

Bloch MB 152



[Bloch MB 151 français](#)

Le MB.150 fut présenté au concours de chasseurs de l'Armée de l'air en juillet 1934. Il se présentait comme un avion d'allure moderne, avec une aile basse, un train rétractable, un cockpit fermé et une construction entièrement métallique. Doté d'un moteur Gnome et Rhône 14 Kfs de 930 ch, il fut conçu par Maurice Roussel. Le MS.405 fut finalement sélectionné, mais Bloch persévéra. Cependant, le 17 juillet 1936, le prototype se montrait incapable de prendre l'air. Il fallut renforcer l'aile et l'agrandir, redessiner le train d'atterrissage, et lui donner un moteur Gnome-Rhône 14N-0 de 940 ch avec une hélice tripale. Le prototype ainsi modifié prit l'air le 4 mai 1937 avec André Curvale aux commandes. Début 1938, son envergure fut légèrement accrue et il reçut un moteur 14N-7. Testé au Centre d'Essais du Matériel Aérien, ses performances furent suffisamment intéressantes pour obtenir à la SNCASO une commande de 25 exemplaires au printemps 1938. Le MB.150 lui-même ne pouvant être construit en série car construit de façon artisanale, ce furent les prototypes MB.151 (moteur Gnome-Rhône 14N-35) et MB.152 (Rhône 14N-25) qui servirent de base à une production en série. Le MB.151 avait volé le 18 août 1938, le MB.152 le 15 décembre 1938. Le MB.151 entra en service le 7 mars 1939, le MB.152 en juillet. Lors de la déclaration de guerre, quelques 120 exemplaires avaient été livrés à l'Armée de l'Air. Le 10 mai 1940, 140 MB.151 et 363 MB.152 équipaient 9 groupes de chasse dont le Groupe de Chasse 1/145 Varsovie, constitué de Polonais en exil et 2 flottilles de l'Aéronavale (16 MB.151). Mais pour la majorité, il manquait le viseur et l'hélice. Ils réussirent tout de même à abattre 135 avions ennemis pour la perte de 94 d'entre eux. Il s'avéra être une bonne plate-forme de tir, solide et robuste. Mais il était peu maniable, ses armes n'étaient pas fiables, sous-motorisé et disposant d'un court rayon d'action. Il était nettement surclassé par le Bf 109E. L'armée de l'air vichyste conserva 6 groupes de chasse. En 1942, lors de l'invasion de la zone libre, il restait 215 exemplaires en service. Certains furent reversés à la Luftwaffe. Contrairement à ce qui est parfois dit, la Roumanie n'en reçut jamais. 25 MB.151 furent vendus à l'armée de l'air royale grecque, mais seuls 9 furent effectivement livrés au 24e groupe de chasse, chargé de défendre Athènes et le Pirée. Ils remportèrent plusieurs victoires contre les Allemands et les Italiens, mais le dernier fut détruit le 19 avril 1941. Le MB.153 (Pratt & Whitney R-1830) resta à l'état de prototype. Il effectua son premier vol du 8 avril 1939 et fut livré à l'armée de l'air en mai 1940. Le MB.154 devait recevoir un Wright R-1820, mais celui-ci ne fut jamais livré. Le MB.156, motorisé par un Gnome-Rhône 14R, ne vit jamais le jour non plus.

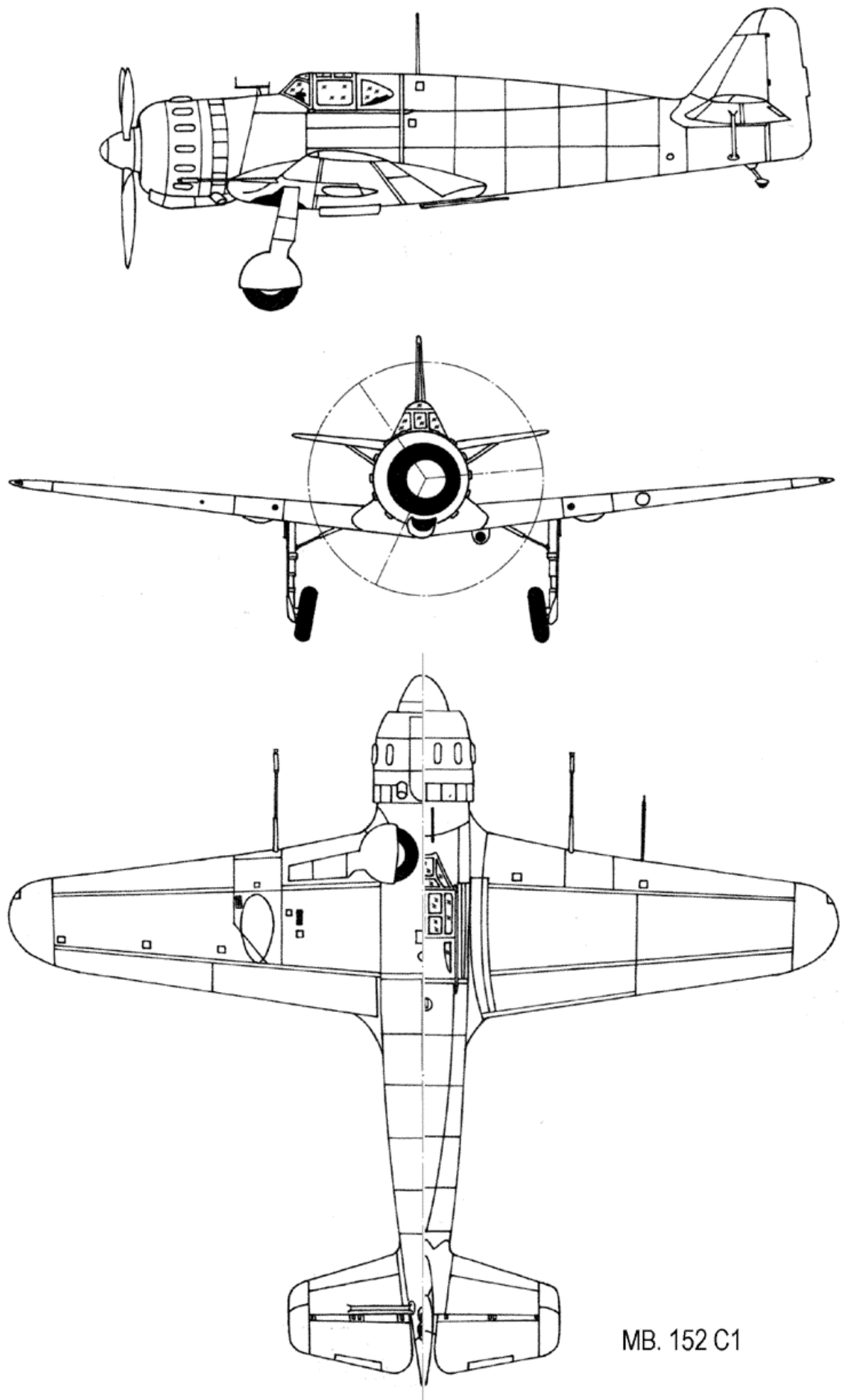
Le prototype du MB.157, motorisé par un Gnome-Rhône 14R-4 de 1580 ch, était un MB.152 modifié. Incomplet au moment de l'armistice, il fut achevé et testé dès mars 1942 sous le contrôle des Allemands, qui y virent un excellent appareil : il atteignit 710 km/h. Le moteur fut envoyé chez BMW, quand à la cellule, elle fut détruite lors d'un bombardement allié. Le prototype du MB.155 était un MB.152 modifié avec un Gnome-Rhône 14N-49. Son cockpit avait été reculé afin de loger un réservoir de carburant supplémentaire, et son capot redessiné. Il effectua son premier vol le 3 décembre 1939. Il fut construit en série à partir de 1940, mais seuls dix furent complétés avant l'armistice, dont 2 furent détruits au sol. Les 25 autres furent complétés et furent intégrés à l'armée de l'air de Vichy, puis à la Luftwaffe en 1942. Sur 663 exemplaires, 144 MB.151, 482 MB.152 et 35 MB.155 furent construits. Il ne reste aucun survivant aujourd'hui. Le Musée de l'air et de l'espace possédait une épave, qui fut ferrillée lors d'un déménagement de Villacoublay. Une partie d'une épave fut retrouvée par hasard en 1997 par l'ANSA (Association Normande du Souvenir Aéronautique 39-45). L'appareil, du moins ce qu'il en reste, est exposé au Musée des Invalides.



Source : <https://aviationsmilitaires.net/v3/kb/aircraft/show/1234/bloch-mb-152>

Version anglaise

Bloch carried out work on an all-metal monoplane with retractable landing gear and two-row radial engine solely at its own expense, on an initiative basis. The design bureau was headed by engineer Maurice Roussel. Prototype fighter designated MB. 150, was built at the firm's Courbevoie plant in mid-1936. The prototype "Bloch" 150-01, which marked the beginning of the production of single-seat French fighters, could hardly boast of a successful start to its "career" - twice, in June and in August, it could not get off the ground during test flights. After significant modifications and replacement of the engine with a more powerful Gnome-Rhone, the flight took place on September 29, 1937. The purpose of the ensuing changes was to prepare the aircraft for production. It was ordered as "Bloch" -151. However, instead of more than two hundred fighters intended for the French Air Force, on April 1, 1939, only one was delivered. Poor flight performance, coupled with engine overheating and poor performance of control devices, led the aircraft, after some alterations, to retraining into a training machine. Only 140 aircraft were built. In April 1938, a contract was signed for three more models, which appeared under the numbers 152, 153, 154. Only 152 reached the stage of industrial production. "Bloch" 152-01, significantly different from its predecessor, had a "Gnome-Rhone" engine and first took off on December 15, 1938. The SNCA du Sud Ouest factories were engaged in the production of this aircraft, which by that time had absorbed the company of Marcel Bloch. The first orders for "Bloch" 152 came for 288 aircraft, but by the beginning of the war only one squadron was completed, and its aircraft were not ready for combat. By January 1940, the French Air Force had over a hundred Bloch 152s that could fly, and twice as many that could not fly as they did not have propellers. In total, 482 aircraft entered service, but by the end of July 1940, only two thirds of them remained. Many of the surviving aircraft were used by the Vichy government's air force, 20 were transferred by the Germans to Romania. At almost the same time, the Royal Greek Air Force received 9 Bloch 152 aircraft from France (out of 25 ordered). The SNCASO company did not limit itself to the release of MB only. 152, and shortly before the start of the war, the design bureau of Marcel Bloch developed several more variants of the Bloch fighter. Among them were aircraft equipped with American power plants. Since October 1938, work was underway on the MB. 153 with Pratt-Whitney R-1830-SC3G Twin Wasp motor. Prototype MB. 153-01 made its first flight in April 1939, then was tested at SEMA and was returned for design improvements. After repeated tests, he was accepted by representatives of the Air Force and then flew in the south of France. Fighter MB. 154 was planned to be equipped with the Wright R-1820-G205A engine, but this motor entered the country when there was no need for it. The engineers achieved the best result by simply improving the Bloch MB.152 with the Gnome-Ron 14N49 engine and the Xavier 371 propeller. Thus MB was born. 155, developed under the guidance of leading designers of the firm SNCASO G. Fando and L. Servanti. MB prototype. 155, which first took off on December 3, 1939 in Deola, was a simple alteration of the serial MV.152, on which a smooth hood of a larger diameter was mounted, the oil cooler was moved from under the left wing to the carburetor air intake fairing, and the horizontal tail struts were eliminated. To improve the aerodynamic shape of the fuselage, overhead rounded bulwarks were installed between the firewall and the seventh frame. A little later, the ailerons of the aircraft were equipped with trimmers, and the Xavier propeller was replaced by the Bloch propeller. Due to the insufficient strength of the tail unit, the stabilizer struts had to be reinstalled. Prototype MB. 155 was tested until the spring of 1940 and generally showed satisfactory flight characteristics. Compared to the MV.152, it had slightly better maneuverability and surpassed its predecessor in maximum speed by 25 km / h. Serial production of the new Bloch was planned to be deployed in Deola, where the final assembly of aircraft from units supplied by subcontractors took place. The first serial MB. 155 was flown on April 3, 1940 and differed from the prototype by slightly extended, rounded sides of the fuselage, which made it possible to increase the fuel tank capacity from 427 to 480 liters. The canopy of the cockpit also acquired a rounded shape, and inside it was supposed to place a flat armored glass "triplex". The armament remained the same: two 20mm cannons and two 7.5mm machine guns with drum-type magazines. Until mid-June, three MBs rolled off the assembly lines. 155, and by the end of the war the rate of production had increased to three aircraft a day. The serial production of fighters stopped only when the German troops were already close. On June 18, two MV.155s were killed by enemy bombs at the airfield, and the remaining aircraft were evacuated to the south of France.



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