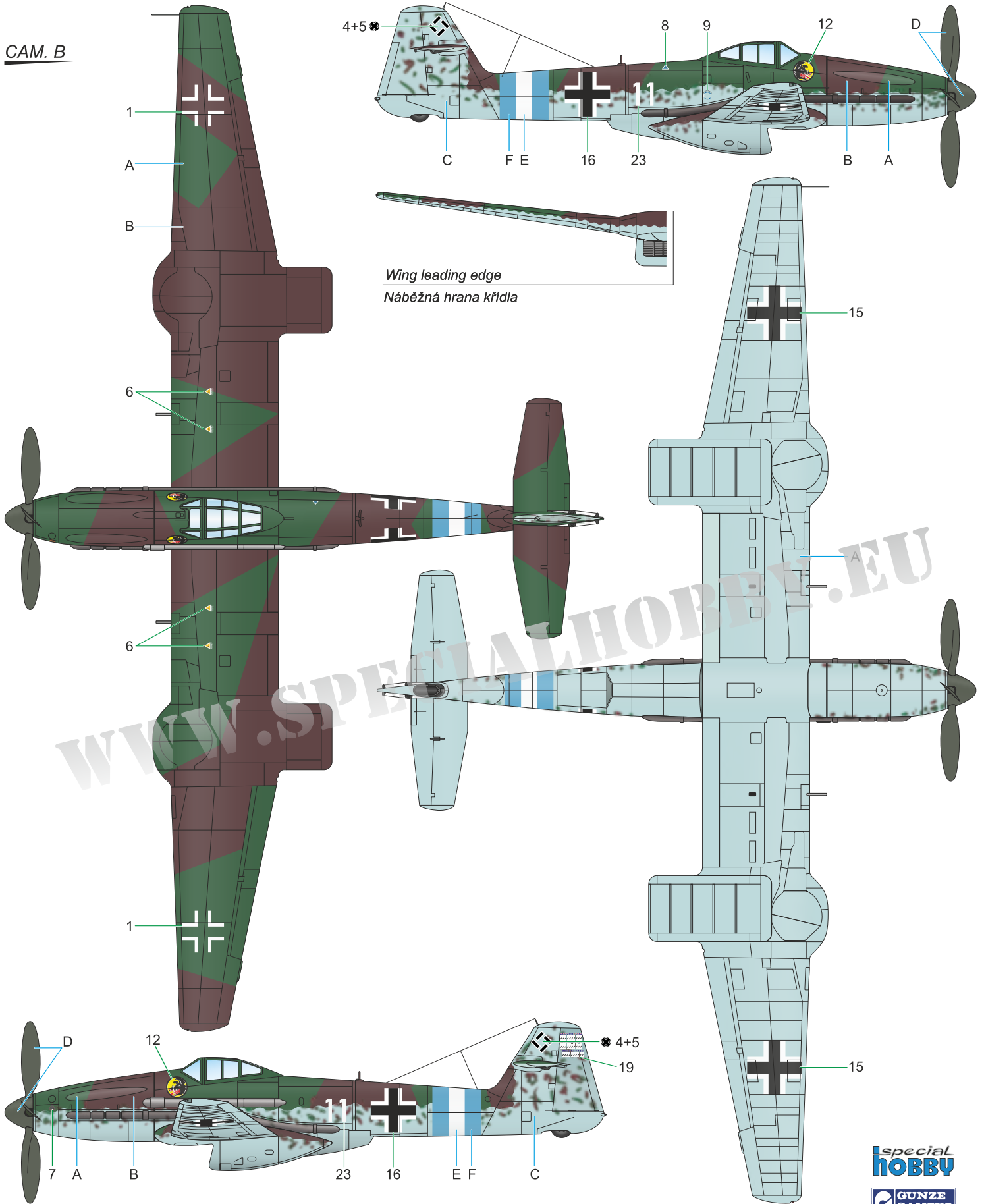
- | | | | | |
|--|---|---|--|-------------------------------------|
| A Light Blue
Světle modrá
H418 / C118 / RLM78 | B Sandy Brown
Písková
H66 / C119 / RLM79 | C Olive Green
Olivově zelená
H420 / C120 / RLM80 | D Black Green
Černozelená
H65 / C18 / RLM70 | E White
Bílá
H11 / C62 |
|--|---|---|--|-------------------------------------|



Blohm Voss BV 155, White 11, JG.300 "Wilde Sau", Fels am Wagram, Autumn 1946. These machines were defending Vienna against air raids performed by Soviet Tu-4s, both during the day and at night.

Blohm Voss BV 155, bílá 11, JG.300 „Wilde Sau“, Fels am Wagram, podzim 1946. Letouny této jednotky bránily Vídeň před nálety sovětských Tu-4 a to jak ve dne, tak i v noci.

CAM. B



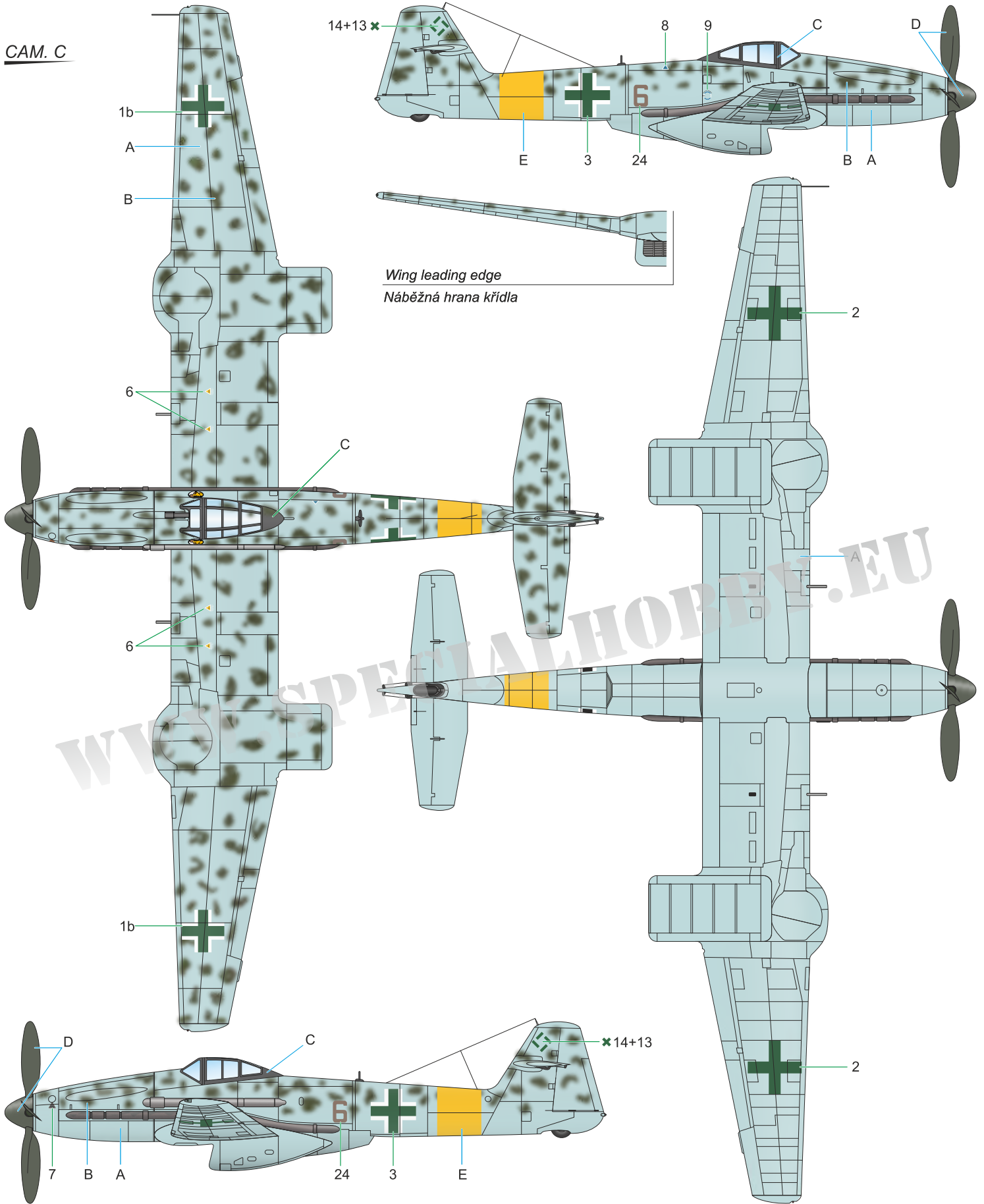
Wing leading edge
Náběžná hrana křídla

- | | | | | | |
|--|--|--|--|-------------------------------------|--|
| A Světle zelená
Light Green
H422 / C122 / RLM82 | B Fialovohnědá
Brown Violet
H421 / C121 / RLM81 | C Light Blue
Světle modrá
H417 / C117 / RLM76 | D Černozelená
Black Green
H65 / C18 / RLM70 | E White
Bílá
H11 / C62 | F Bright Blue
Světle modrá
H45 / C323 |
|--|--|--|--|-------------------------------------|--|

special
HOBBY
GUNZE
SANGYO

SH72372 Blohm Voss BV 155B

CAM. C



Wing leading edge
Náběžná hrana křídla

A Light Blue
Světle modrá
H417 / C117 / RLM76

B Dark Green
Tmavě zelená
H423 / C123 / RLM83

C Black Grey
Černošedá
H416 / C116 / RLM66

D Černozelená
Black Green
H65 / C18 / RLM70

E Yellow
Žlutá
H4 / C4

