

# Blohm & Voss BV322 Wiking(Viking)



## Revell/Germany 1/72 Scale

The kit interested me for a couple of reasons, 1) was the size and 2) a reasonable price. The kit came in a large box with a good color picture on the front. It contained 3 large light gray plastic sprues and 1 sprue with the clear parts. The wings were not on sprues. The instruction booklet was 20 pages in length, with 16 dedicated to the assembly of the model. Page 3 listed all the colors to be used which were most of the Matt XX designation.

The references I used were, Blohm & Voss BV222, by Heinz Nowarra, Published by Schiffer Military History and Warplanes of the Luftwaffe, by David Donald, Published by Aerospace Publishing, Great Britain. The aircraft was designed to meet the requirements of Deutsche Lufthansa for a long range aircraft to fly the North and South Atlantic. The first flight took place in September 1940 at which time the Luftwaffe was in need of a long range transport. All remaining aircraft were given over to the Luftwaffe, to be used as both a long range reconnaissance and cargo transport. Surprisingly enough 6 of the 13 aircraft built survived the war. Serials V4 and V7 were scuttled by their crews when the war came to an end. Of the other 4 aircraft, V2 was captured by the Allies and given British roundels, when it was flown to England for Evaluation and then to the United States, The other 3 V11, 12 and 13 went to the United States for further evaluation and then scrapped.

I started the kit by assembling the wings, horizontal stabilizer and engine nacelles and anything else that had 2 halves. The wings went together well with little filling or sanding required. Prior to assembling the fuselage I had to make a

decision whether to install the clear windows or wait till after the assembly and use a clear XXXX to make the windows. I opted to install the windows and then mask them during painting. There were 4 gun mounts to install in the fuselage sides, which were glued and then painted since they are small items. I painted the interior light olive, why I don't know since you can't see the interior anyway. The nose section came in three pieces, Left and right and the floor which were also painted light olive. The instrument panels consisted of 5 pieces and were prepainted before installation in the cockpit. Most of the detail will be hidden once the windshield is installed



The model comes with a floor section as to divide the upper and lower decks. The forward section of the deck included the pilot's seats, the engineer's station, the radio station and a navigators table. These were all painted per the instructions, and these will also be hidden from view once it is assembled. Installing the deck in the fuselage became interesting, since the guides are very small on which the deck sits, I opted to use epoxy instead of glue to insure the deck stayed put, once assembly started. Now came the interesting part as the fuselage did not mate very well because of the deck being wider than the space it could fit into. I used a Dremel tool to shave the edge of the deck, slowly proceeding and dry fitting along the way. There was no way to cement the right side of the deck, so it basically is floating on one side. Since the fuselage is about 15 inches in length and gluing it would be a little tedious. I started at the rear of the aircraft by gluing the vertical stabilizer and letting it dry. I then proceeded slowly down the rest of the halves using Ambroid plastic weld cement in the seams doing an inch or two at a time, also letting this set cure before moving on. Using the plastic weld cement doesn't take long to set up, but once

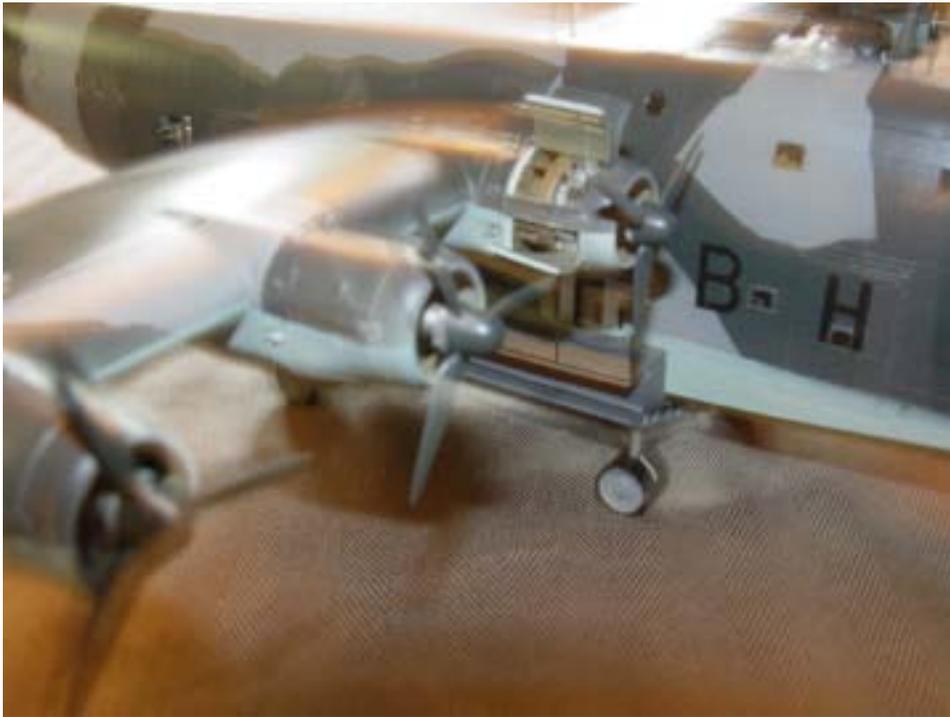
it's done you're stuck with results. After this was completed I used a seam scraper and some sanding sticks to remove any edges where the halves came together. For the most part it needed very little work to smooth things out. After getting the fuselage together, it was time to attach the nose of the aircraft. This is the second kit of a German aircraft where the nose had to be glued on separately. It would be a lot easier if it was all one piece, the fuselage and the nose. This was another kink in the assembly process. It took some time shaving some of the interior edges down to get the nose to fit properly onto the fuselage. Again as they say measure twice, cut once. Doing it slowly made the nose go on easier. There are several gun turrets and clear pieces that have to be installed. This will be done after the aircraft is painted, since the pieces for the machine guns are quite small.



Assembly for the wings was quite easy, but each had a gun turret which is movable. Everything was installed except for the guns and canopies; this will be done after painting. The floats for this aircraft can be assembled in the up or down position. I choose to do them in the down position, because the model will be displayed on a DOCKWAGEN or trolley when it is finished. The floats will be installed after painting the wings, since the floats and underside of the wing are the same color, it will make the assembly easy. The engine pod contains all 3 engines in one assembly. There is a total of 9 pieces for each engine. I found Squadron had some photo etch details for the engines, which were the wires and xxxxxx. So on went the details, which will be hidden once the cowlings are shut. But one engine on each side will be open to show the cowlings open as if being maintained. The cowlings are one piece, but to show it in the open position it has to be cut into 3 pieces. The engine assembly is painted in several different colors, steel, light olive and brown leather to show that the exhaust areas are being

used. Cowlings will not be glued to the engine mounts till the final painting is done.

This concludes the assembly of all major pieces. The next step is to proceed to the painting and final assembly. Since the airplane is so large, I painted the wings and fuselage at different times. The dry fitting of the wings to the hull seem to be almost perfect, so I think only a little touch up will be required once all the pieces are mated together. The hull and the underside of the wings and horizontal stabilizer are to be painted RLM 65 Light Blue. Masking off the wings and hull took some time. I gave it a little more edge than was necessary because it will be easy to paint over the light blue with the other colors on the hull.



The cockpit glass came in 3 separate pieces which were glue together. But when time came to mount the cockpit glass to the fuselage, it had to be disassembled because the fit was poor. So a lot of sanding, cutting and fitting was necessary to get it the fit somewhat neatly. The frames of the cockpit glass were hand painted because they were big enough to use a 00 brush.

The major pieces were sprayed with Future in order to lay on the decals. The sheet contained some 140 separate decals, of which most are small and will blend in with the paint of the model in the dark areas. This process took about 4 hours spread over several days to get the decals on.

The final assembly of the wings to the fuselage went quite easily. I used the dockwagen as a support and some foam for the wings edges to get the dihedral correct before gluing the wings to the fuselage. After mating the wings to the

fuselage, there were some gaps on the upper wings. These I tried to fill in and spot paint the areas. The final touches were to add the guns and covers to the top of the wings. A photo etch kit was available for the antennas. As usual antennas in plastic seem too big for the scale, the photo-etch antennas looks a

lot better. There was a photo etch for the ADF, but I'm not sure whether it will be on the model or not because it's very small and hard to assemble. The wing span is 25 inches, with a fuselage length of 18 inches. This is a big model and with the Dockwagen and a German type halftrack added it should look okay. I'm not sure of how they moved the plane in and out of the water. There is a connection on the Dockwagen which could be used for a chain or a really long tow bar.



The Dockwagen was a resin kit by CMK(Czech Masters Kit). This was the first resin kit I have built. There was very little cleanup involved. The only thing that I change was the struts for the wheels. They were made of resin and I didn't think it would the weight of the airplane. So I fashion some new one from brass and aluminum rod and tubing. Surprisingly it worked quite well. The only thing I had to do was redrill the holes for the struts, which I made longer to give the wheels more support.

Overall the kit probably took somewhere in the neighborhood of 40 plus hours, I didn't keep track, but my wife said I spent too much time on the model. Surprisingly enough she had some nice comments, except, "where do you think your going to put that".