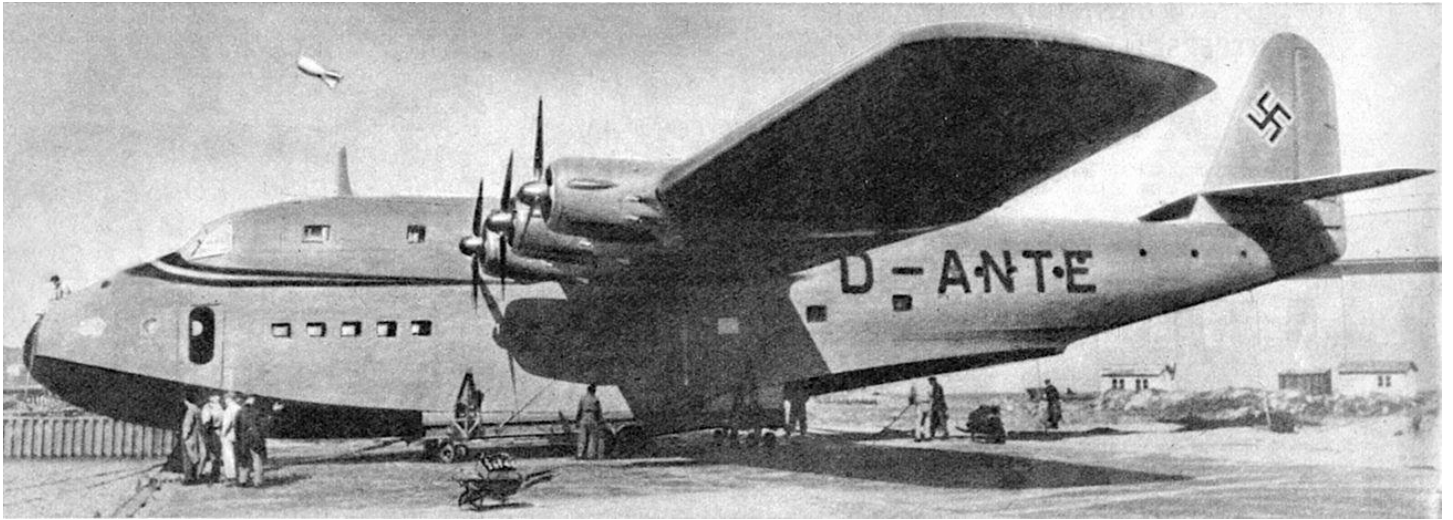


Blohm Voss BV222 Viking



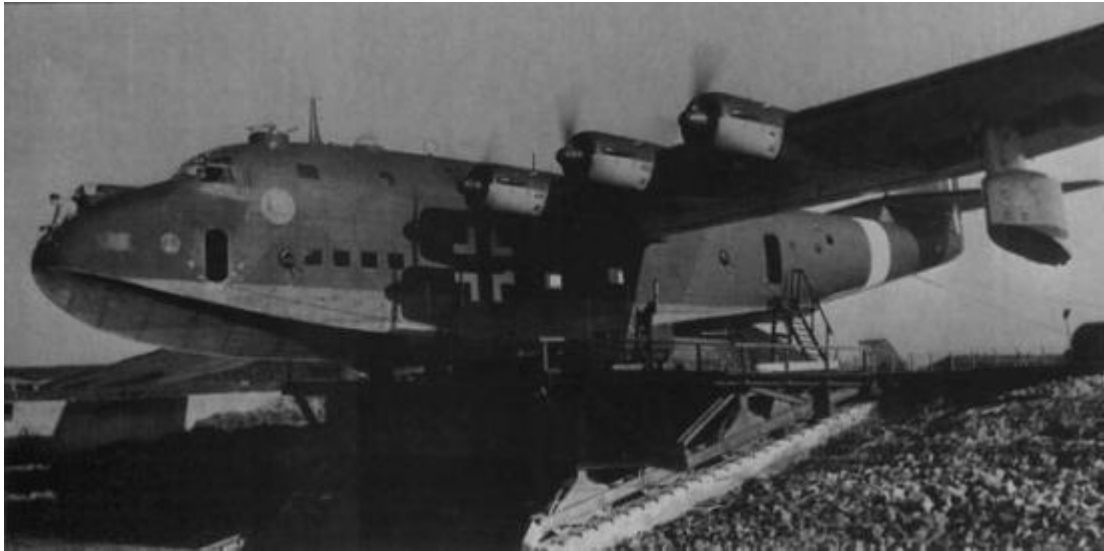
Le Blohm & Voss BV 222 Viking est un hydravion hexamoteurs allemand utilisé lors de la Seconde Guerre mondiale. Initialement conçu comme avion de transport commercial, et produit en quantités limitées, il fut le plus grand hydravion à atteindre un niveau opérationnel au cours de la guerre. Avant la Seconde Guerre mondiale, la compagnie aérienne allemande Lufthansa effectue de nombreux vols postaux transatlantiques. Cependant, son principal intérêt est le transport de passagers, aboutissant au lancement d'un programme en 1936 qui aboutit à une commande de trois hydravions BV 222 bateaux conçu par le Dr Richard Vogt. Le premier prototype, le V1, dont la construction commence en 1938, suivi par les V2 et V3, vole pour la première fois en septembre 1940. Il porte l'immatriculation civile D-ANTE et démontre au cours des essais qu'il peut emporter 92 passagers à la vitesse de 385 Km/h. Les caractéristiques de vol sont jugées très satisfaisantes, mais nécessitant quelques améliorations. Les essais durent jusqu'en décembre 1940, passant entre temps sous services du Lufttransportgruppe, transport de la Luftwaffe. Le modèle de présérie, est motorisé par des moteurs en étoiles 9 cylindres Bramo 323 Fafnir, mais sont remplacé en définitive par des diesel six cylindres en lignes Jumo 207-C de 1300 chevaux. L'utilisation de moteurs diesel permis le ravitaillement en mer soit par des navires ravitailleurs ou des sous-marins. Le BV 222 V1 a effectué sept vols entre Hambourg et Kirkenes(Norvège) jusqu'au 19 août 1941, transportant un total de 65,000 kg de fournitures et 221 blessés, sur une distance de 30 000 km au total. Après une révision à Hambourg, le BV 222 V1 est envoyé à Athènes, où il transporte les fournitures pour l'Afrika-Corps, faisant 17 vols entre le 16 Octobre et 6 Novembre 1941. Le V1 est à ce moment non armés, et est accompagné d'une escorte de deux chasseurs lourds Messerschmitt Bf 110. Par la suite le BV 222 V1 est équipé d'armement défensif composé d'une mitrailleuse 7,92 mm dans la coque, deux autres de calibre 13 mm montés en tourelles et de quatre autres 7,92 mm sur les flancs. Entre 1942 et 1943, l'avion vole sur le théâtre d'opération méditerranéen, à la mi-février 1943, il coule à l'atterrissage, après une collision avec une épave immergée au port du Pirée. Le BV 222 V2 fait son premier vol le 7 août 1941. Comme l'avion est destiné à des vols à longue distance au dessus des flots, en plus de l'armement monté sur le V1, il reçoit deux mitrailleuses 13 mm, montés sur tourelles et implanté sur les ailes. Tirant vers l'arrière, ces tourelles sont accessibles via un passage tubulaire de 1 m de diamètre. En 1944, le BV 222 V2 participe à l'opération Schatzgräber ("chasseur de trésor"), le nom de code d'une station météorologique allemande dans l'Arctique, dont l'équipage est malade et doit être évacués. Le BV222 loupe son atterrissage et est gravement endommagé. Le BV 222 V3 effectue son premier vol le 28 Novembre 1941et détruit ainsi que le V5 le 20 Juin 1943 à Biscarosse par un de Havilland Mosquitos du 264ème escadron de la RAF. Le BV 222 V4, qui avait pour sa part une queue à hauteur fut affecté a des vols dans les cioux africains. Le BV222 V6 est abattu le 21 août 1942 à Tarente alors qu'il est en route pour Tripoli par un Bristol Beaufighter, ainsi que le BV 222 V8, le 10 Décembre de la même année. Le BV 222 V7 effectue son premier vol le 1er avril 1943, équipé de six Jumo 207C, moteurs en ligne diesel à deux temps. Avec une masse au décollage de 50,000 kg et une distance franchissable de 6100 km il est conçu comme le prototype BV 222 C.

Suite à l'invasion de la Normandie en Juin 1944, les BV 222 restant sont transférés la Kampfgeschwader 200 (KG 200), unité spéciale de reconnaissance et évaluations d'aéronefs. Par la suite, un Bv22 est détruit par l'attaque d'un Hawker Typhoon en avril 1945 à Seedorf et les BV222 V4 et V7 sont sabordés. Les trois BV222 survivant furent capturés et utilisé par les alliés. Capturé à Sørreisa en Norvège après la guerre le BV222 V2, fut piloté, après réparation, par le Capitaine Eric "Winkle" Brown de Norvège à une base de la RAF à Calshot en 1946. Après avoir été testé par la Marine Experimental Aircraft Establishment à Felixstowe, il est affecté au 20ème Squadron de la RAF et utilisé jusqu'en 1947, puis, abandonné. Le BV222 V2 porta brièvement des marques d'identification américaines en 1946. Le V2 a été sabordé plus tard par les Britanniques qui l'on comblée avec des pièces de rechange du BV 222, près de la base de Ilsvika(Norvège). Le BV222 V2 a été remorqué jusqu'à une position entre les îles de Fagervika et de Monk où l'on pense qu'il repose aujourd'hui, parfaitement conservé sur le fond marin, en raison d'un faible niveau d'oxygène dans l'eau. Il est prévu de renfloué et de restaurer cet avion.

Blohm & Voss BV 222 :

- 6 Moteurs Diesel Junkers Jumo 207C
- 6 X 1350 Ch
- 390 Km/h
- 3 Canon 20 mm 5 Mitrailleuse 13 mm
- 45685 Kg en charge
- 7300 m de plafond pratique
- 6100 Km en distance franchissable
- 11 Equipiers





Source : <http://les-avions-de-legende.e-monsite.com/pages/les-hydravions/les-hydravions-allemands/blohm-voss-bv222-viking.html>

Version anglaise Wikipédia

The **Blohm & Voss BV 222 *Wiking*** (Pronounced "Veeking") was a large, six-engined German [flying boat](#) of [World War II](#). Originally designed as a commercial transport, it was the largest German seaplane to attain production status during the war.^[1]

Design and development

Prior to World War II, the German airline [Luft Hansa](#) had carried out many transatlantic mail flights. Their main interest was passenger transport, and they initiated a program in 1936 for which [Hamburger Flugzeugbau](#) offered the Ha 222, a very large flying boat designed by Dr. [Richard Vogt](#). By the time an order for three was received and work began, the company had changed its name to that of its parent company, [Blohm & Voss](#), and the design was redesignated the BV 222.^[2] Construction of the first [prototype](#), V1, began in January 1938, with construction of the V2 and V3 following within weeks. V1 made its test flight on 7 September 1940, carrying the civil registration D-ANTE. During trials it demonstrated that it could carry up to 92 passengers, or 72 patients on stretchers over short distances at a maximum speed of 385 km/h (239 mph).^[3] The flight characteristics were found to be satisfactory, but with some improvements required. Further trials lasted until December 1940, when the V1 passed into [Luftwaffe](#) service, receiving a military paint scheme and the *Stammkennzeichen* individual alphabetic military aircraft registration code of CC+EQ, later changed to the alphanumeric *Geschwaderkennung* "wing code" designation of X4+AH, when in service with Lufttransportgruppe (See) 222. The type had a long flat floor inside the cabin and a large square cargo door aft of the wing on the starboard side, with such a flat floor for the hull interior being a welcome novelty for that era. The usual balance floats for a flying boat design were ingeniously designed as a matching pair of retracting float units per side, which extended from beneath the wing's outer panels in "clamshell" fashion when fully extended, and fit fully flush with the wing panels' undersides when retracted.^[4] Only 13 aircraft are thought to have been completed. Originally powered by [Bramo 323 *Fafnir* radial engines](#), later aircraft were powered by six 746 kW (1,000 hp) [Jumo 207C](#) inline [two-stroke opposed-piston diesel engines](#). The use of diesels permitted refueling at sea by [special re-supply U-boats](#). C-13 aircraft was a sole example fitted with Jumo 205C and later Jumo 205D engines. Early aircraft were identified as V1 to V8. Production examples were designated C-09 to C-13.

Operational history



A captured BV 222 at [Trondheim, Norway](#) after the war

V1 made seven flights between Hamburg and [Kirkenes](#) up to 19 August 1941, transporting a total of 65,000 kg (143,000 lb) of supplies and 221 wounded men, covering a distance of 30,000 km (19,000 mi) in total. After being overhauled at Hamburg, V1 was sent to Athens, from where it carried supplies for the [Afrika Korps](#), making 17 flights between 16 October and 6 November 1941. The V1 was at this time unarmed, and was given an escort of two [Messerschmitt Bf 110 heavy fighters](#).

Following these flights, the V1 returned to Hamburg to have defensive armament fitted, comprising a 7.92 mm (.312 in) [MG 81 machine gun](#) in the hull, two [turret-mounted](#) 13 mm (.51 in) [MG 131 machine guns](#), and four 7.92 mm (.312 in) MG 81s in waist mounts. The registration was changed to X4+AH at the same time and the V1 formed the basis for the new air transport squadron *Lufttransportstaffel* 222 (LTS 222). Between 1942 and 1943, the aircraft flew in the Mediterranean theatre, until in mid-February 1943 it sank following a collision with a submerged wreck while landing at [Piraeus harbour](#). The V2 (CC+ER) made its first flight on 7 August 1941, and after extensive testing was assigned to LTS 222 on 10 August 1942 as X4+AB. Since the aircraft was intended for long-distance overwater flights, in addition to the armament fitted to the V1 it received two rear-facing wing-mounted turrets with dual 13 mm (.51 in) MG 131s, accessed via the tubular wing [spar](#) which was 1 m (3 ft 3 in) in diameter. In 1944, the V2 participated in [Operation Schatzgräber](#) ("Treasure Seeker"), the code name of a German weather station at [Alexandra Land](#) in the Arctic, whose sick crew needed to be evacuated. The BV 222 dropped a spare wheel for a Fw 200 which had sustained damage during landing near the station.^[5] The V3 (initially DM+SD) first flew on 28 November 1941, and was transferred to LTS 222 on 9 December 1941. After V1's sinking, V3 returned to Hamburg where it was armed. It was destroyed along with V5 on 20 June 1943 at [Biscarrosse](#) by [RAF de Havilland Mosquitos](#) of [No. 264 Squadron RAF](#).^[6] V4, which had an altered height tail, was also assigned to LTS 222 for Africa flights. V6 was shot down on 21 August 1942 on the [Taranto](#) to Tripoli route by a [Bristol Beaufighter](#); V8 was shot down on the same route on 10 December 1942. The V7 (TB+QL), which made its first flight on 1 April 1943, was fitted with six 746 kW (1,000 hp) Jumo 207C inline two-stroke diesel engines. With a takeoff weight of 50,000 kg (110,000 lb) and a range of 6,100 km (3,800 mi), it was intended as the prototype BV 222C. Following the [Invasion of Normandy](#) in June 1944, the remaining BV 222 aircraft were transferred to [KG 200](#).^[7] Of these, C-09 was probably the BV 222 reported to have been strafed and destroyed by [Hawker Typhoon](#) aircraft of [No. 439 Squadron RCAF](#) on 24 April 1945 at Seedorf.^[8] V7 and V4 were scuttled by their crews at Travemünde and [Kiel-Holtenau airport](#) respectively, at the end of the war. C-10 was probably the BV 222 reported shot down southwest of Biscarrosse on the night of 8 February 1944 by a Mosquito of [No. 157 Squadron RAF](#).^{[6][9]} One BV 222, V4, is said to have shot down a [US Navy PB4Y-1 Liberator](#) of VB-105 (BU#63917) commanded by [Lieutenant](#) Evert, on 22 October 1943. Since the war this has often been mistakenly quoted as a BV 222 shooting down an [Avro Lancaster](#).^{[3][10][11]}

Japan flights

Following the [German invasion of the Soviet Union](#) in June 1941, plans were made to connect Germany and Japan by air using *Luftwaffe* aircraft modified for very long range flights since commercial flights to the Far East by [Luft Hansa](#) were no longer possible, and it had become very dangerous for ships or U-boats to make the trip by sea. Field Marshal [Erhard Milch](#) authorized a study in to the feasibility of such direct flights and various routes were considered, including departing from German-occupied Russia and Bulgaria, and a sea route using a BV 222 flying from [Kirkenes](#) in north Norway to Tokyo via [Sakhalin Island](#), a distance of 6,400 km (4,000 mi). The BV 222 was one of three aircraft considered seriously for the program, along with the [Focke-Wulf Fw 200](#) and the [Heinkel He 177](#). The He 177 was ruled out due to it [being considered unreliable](#) and in 1943 the [Junkers Ju 290](#) was selected for the flights.^[12]

Postwar

Three BV 222s were captured and subsequently operated by Allied forces: C-011, C-012 and C-013. C-012, captured at [Sørreisa](#) in Norway after the war along with V2, was flown by Captain [Eric "Winkle" Brown](#) from Norway to the [RAF station at Calshot](#) in 1946, with RAF [serial number](#) "VP501". After testing at [Marine Aircraft Experimental Establishment](#) at [Felixstowe](#) it was assigned to [No. 201 Squadron RAF](#), which operated it up to 1947, when it was scrapped.^[3] C-011 and C-013 were captured by US forces at the end of World War II. On 15 August and again on 20 August 1945 LT Cmdr Richard Schreder of the US Navy performed test flights along with the German crew of one of the BV 222 aircraft that had been acquired by the US. In two flights resulting in a total flight time of 38 minutes they experienced four engine fires. While many spare engines were available they were of substandard quality due to the lack of quality alloys near the end of the war, and caught fire easily. Since the aircraft was not airworthy with these engines, the aircraft was taken out to open water and sunk by a navy destroyer.^[13]

Other reports indicate the US captured aircraft were flown or shipped to the US. Convair acquired one for evaluation at the [Naval Air Station Patuxent River](#), the intensive studies leading to the hull design of their Model 117 which in turn led to the [R3Y Tradewind](#).^[14] Their subsequent fate is unknown.^[15] The V2 aircraft briefly wore US markings in 1946. The V2 aircraft had identification markings from the original V5 aircraft for *Operation Schatzgräber*. V2 was later scuttled by the British who filled it with surplus waste from the base at Ilsvika to weigh it down. V2 was towed to a position in [Trondheimsfjord](#) between Ilsvika and Munkholmen, where it now rests on the seabed at 318 m (1,043 ft) deep,^{[16][17]} perfectly preserved due to low oxygen levels in the water. There were plans to raise and restore this aircraft.^[18] However, the plane was located in October 2023 by the firm Blueye Robotics, and they published video of the wreck. Signs now indicate nature is slowly breaking down the aircraft, and that coral can be seen growing on the plane. Historian Knut Sivertsen, advisor at Justismuseet in Trondheim stated in 2023 that the plane is probably too big to salvage, and there are no plans to do so at the present time.^[19]

Specifications (BV 222C-09)

General characteristics

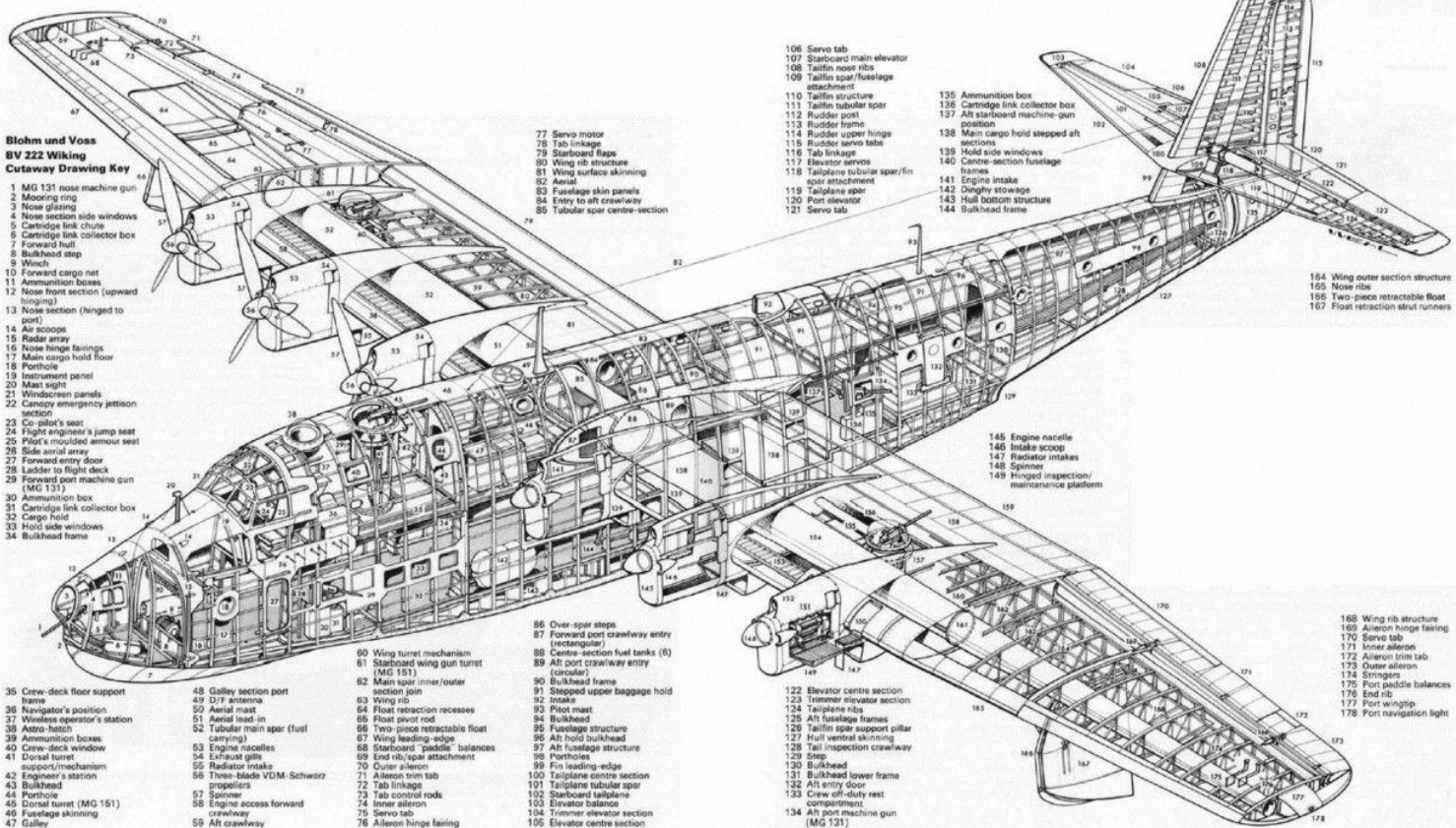
- **Crew:** 11-14
- **Capacity:** 92 troops^[22] or 72 wounded on stretchers^[23]
- **Length:** 37 m (121 ft 5 in)
- **Wingspan:** 46 m (150 ft 11 in)
- **Height:** 10.9 m (35 ft 9 in)
- **Wing area:** 255 m² (2,740 sq ft)
- **Empty weight:** 30,650 kg (67,572 lb)
- **Gross weight:** 45,990 kg (101,391 lb)
- **Max takeoff weight:** 49,000 kg (108,027 lb)
- **Powerplant:** 6 × [Junkers Jumo 207C](#) 6-cyl. liquid-cooled opposed piston 2-stroke diesel engines, 745 kW (999 hp) each for take-off
- **Propellers:** 3-bladed variable pitch tractor propellers

Performance

- **Maximum speed:** 330 km/h (210 mph, 180 kn) at 46,000 kg (101,413 lb) at sea level
390 km/h (242 mph) at 5,000 m (16,404 ft)
- **Cruise speed:** 300 km/h (190 mph, 160 kn) continuous economical at sea level
344 km/h (214 mph) at 5,550 m (18,209 ft)
- **Ferry range:** 6,100 km (3,800 mi, 3,300 nmi)
- **Endurance:** 28 hours at 245 km/h (152 mph) at sea level
- **Service ceiling:** 7,300 m (24,000 ft)
- **Rate of climb:** 2.4 m/s (470 ft/min)
- **Time to altitude:** 6,000 m (19,685 ft) in 52 minutes

Armament

- **Guns:**
 - 3 × 20 mm [MG 151/20 cannons](#) (one each in fwd turret and two wing turrets).
 - 5 × 13 mm (.51 in) [MG 131 machine guns](#) (One in nose and four in beam positions)



Source : [https://en.wikipedia.org/wiki/Blohm %26 Voss BV 222](https://en.wikipedia.org/wiki/Blohm_%26_Voss_BV_222)