THE V-22 OSPREY AIRCRAFT
LE V-22 OSPREY - AVION

Building blocks model / Modèle réduit en blocs de construction
Perfect shape, high simulation, classic collection / Forme parfaite, grande simulation, collection classique

6+

1:44

Creativity | Family Interaction | Observation | Reasoning | Fine motor skills

Créativité | Interaction familiale | Observation | Raisonnement | Motricité fine

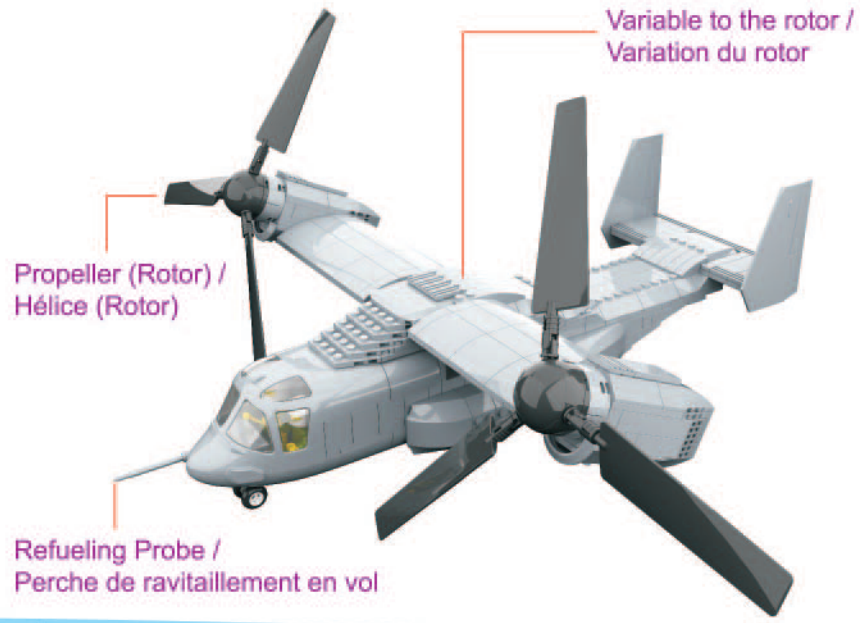
605 PCS

Schematic diagram of the V-22 Osprey tiltrotor - 1 / Schéma de l'avion à rotors basculants V-22 Osprey - 1

Brief introduction / Brève introduction

The Bell Boeing V-22 Osprey is an American multi-mission, military, tiltrotor aircraft with both a vertical takeoff and landing (VTOL), and short takeoff and landing (STOL) capacity. It is designed to combine the functionality of a conventional helicopter with the long-range, high-speed cruise performance of a turboprop aircraft. /

Le Boeing/Bell V-22 Osprey est un avion multimission américain. Ses rotors basculants lui permettent de faire des décollages et atterrissages verticaux, et des décollages et atterrissages courts (ADAC). Sa conception combine la fonctionnalité d'un hélicoptère conventionnel, mais avec les performances de vitesse et de plafond d'un avion.



General characteristics

Crew: Four (pilot, copilot and two flight engineers/crew chiefs)
Capacity: 24 troops (seated), 32 troops (floor loaded), or 20,000 lb (9,070 kg) of internal cargo, or up to 15,000 lb (6,800 kg) of external cargo (dual hook) 1x Growler light internally transportable ground vehicle
Length: 57 ft 4 in (17.5 m)
Rotor diameter: 38 ft 0 in (11.6 m)
Wingspan: 45 ft 10 in (14 m)
Width with rotors: 84 ft 7 in (25.8 m)
Height: 22 ft 1 in/ 6.73 m; overall with nacelles vertical (17 ft 11 in/ 5.5m; at top of tailfins)
Disc area: 2.268 ft² (212 m²)
Wing area: 301.4 ft² (28 m²)
Empty weight: 33,140 lb (15,032 kg)
Loaded weight: 47,500 lb (21,500 kg)
Max. takeoff weight: 60,500 lb (27,400 kg)
Powerplant: 2x Rolls-Royce Allison T406/ AE 1107C-Liberty turboshafts, 6,150 hp (4,590 kW) each

Caractéristiques générales

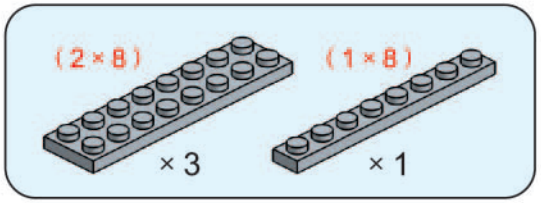
Équipage : Quatre (pilote, copilote et deux mécaniciens de bord/chefs d'équipe)
Capacité : 24 soldats (assis), 32 soldats (sur le plancher) ou 9070 kg (20 000 lb) de charge interne ou jusqu'à 6800 kg (15 000 lb) charge externe (double crochet) 1 x un véhicule léger de transport Growler
Longueur : 17, 5 m (57 pi 4 po)
Diamètre du rotor : 11,6 m (38 pi)
Envergure : 14 m (45 pi 10 po)
Largeur avec les rotors : 25,8 m (84 pi 7 po)
Hauteur : 6, 73 m (22 pi 1 po) ; avec les nacelles verticales 5,5 m (17 pi 11 po) ; au-dessus des ailerons
Surface du disque 212 m² (2268 pi²)
Surface alaire : 28 m² (301,4 pi²)
Masse à vide : 15 032 kg (33,140 lb)
Charge maximale : 21 500 kg (47,500 lb)
Poids max. au décollage : 27 400 kg (60,500 lb)
Groupe motopropulseur : 2 x Rolls-Royce Allison T406/AE 1107C-Liberty turbomoteurs, 6150 hp (4590 kW) chaque

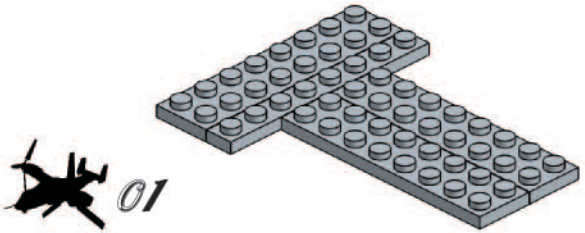
Schematic diagram of the V-22 Osprey tiltrotor - 2 / Schéma de l'avion à rotors basculants V-22 Osprey - 2

Performance

Maximum speed: 275 knots (509 km/h, 316 mph 226]) at sea level / 305 kn (565 km/h, 351 mph) at 15,000 ft (4,600m)[227]
Cruise speed: 241 kn (277 mph, 446 km/h) at sea level
Stall speed: 110 kn[65] (126 mph, 204 km/h) in airplane mode
Range: 879 nmi (1,011 mi, 1,627 km)
Combat radius: 390 nmi (426 mi, 722 km)
Ferry range: 1,940 nmi (2,230 mi, 3,590 km) with auxiliary internal fuel tank
Service ceiling: 25,000 ft (7,620 m)
Rate of climb: 2,320 - 4,000[65] ft/min (11.8 m/s)
Glide ratio: 4.5:1[65]
Disc loading: 20.9 lb/ft² at 47,500 lb GW (102.23 kg/m²)
Power/mass: 0.259 hp/lb (427 W/kg)

Vitesse maximale : 275 nœuds (509 km/h, 316 mi/h) [226] au niveau de la mer/ 305 nœuds (565 km/h ; 351 mi/h) à 4600 m (15 000 pi) [227]
Vitesse de croisière : 241 nœuds (277 km/h, 446 mi/h) au niveau de la mer
Vitesse de décrochage : 110 nœuds [65] (126 mi/h, 204 km/h) en mode avion
Portée radar : 879 mmi (1011 mi, 1627 km)
Rayon d'action de combat : 390 mmi (426 mi, 722 km)
Distance franchissable en convoyage : 1940 mmi (2230 mi, 3590 km) avec réservoirs auxiliaires de carburant intérieur
Plafond pratique : 7620 m (25 000 pi)
Vitesse ascensionnelle : 2320-4000[65] pi/min. (11.8 m/sec)
Taux de vol plané : 4,5 : 1 [65]
Charge au disque : 20,9 lb/pi² à 47 500 lb GW (102,23 kg/m²)
Rapport puissance-masse : 0,259 hp/lb (427 W/kg)





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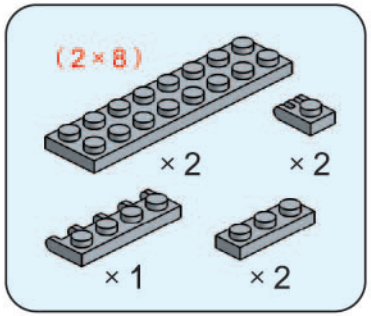

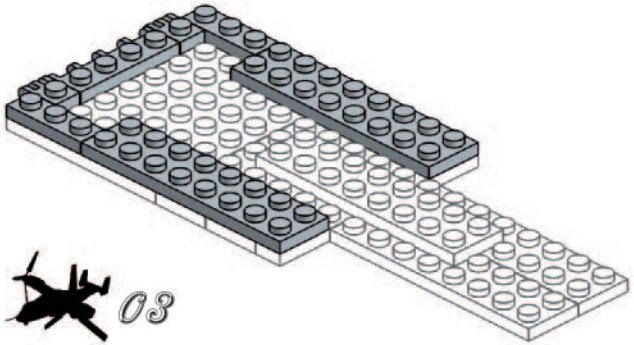

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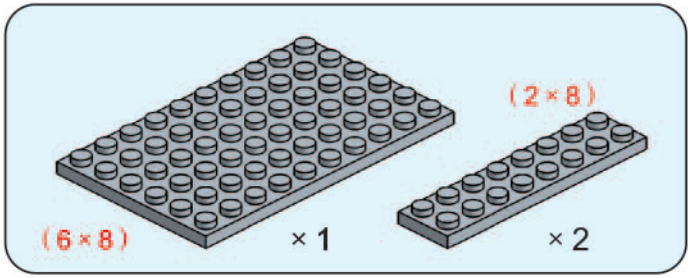

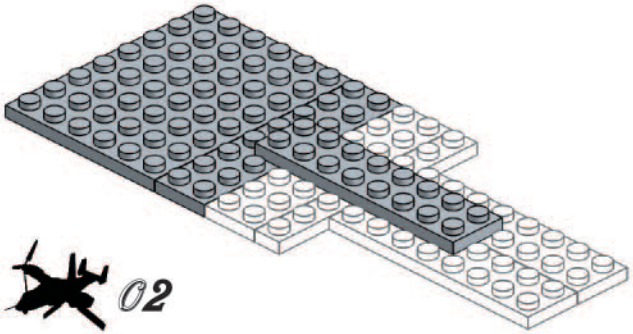

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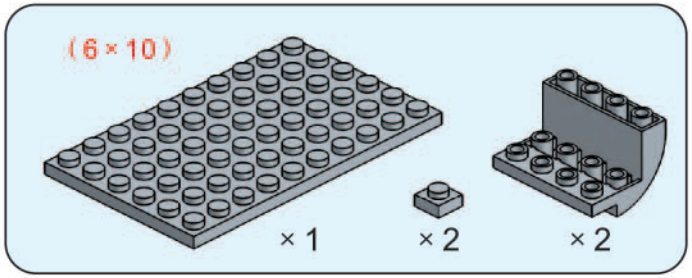

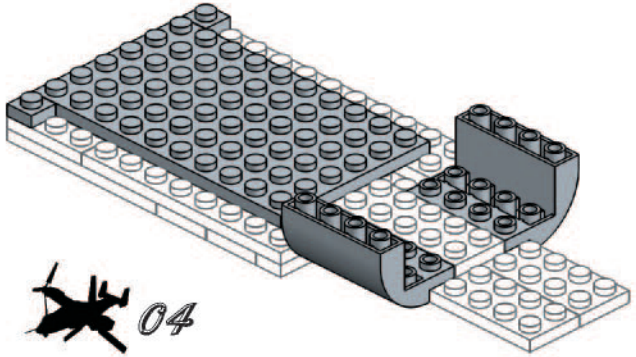

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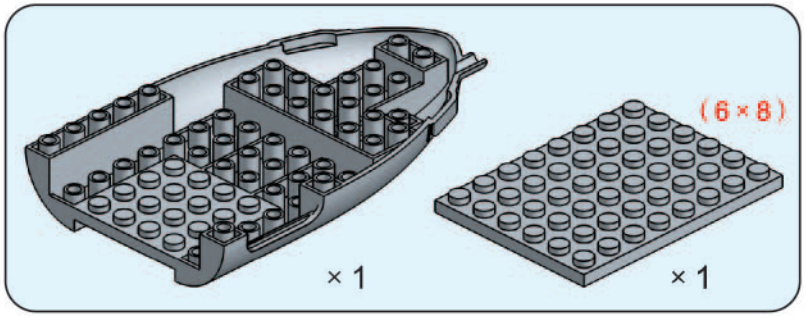
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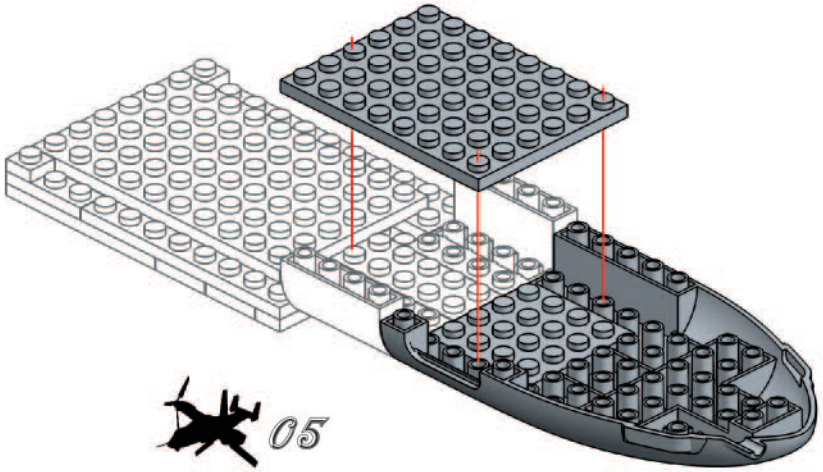
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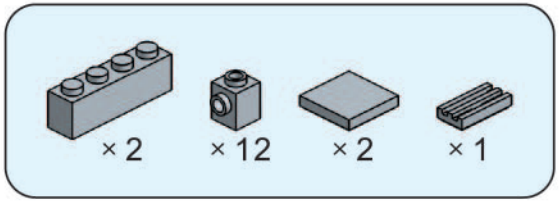
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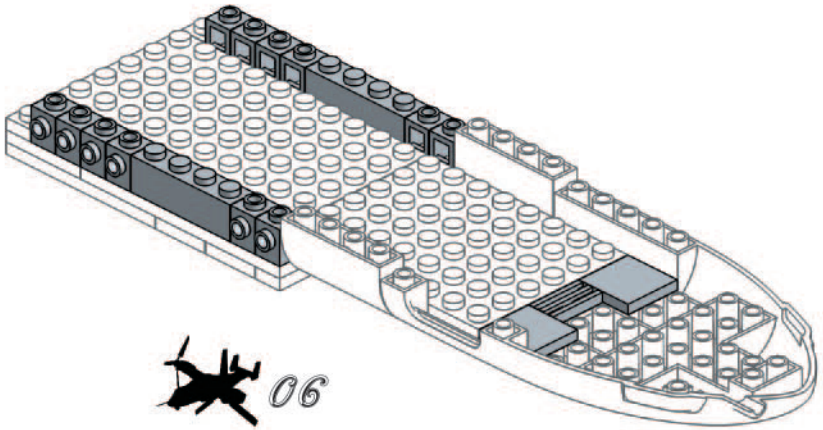
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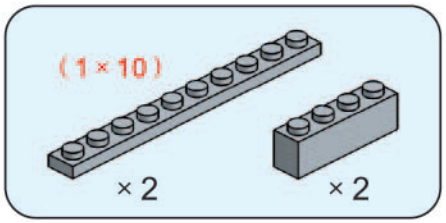
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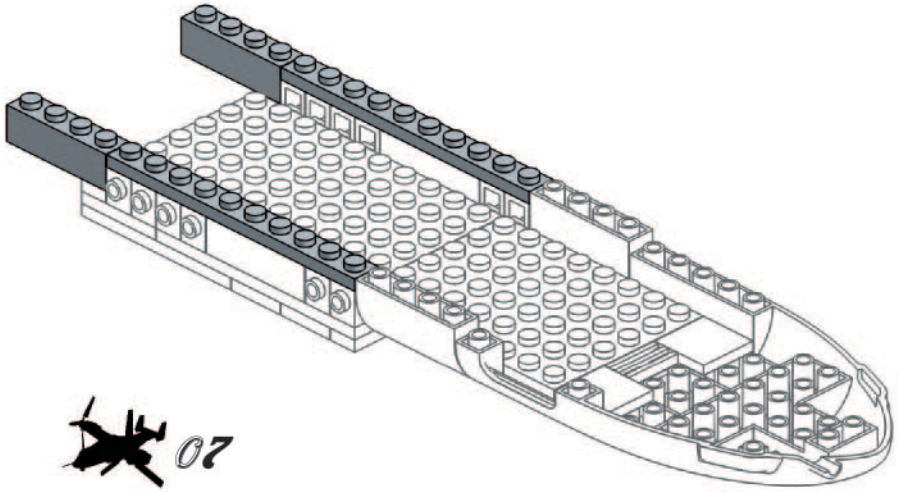
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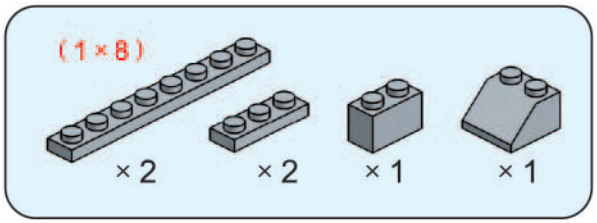
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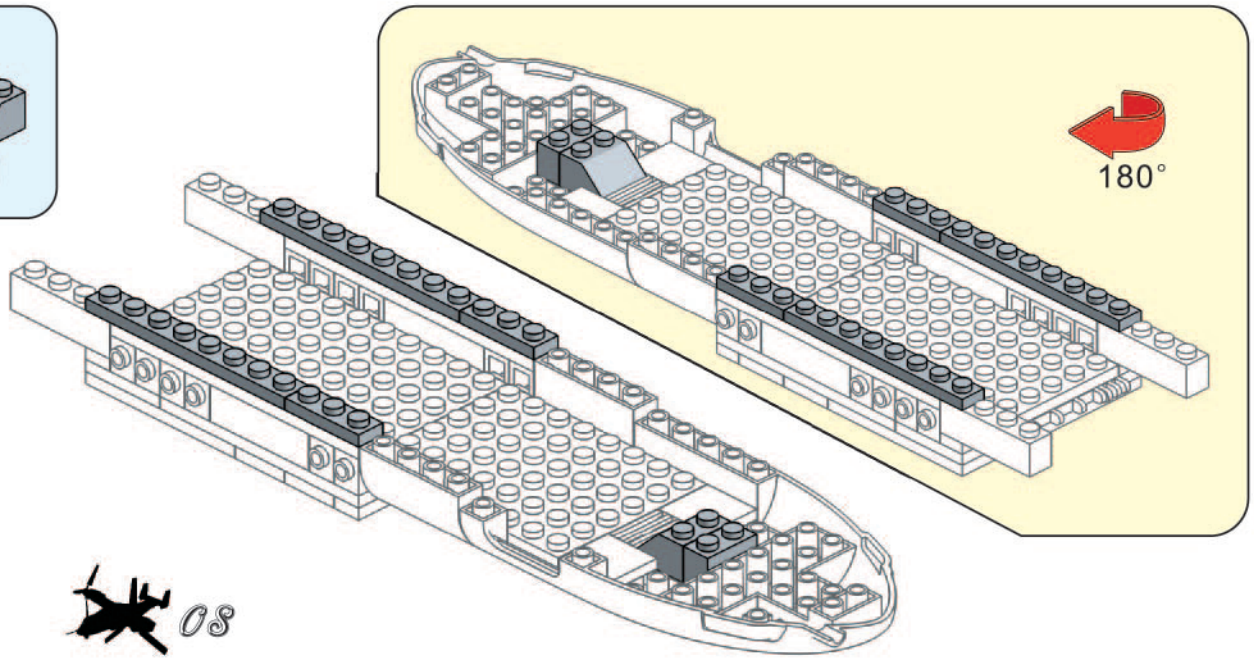
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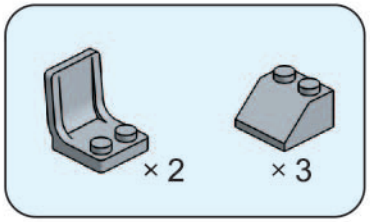
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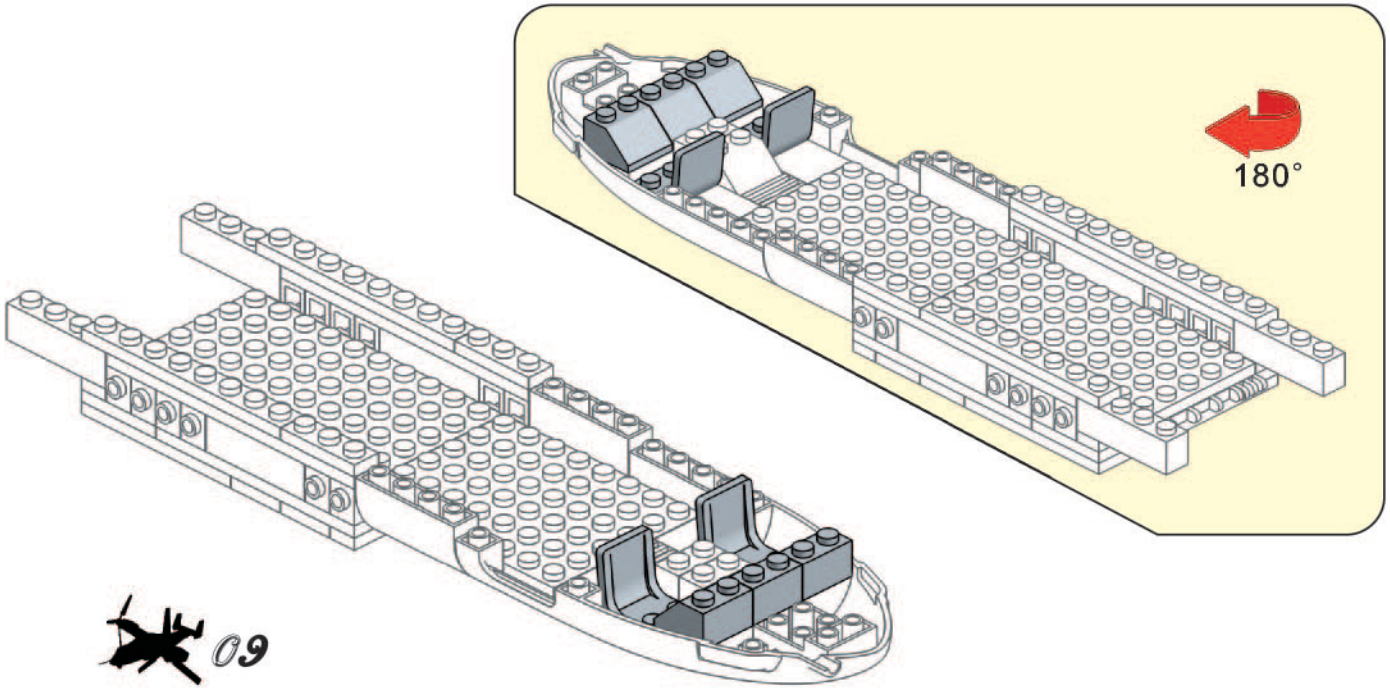
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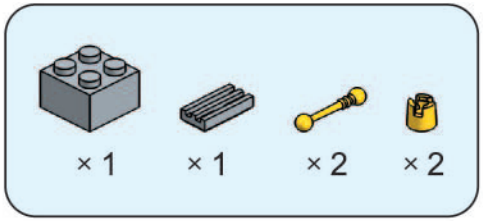
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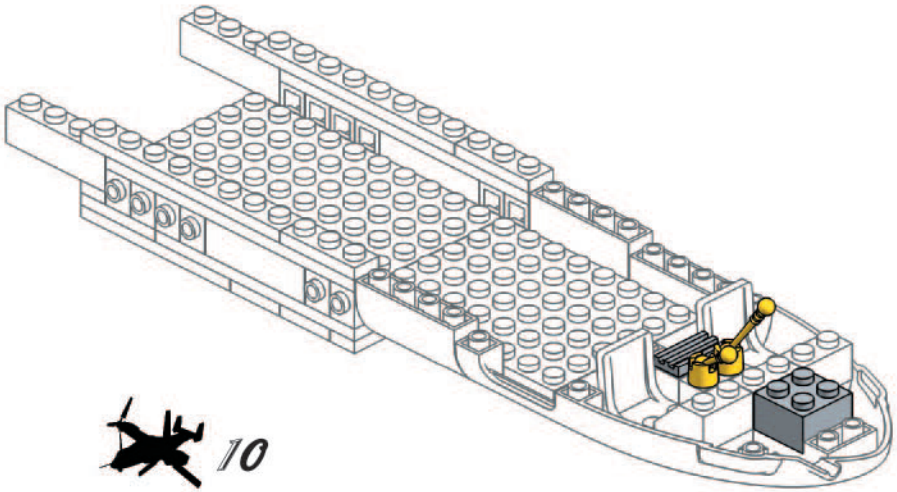
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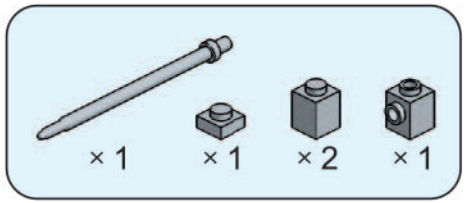
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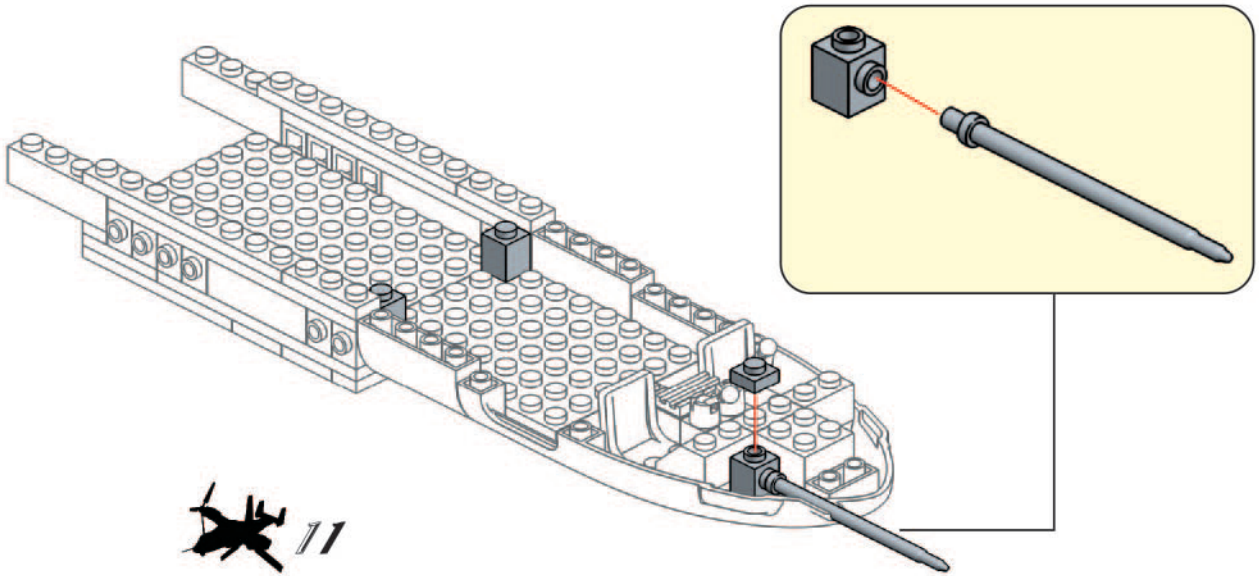
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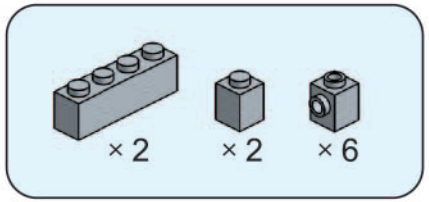
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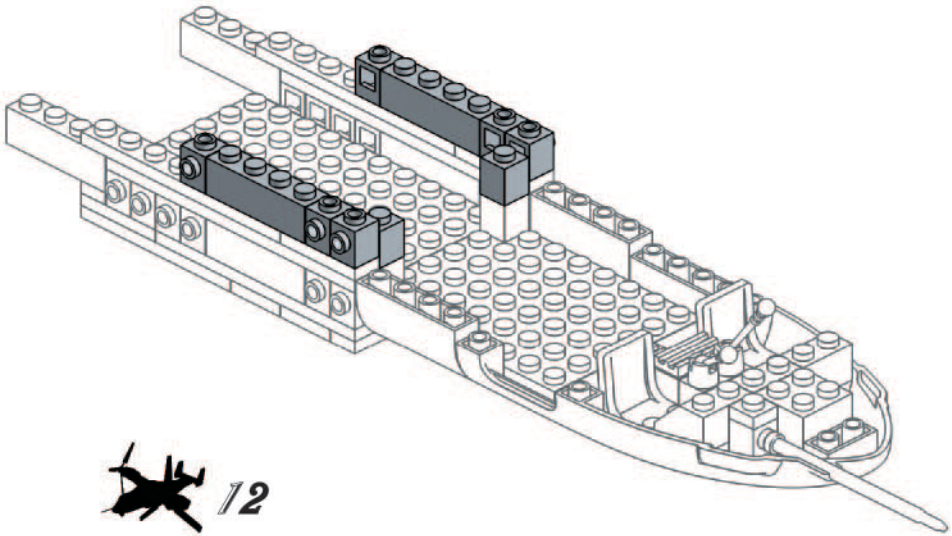
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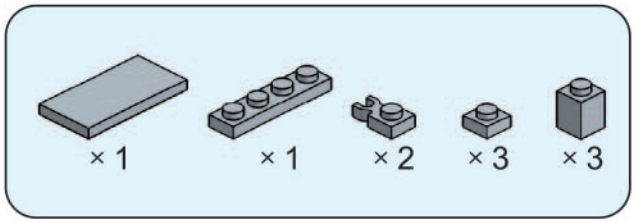
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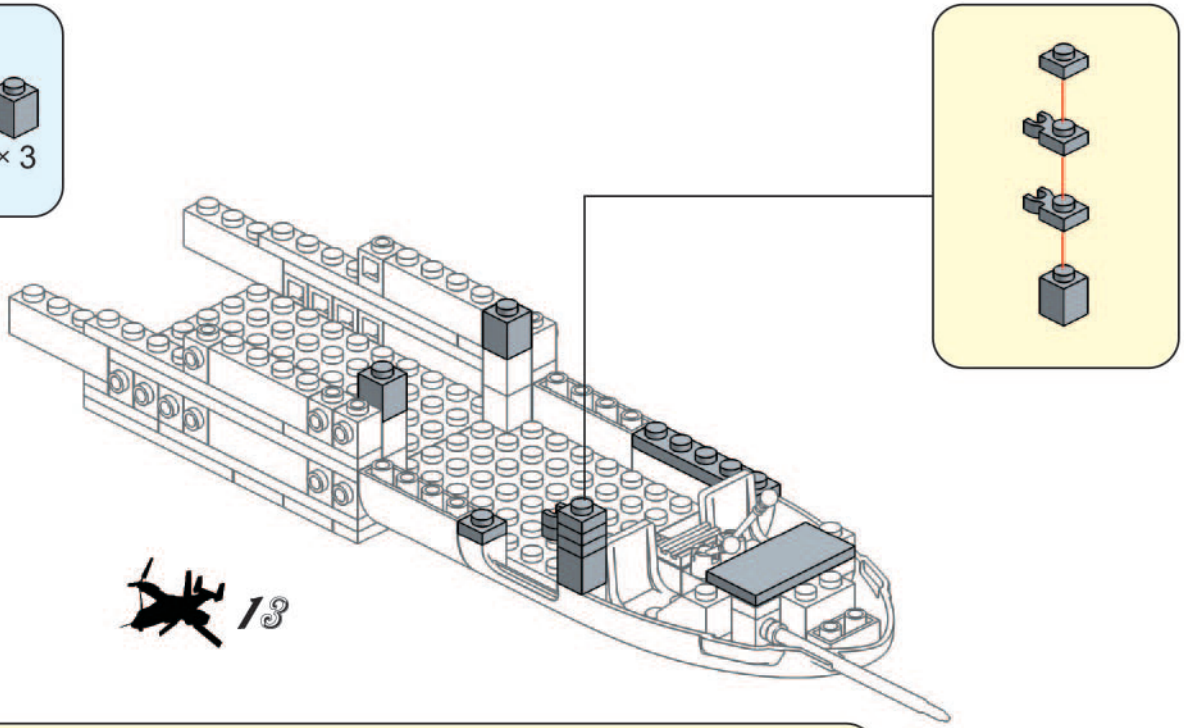
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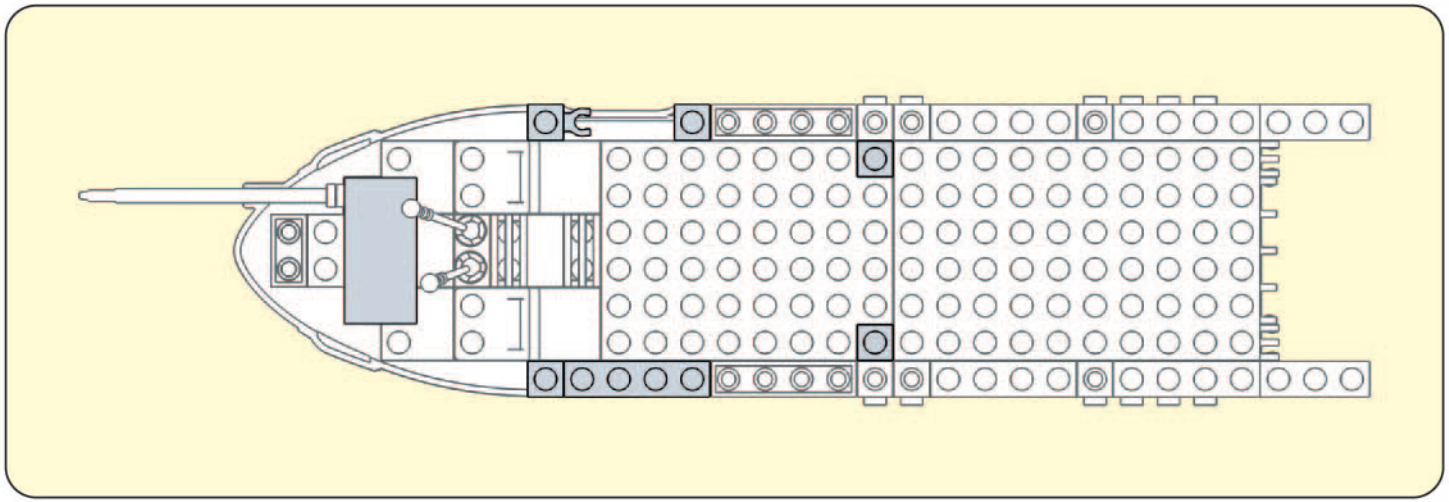

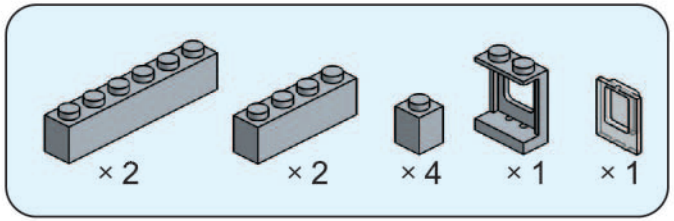
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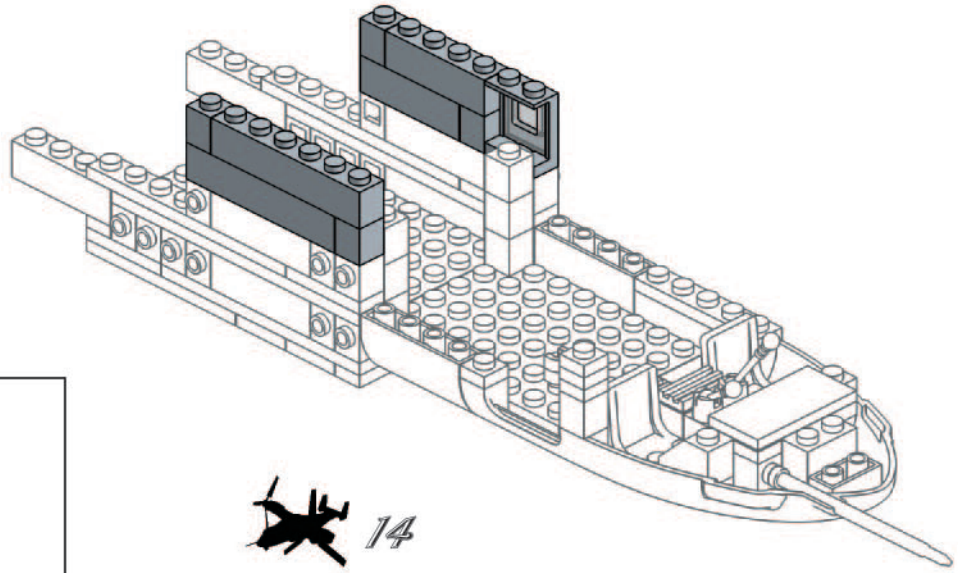
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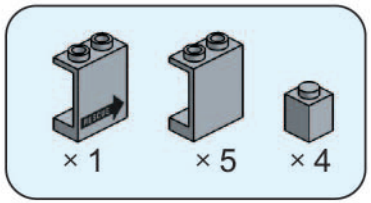
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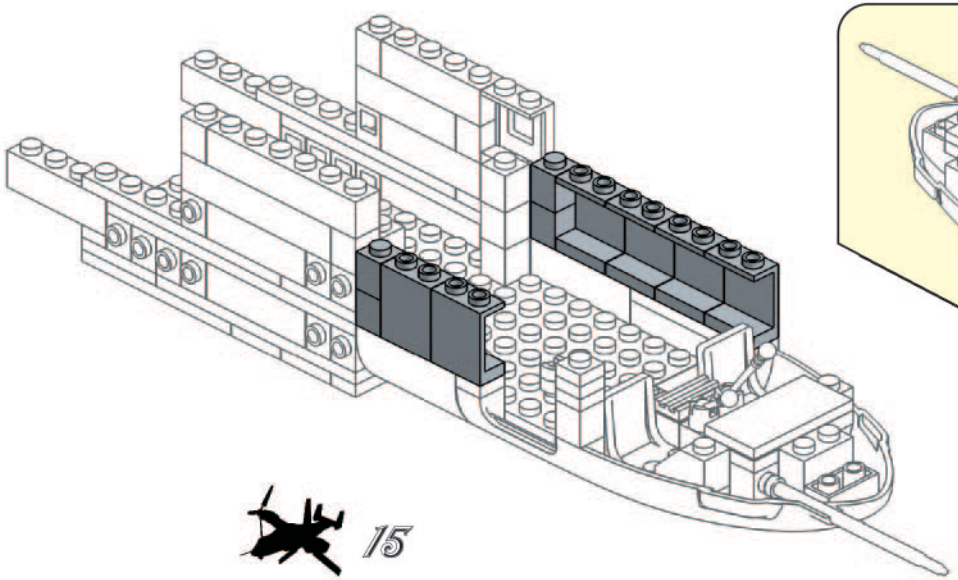
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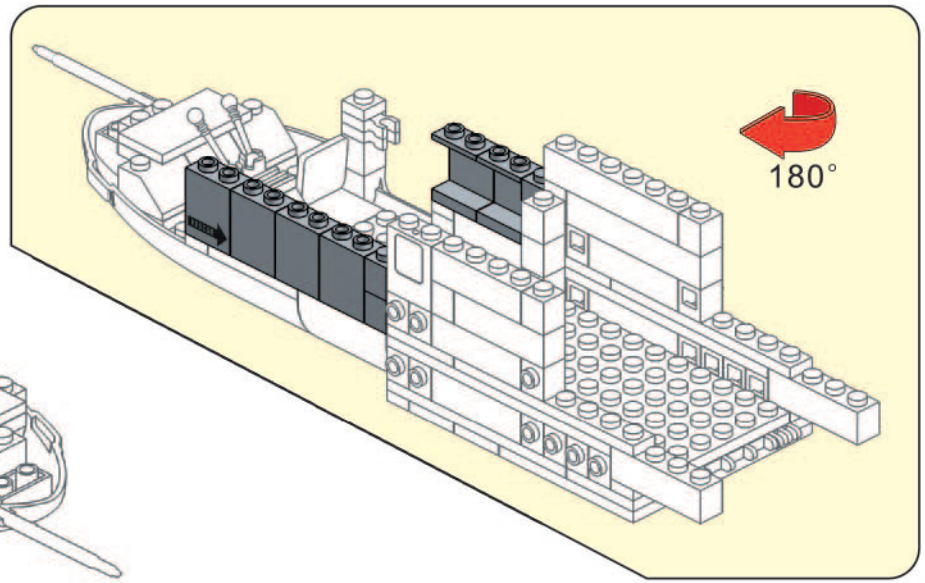
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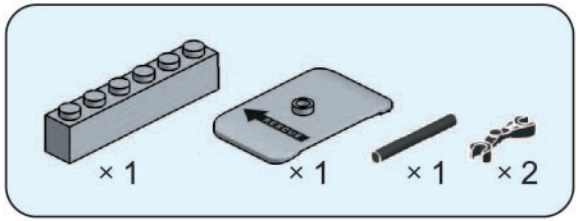
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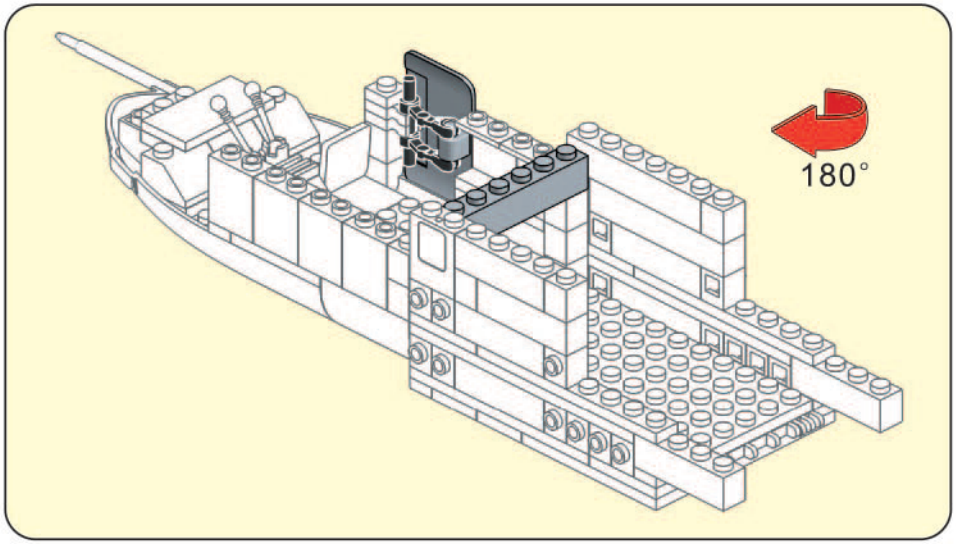
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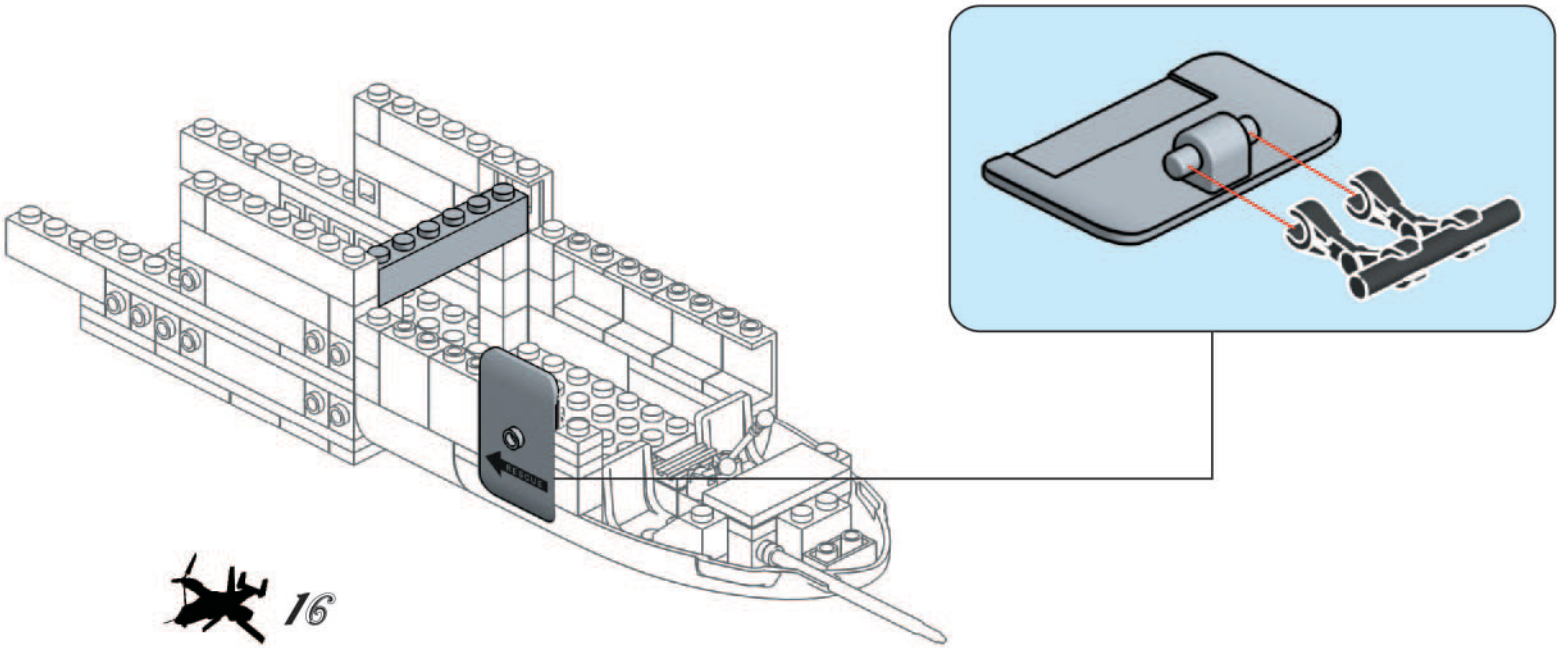
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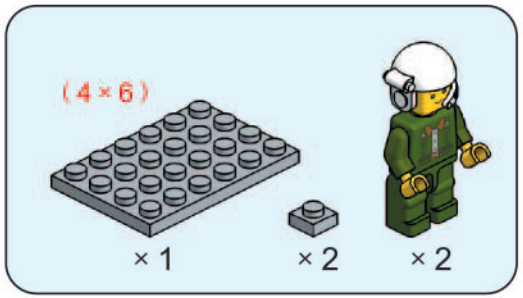

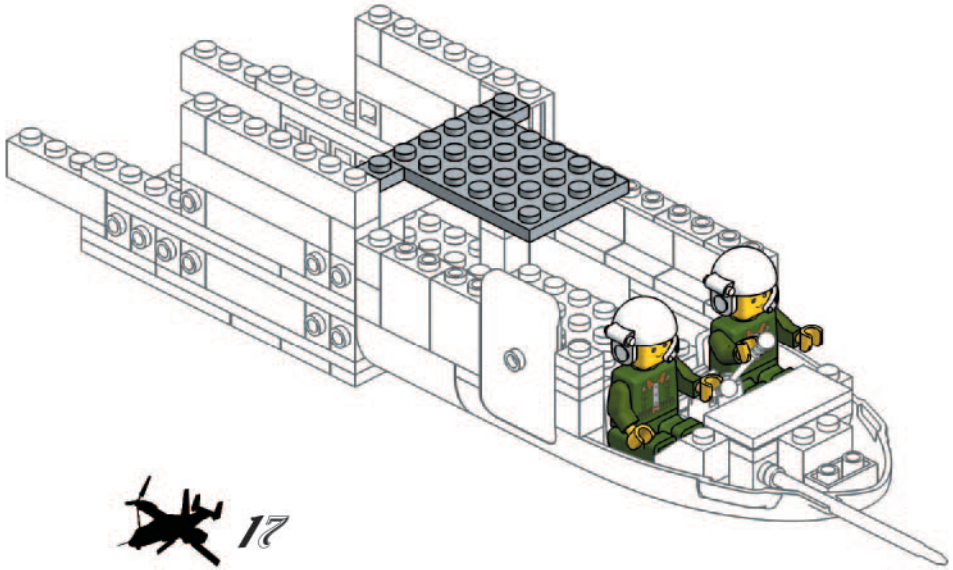

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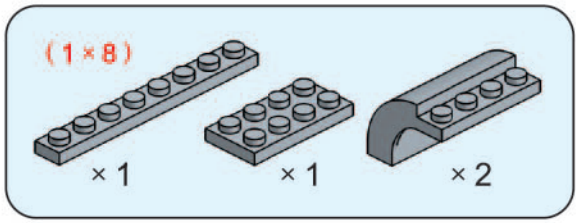

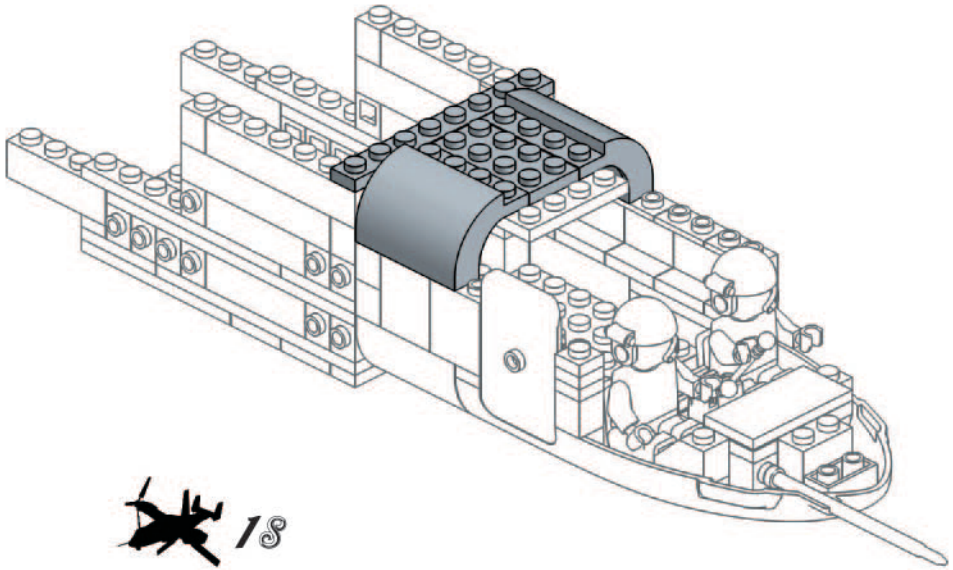

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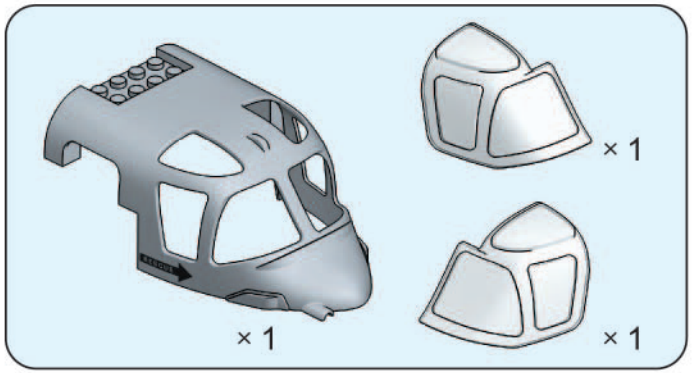

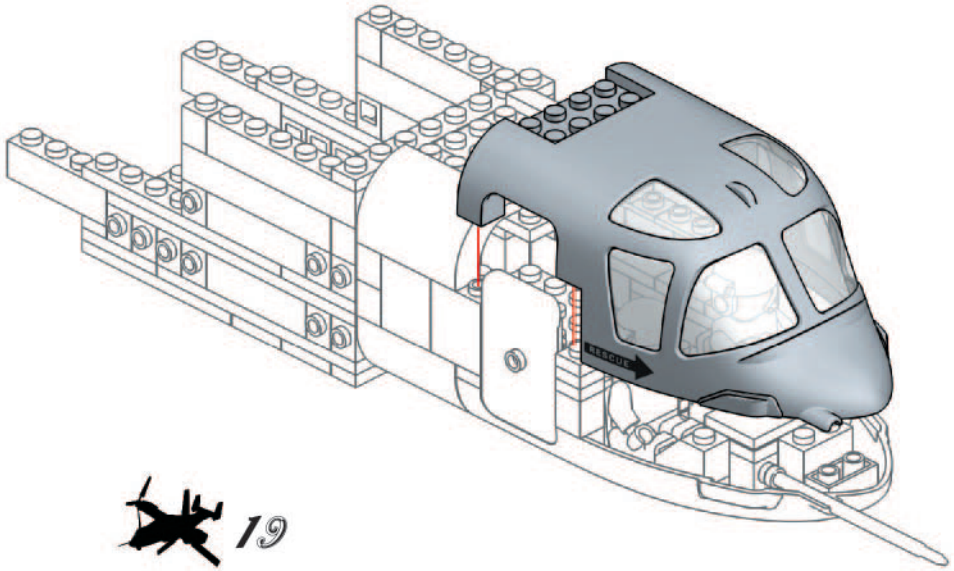

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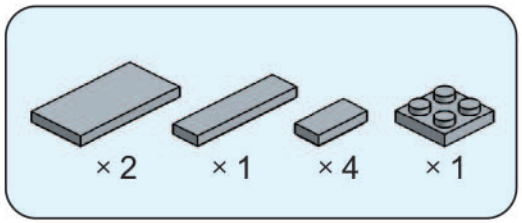

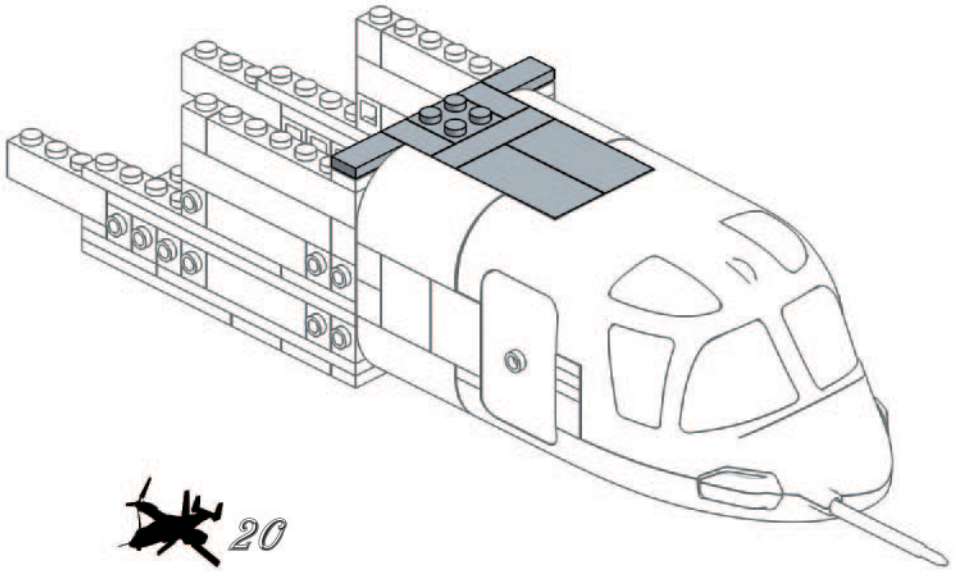

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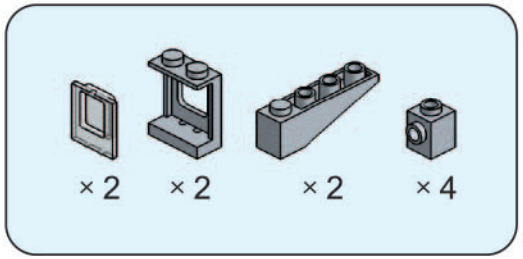

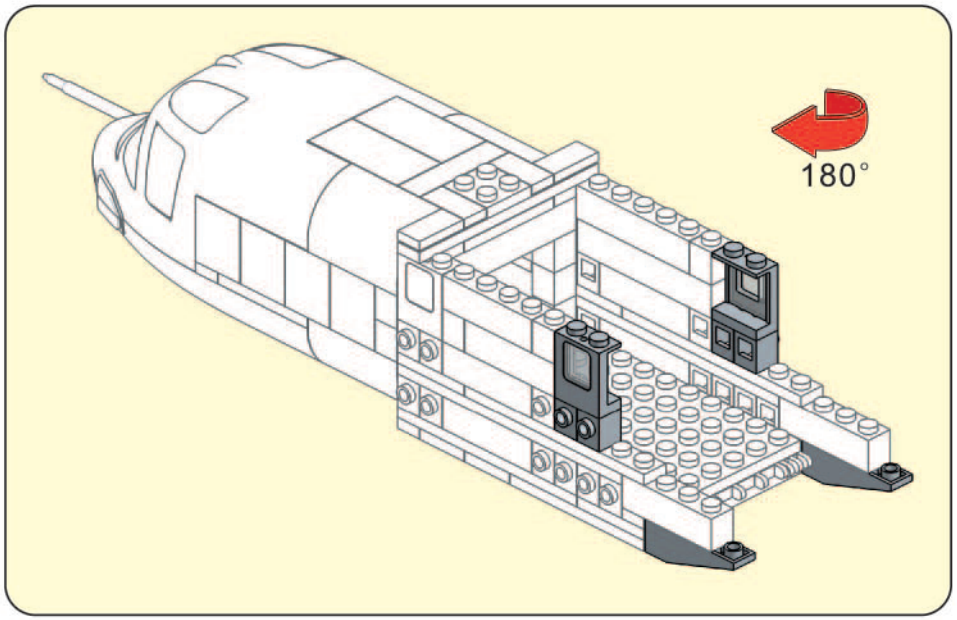

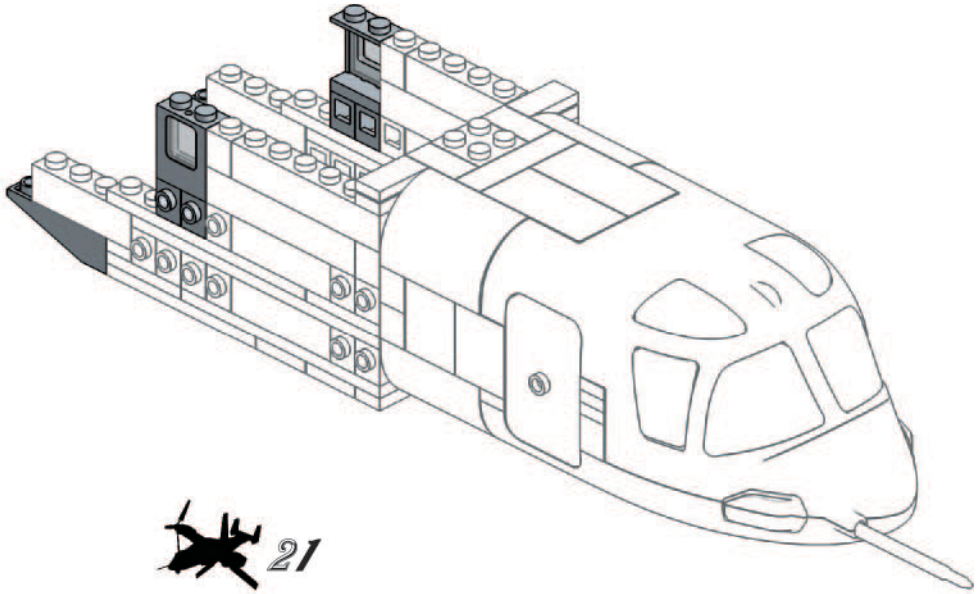

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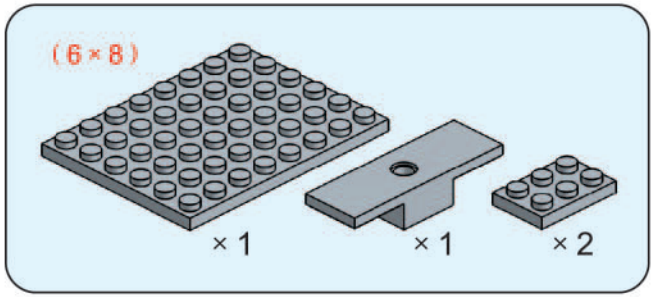

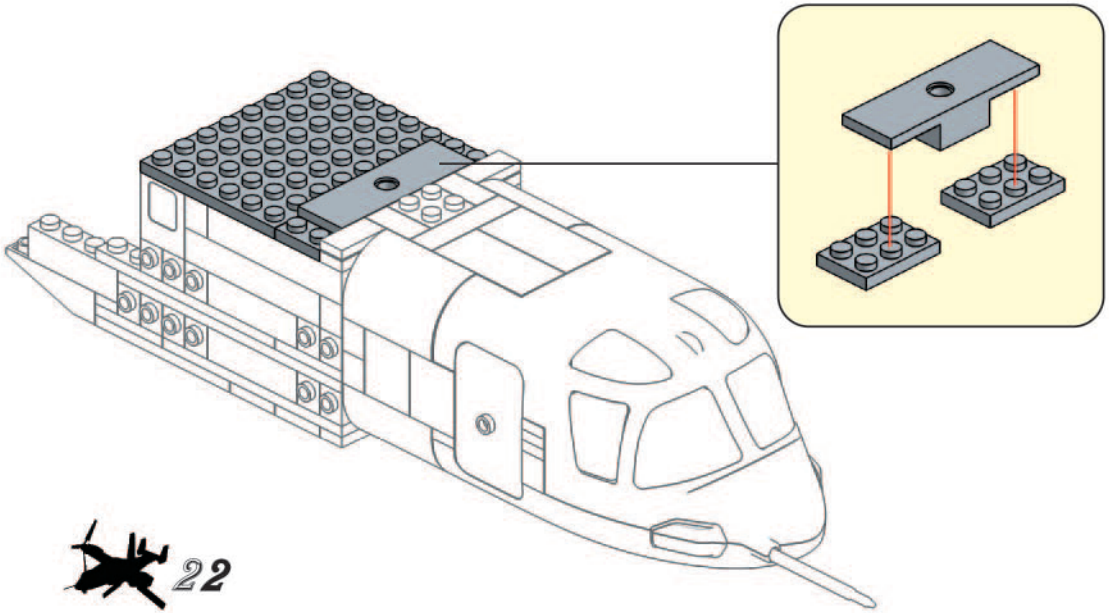

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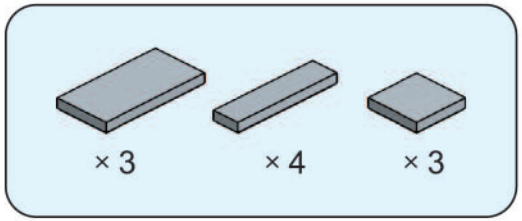

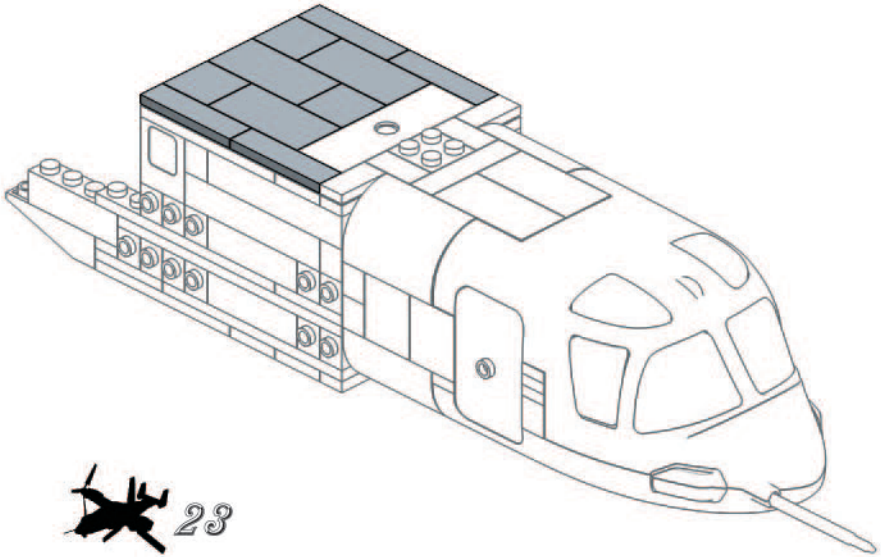

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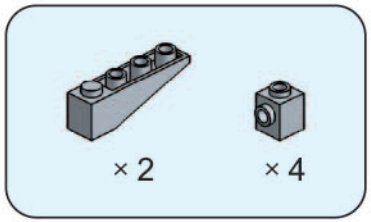
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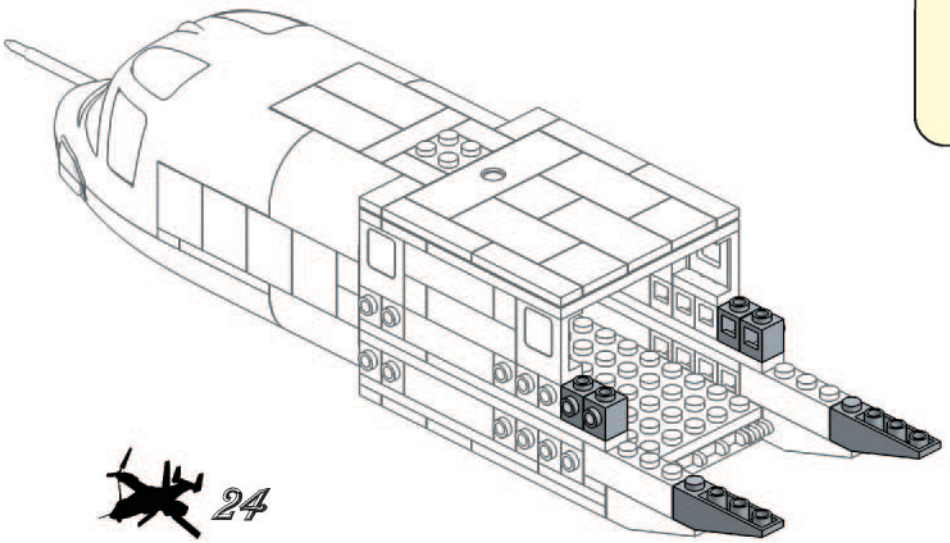
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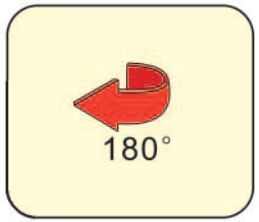
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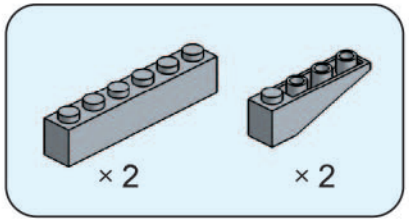
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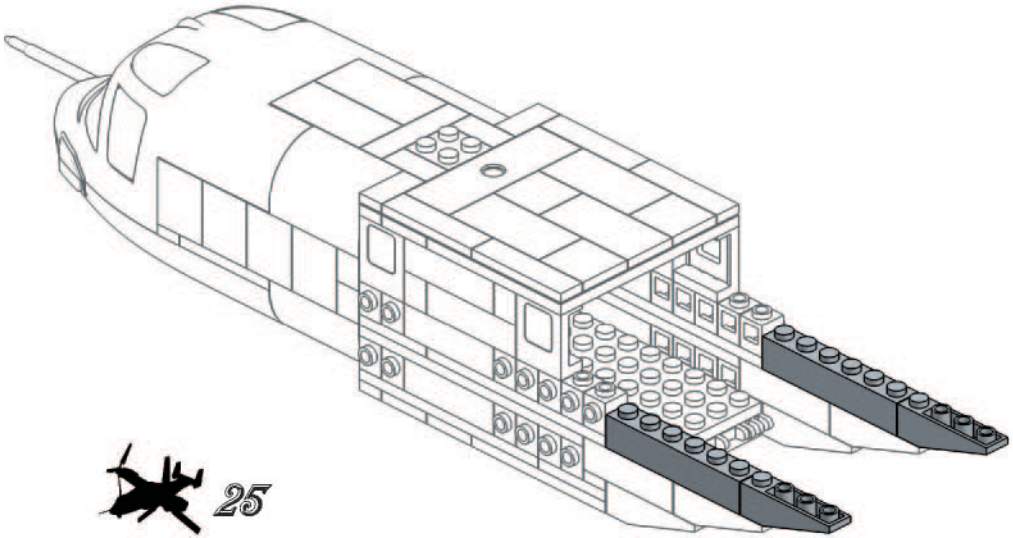
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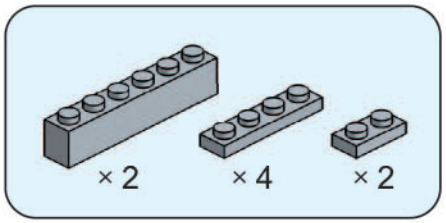
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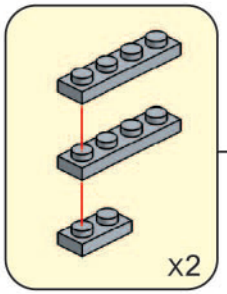
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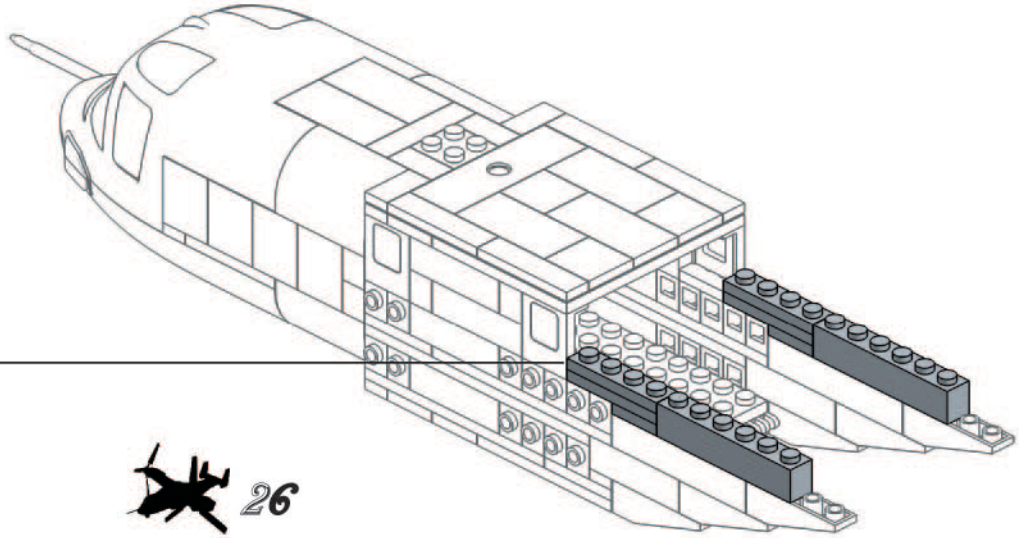
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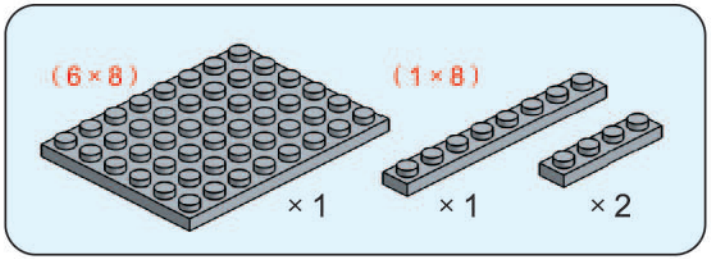
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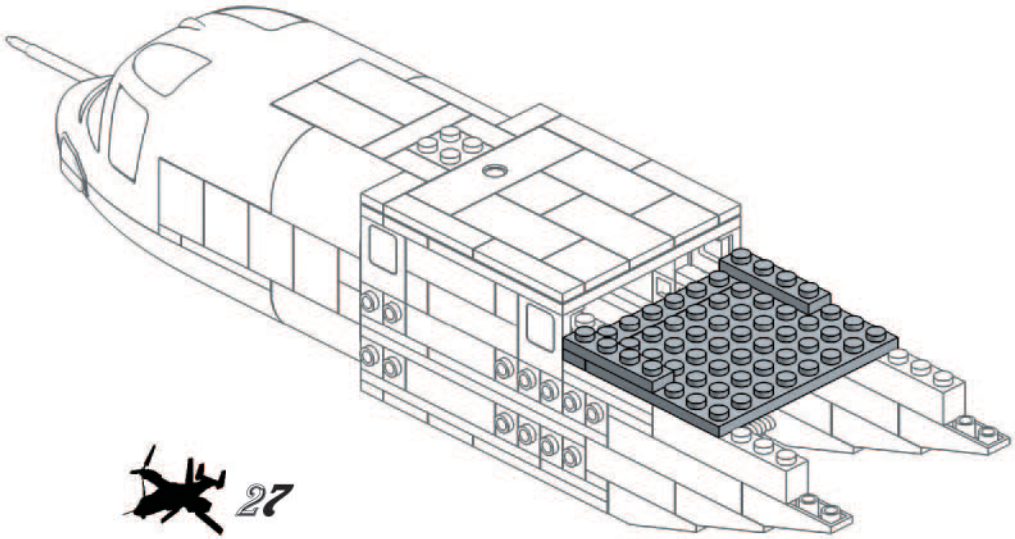
(1×8)
× 1
× 1
× 2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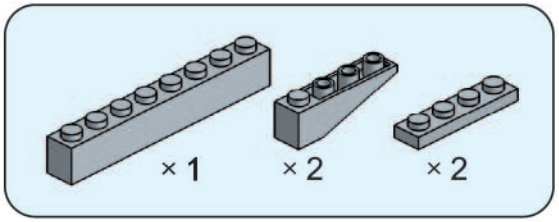
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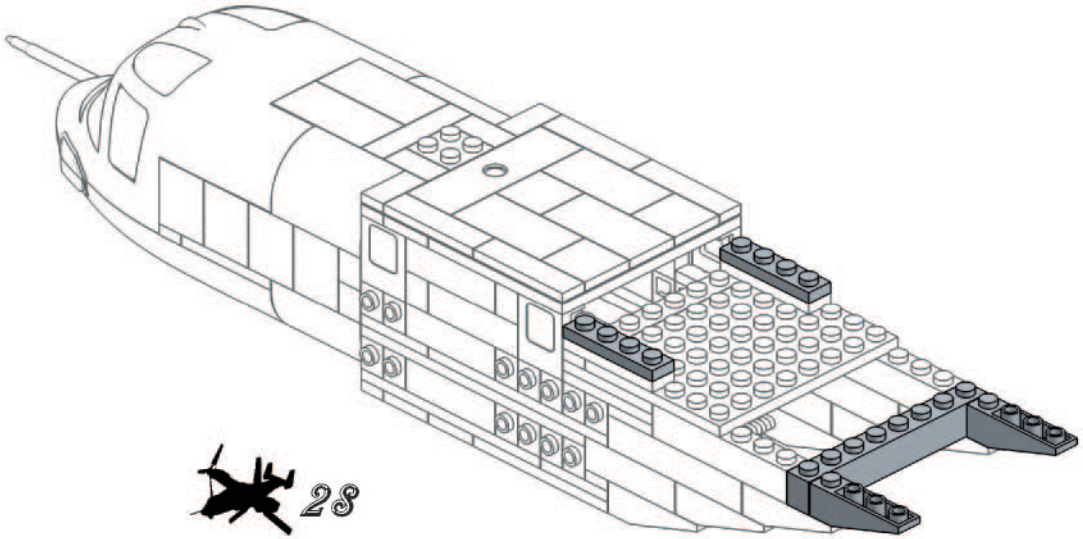
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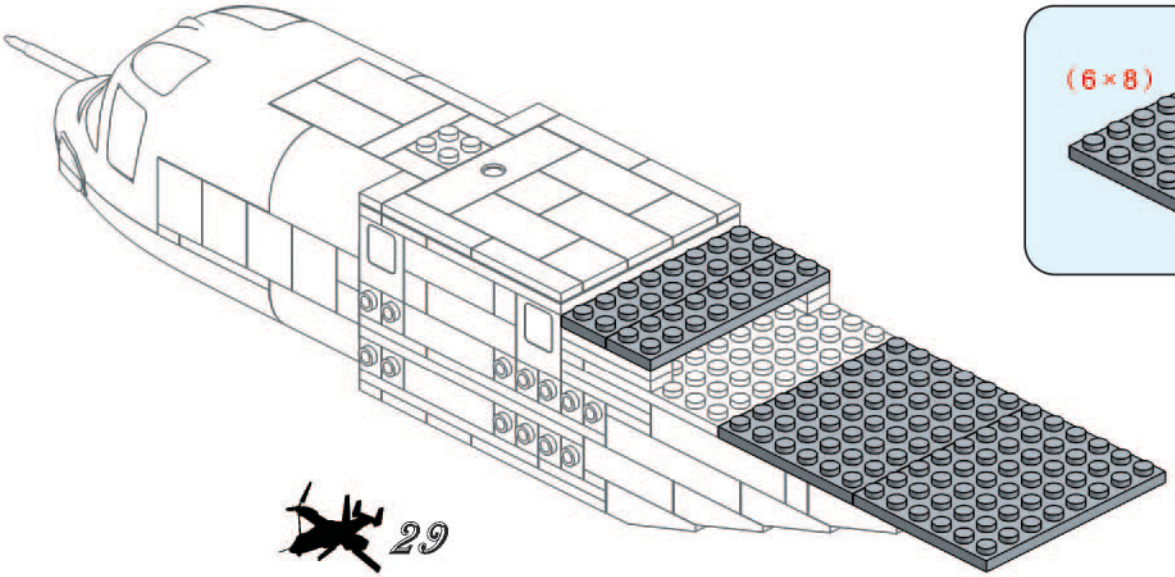
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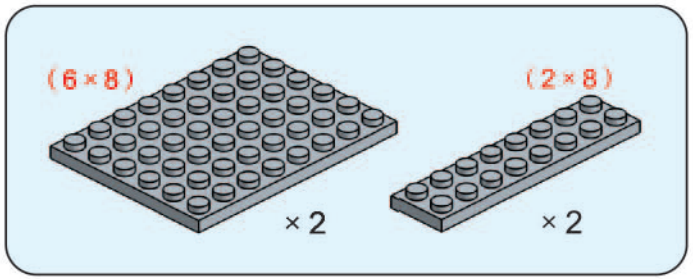
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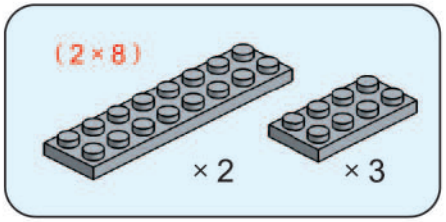
× 2
(2×8)
× 2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×2
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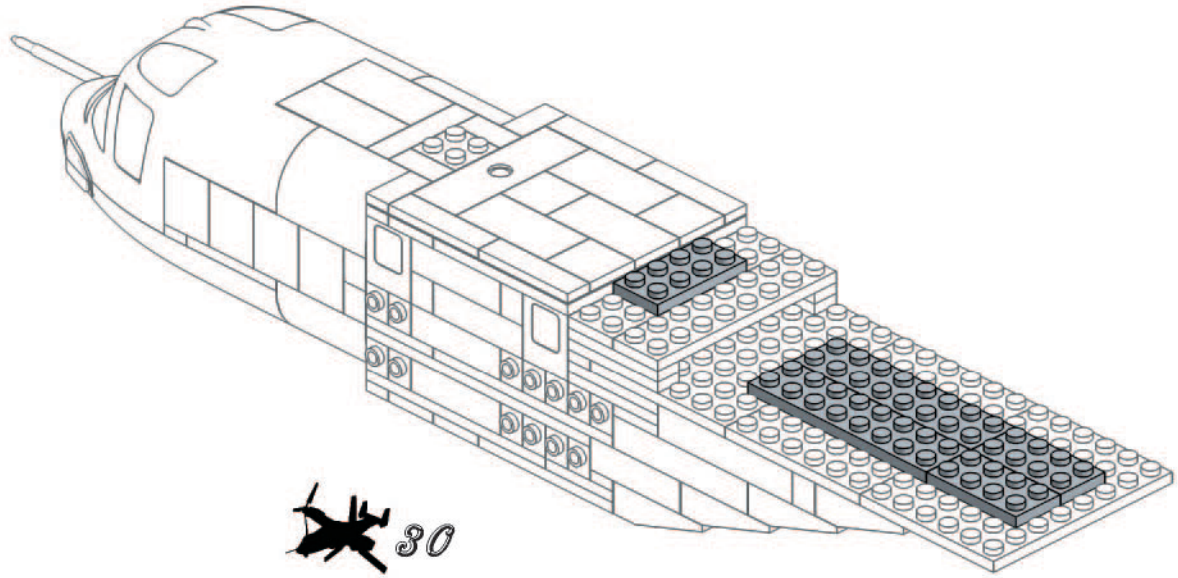
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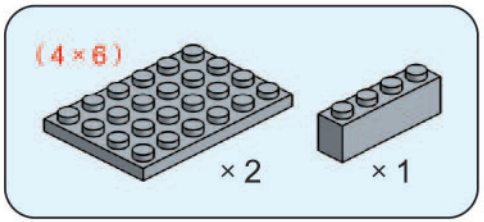
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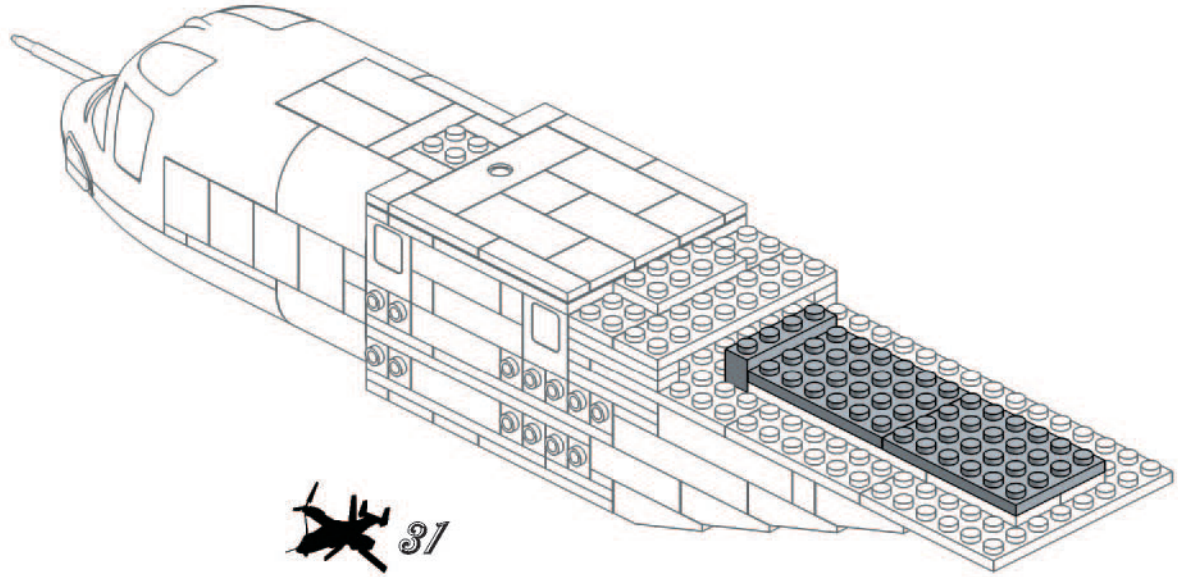
×2
×1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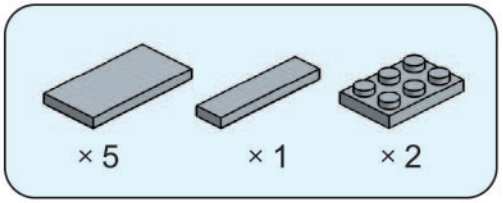
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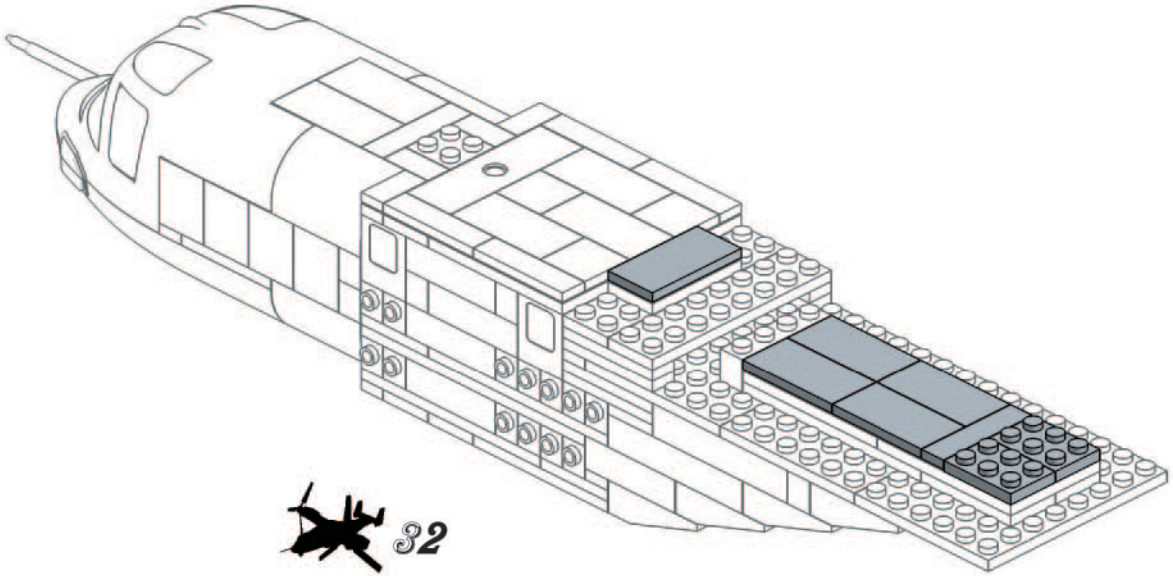
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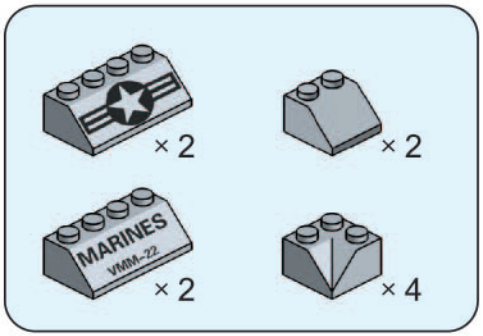
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MARINES
VMM-22
× 2
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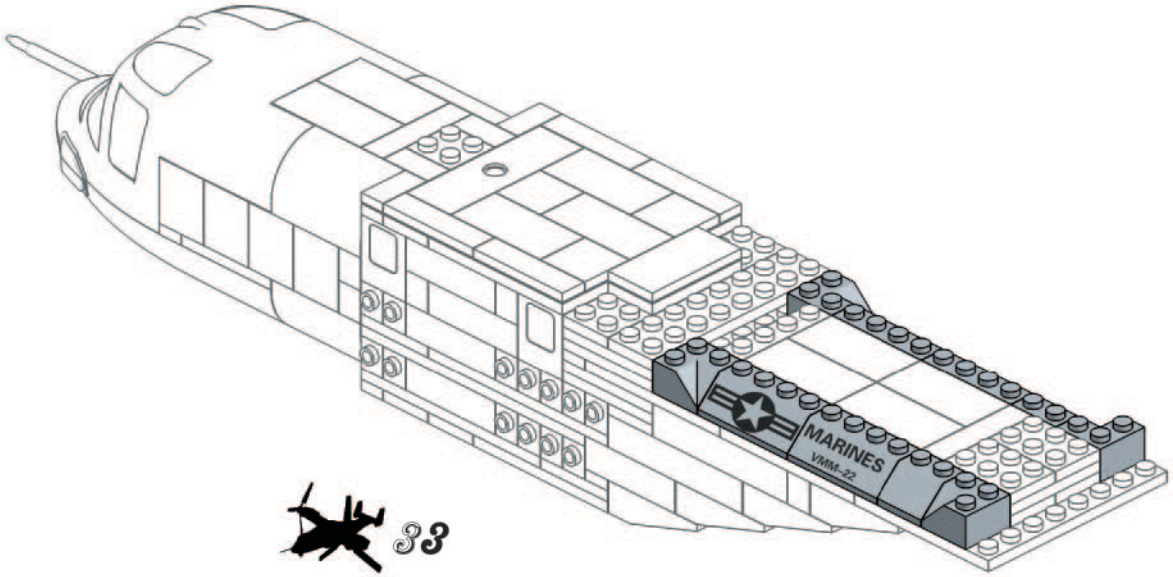
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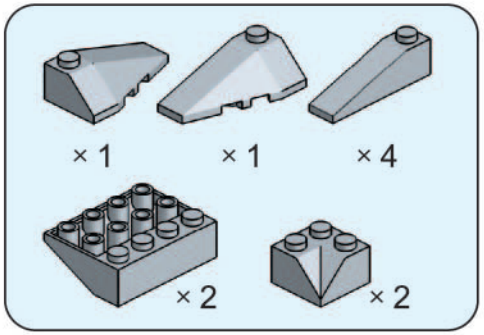
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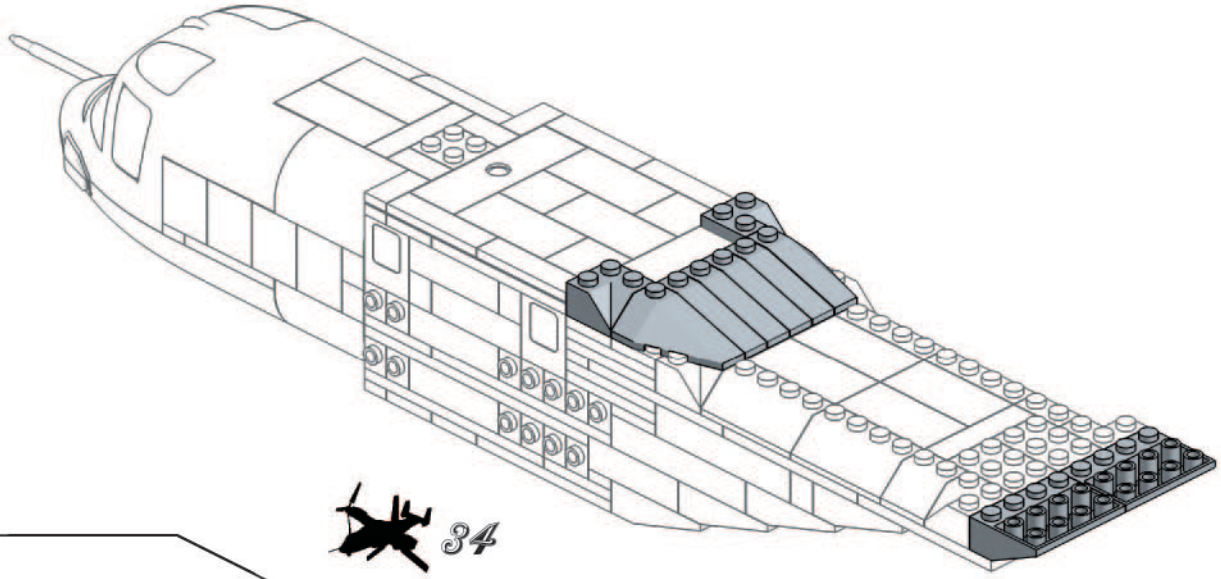
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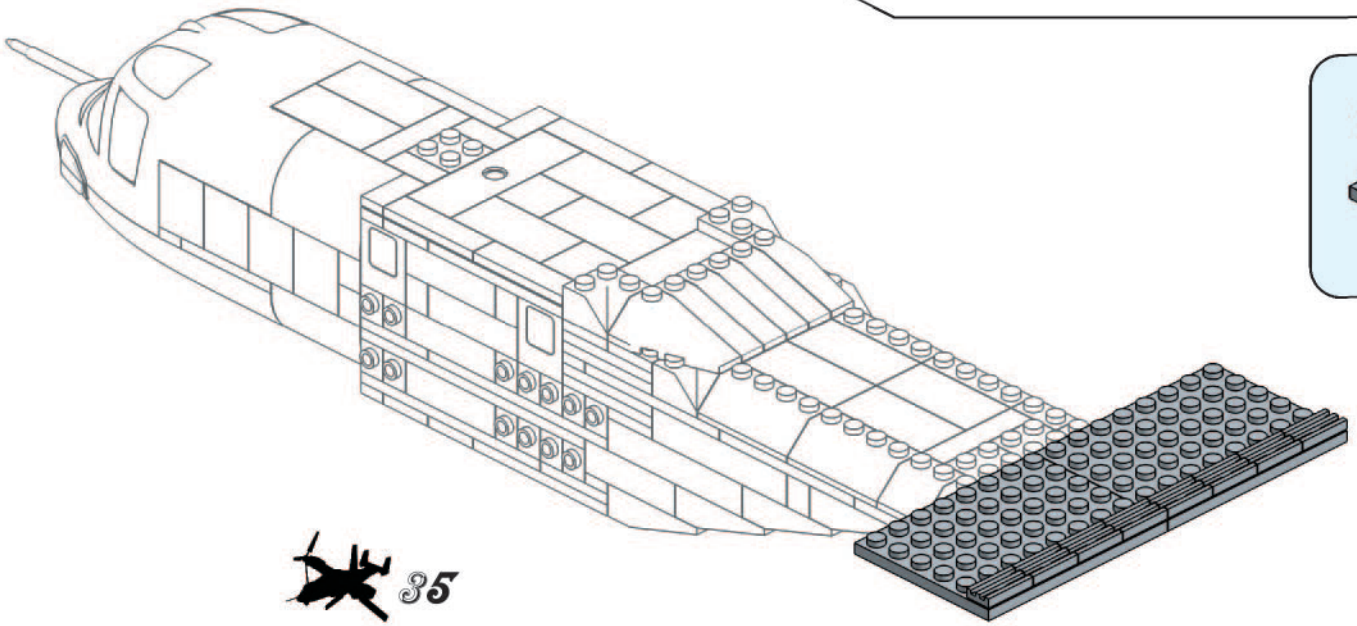
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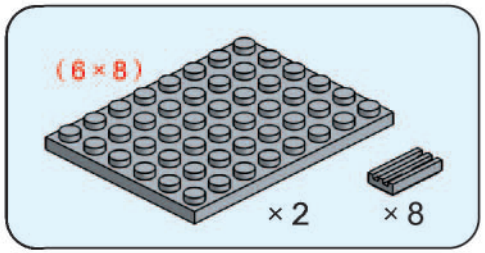
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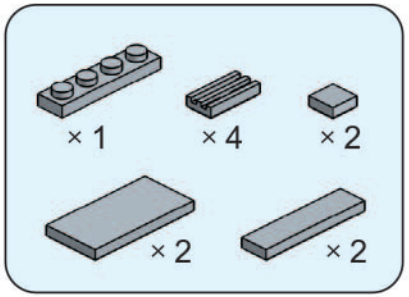
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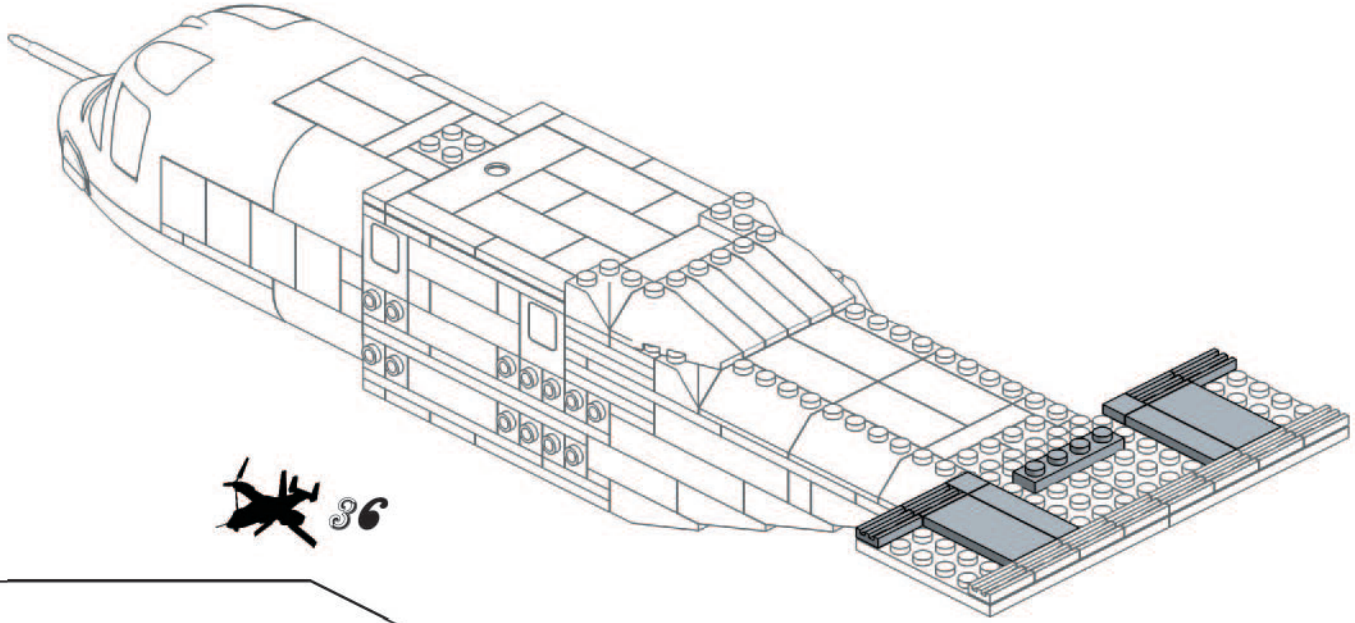
× 4
× 2
× 2
× 2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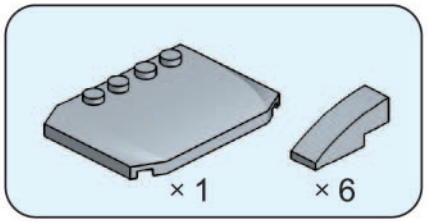
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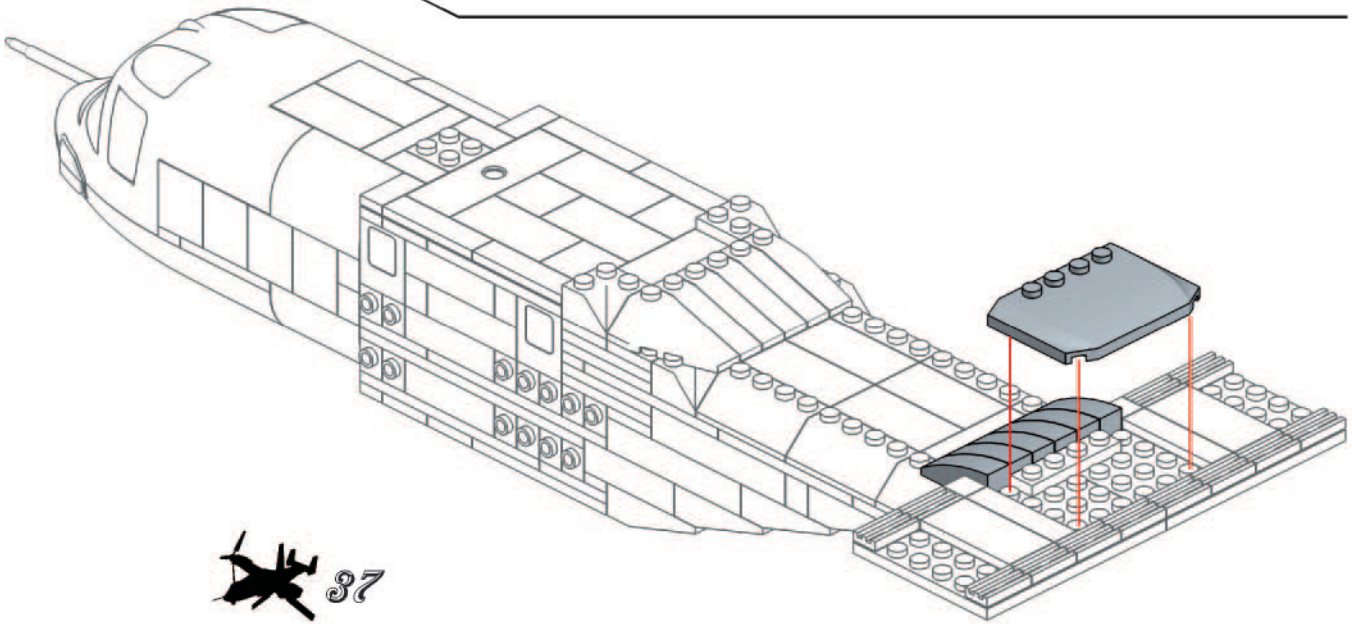
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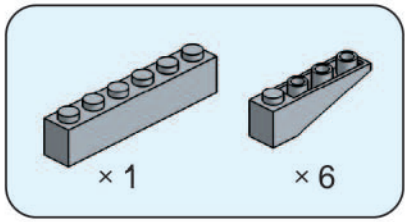
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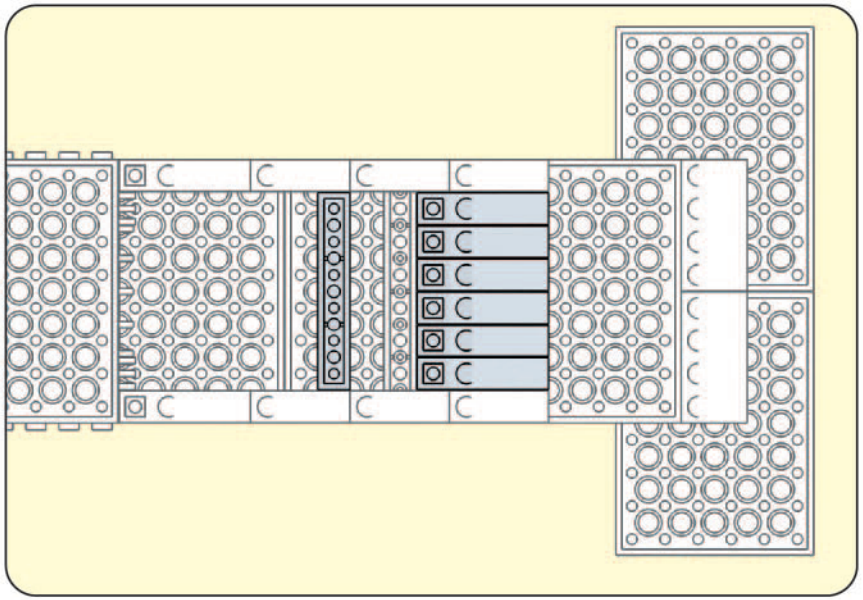

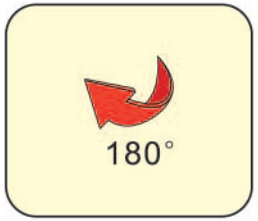
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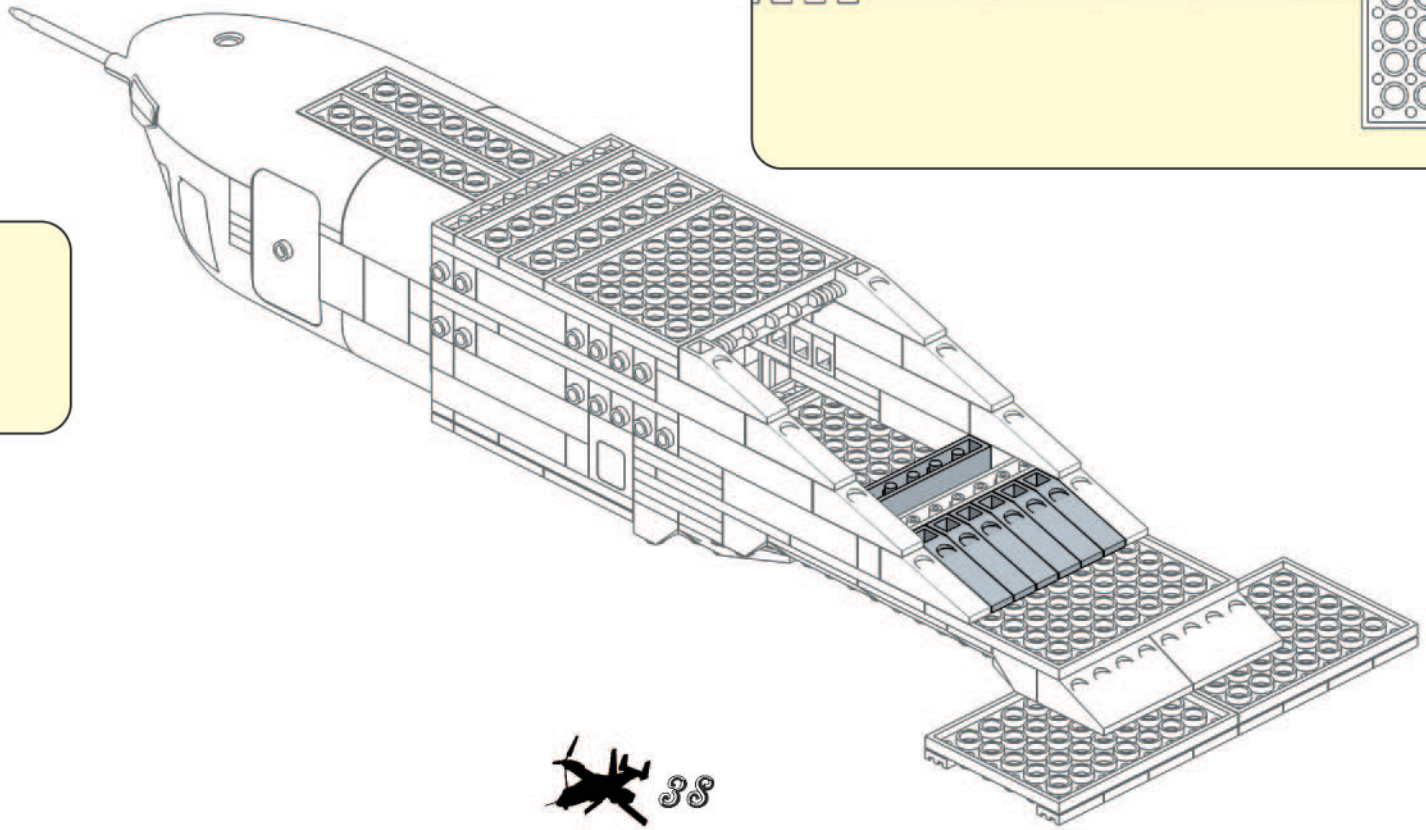

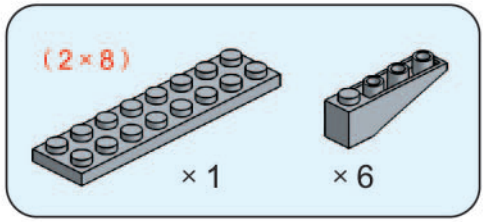

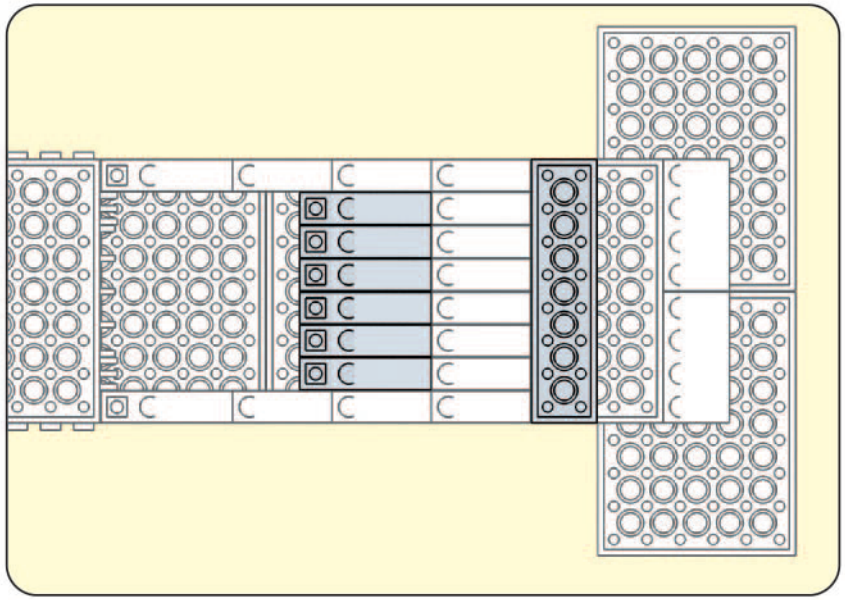

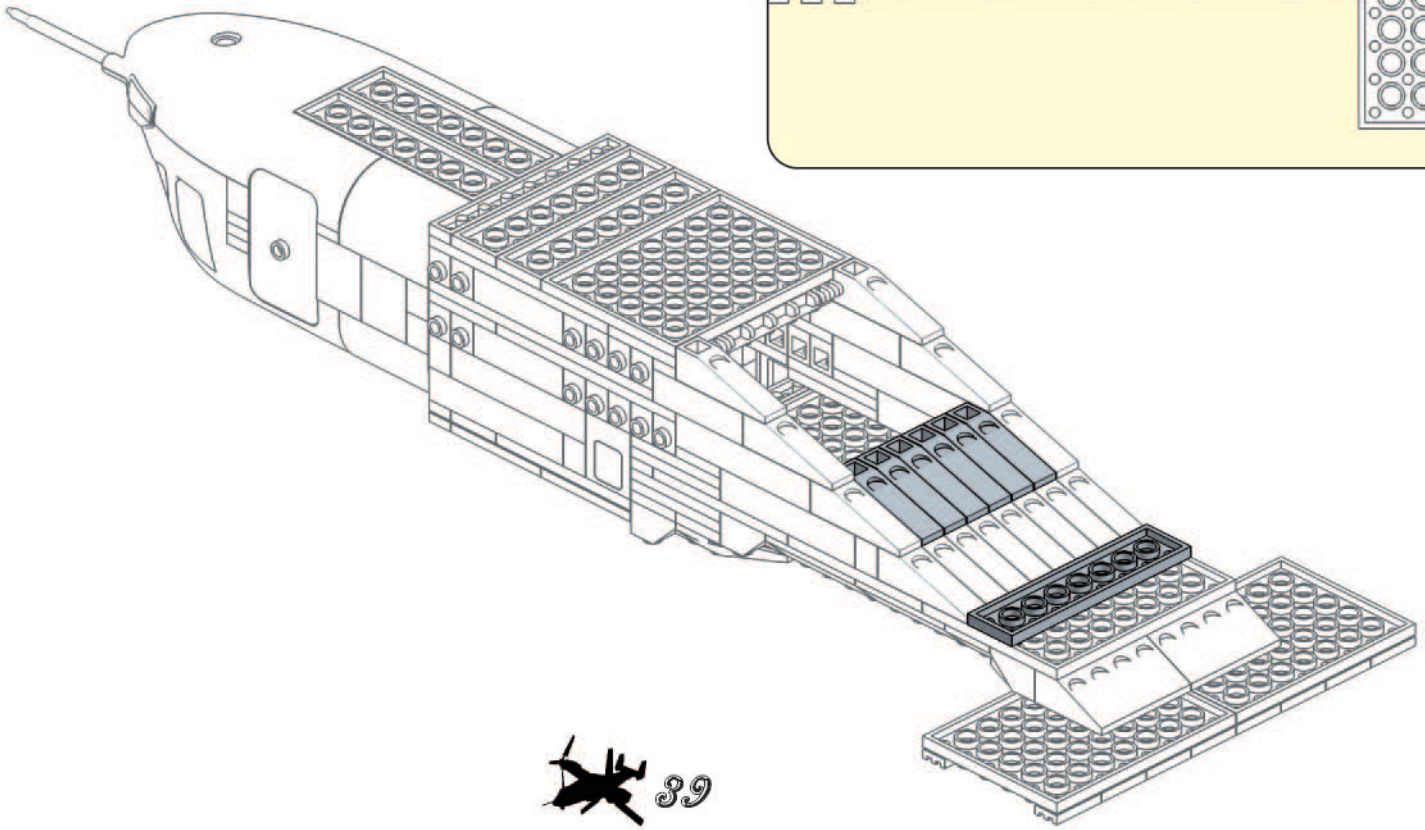

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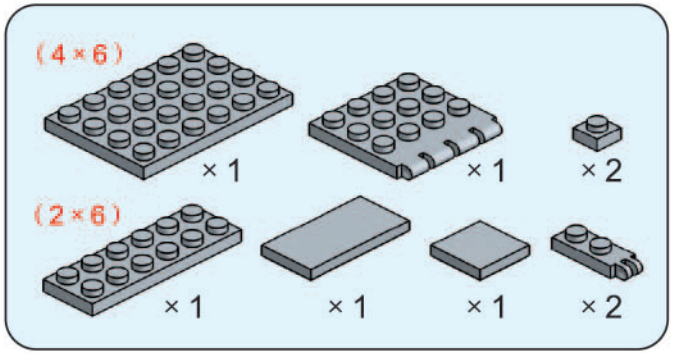

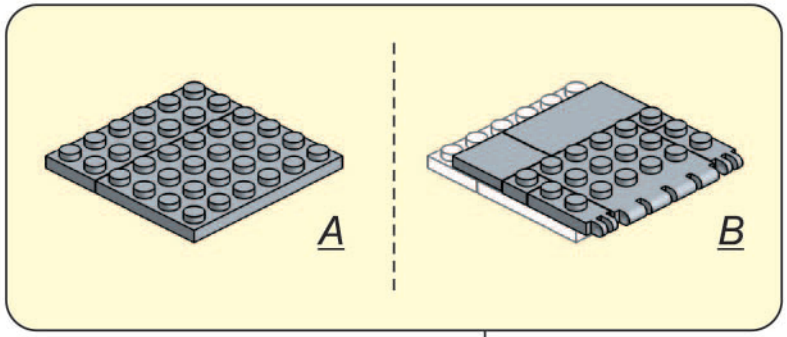

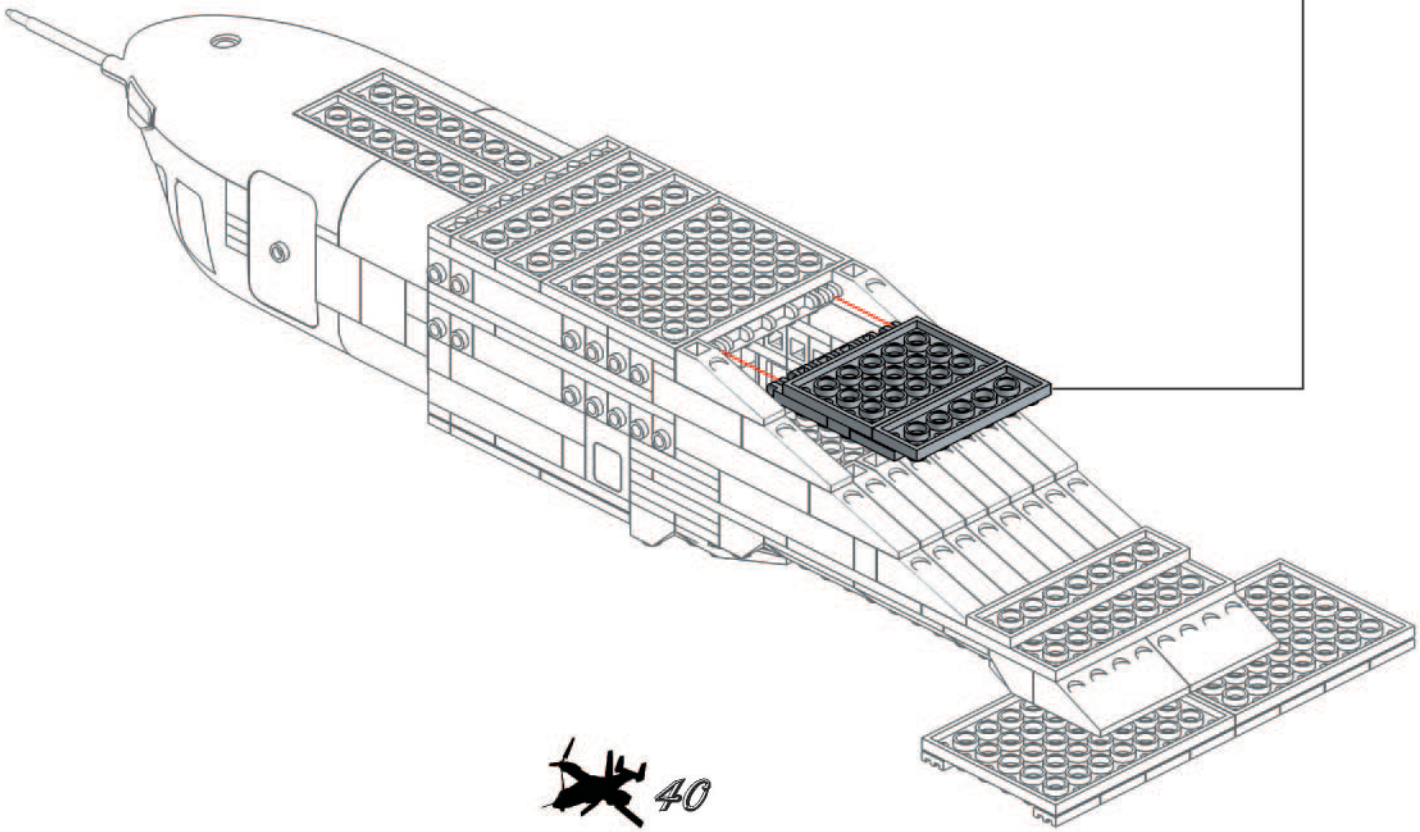

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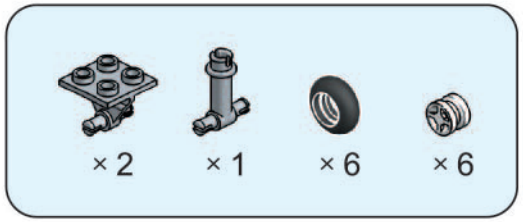

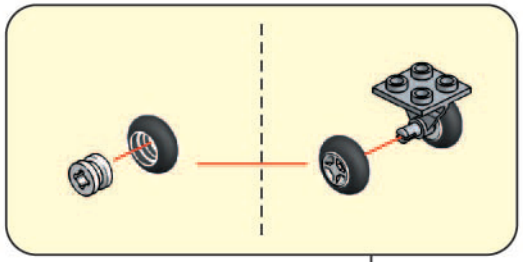

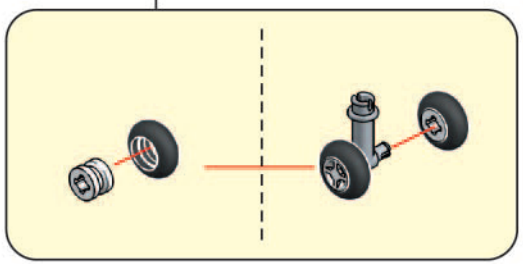

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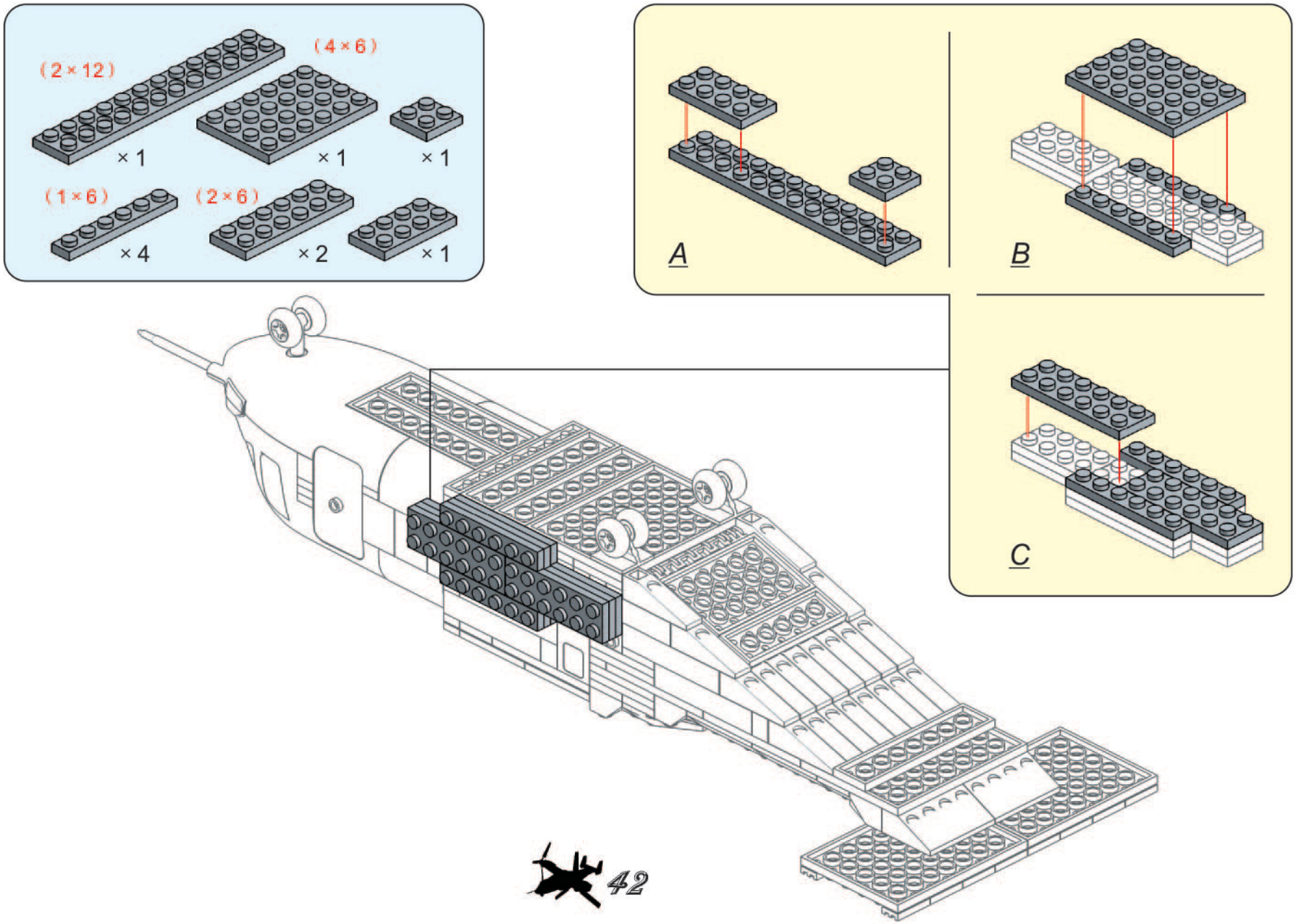
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×1
×1
(1×6)
×4
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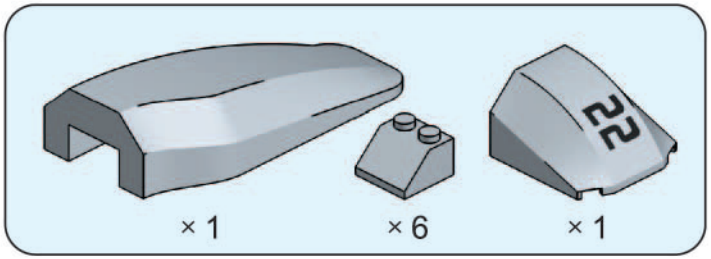
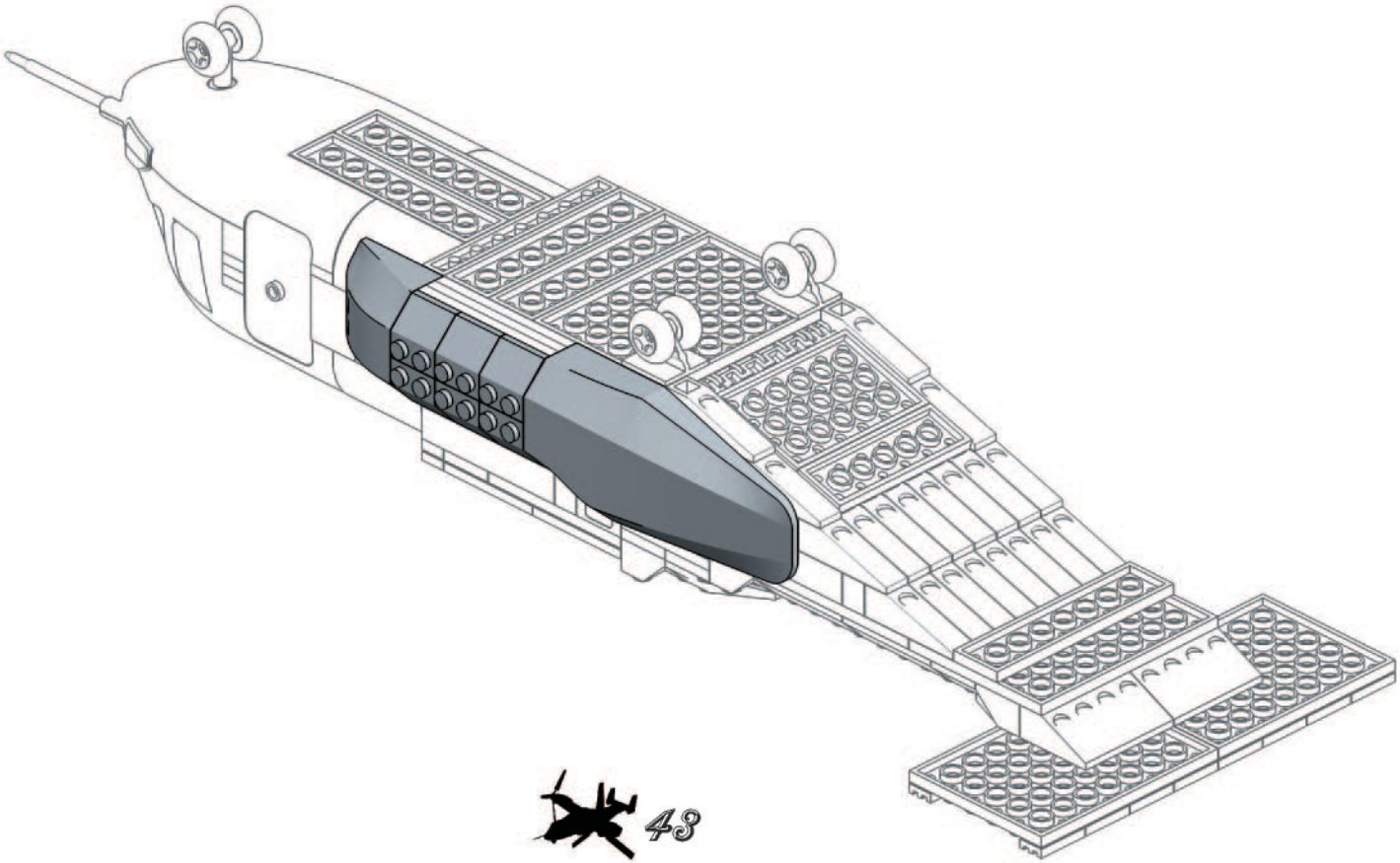
×2
×1
A
B
C
42





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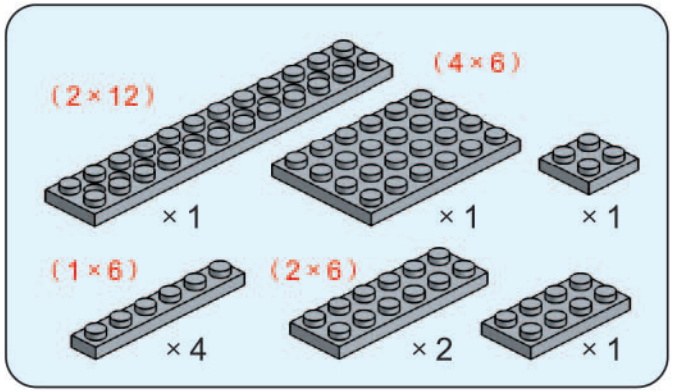

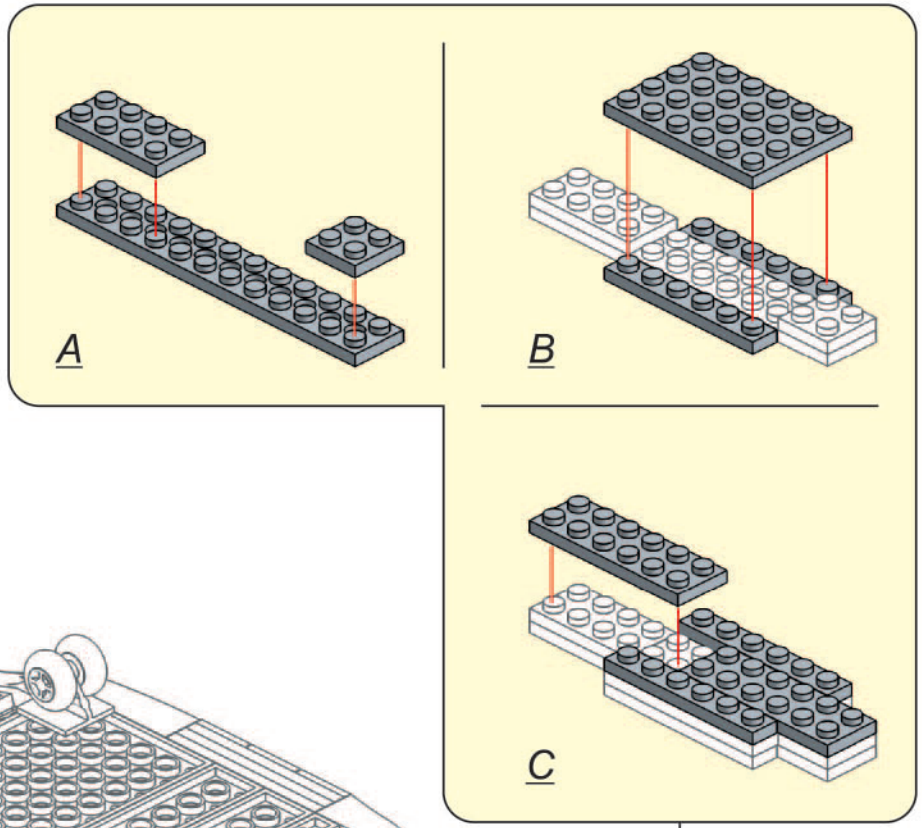

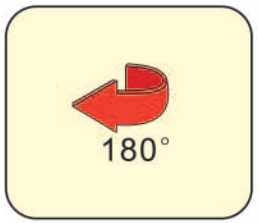

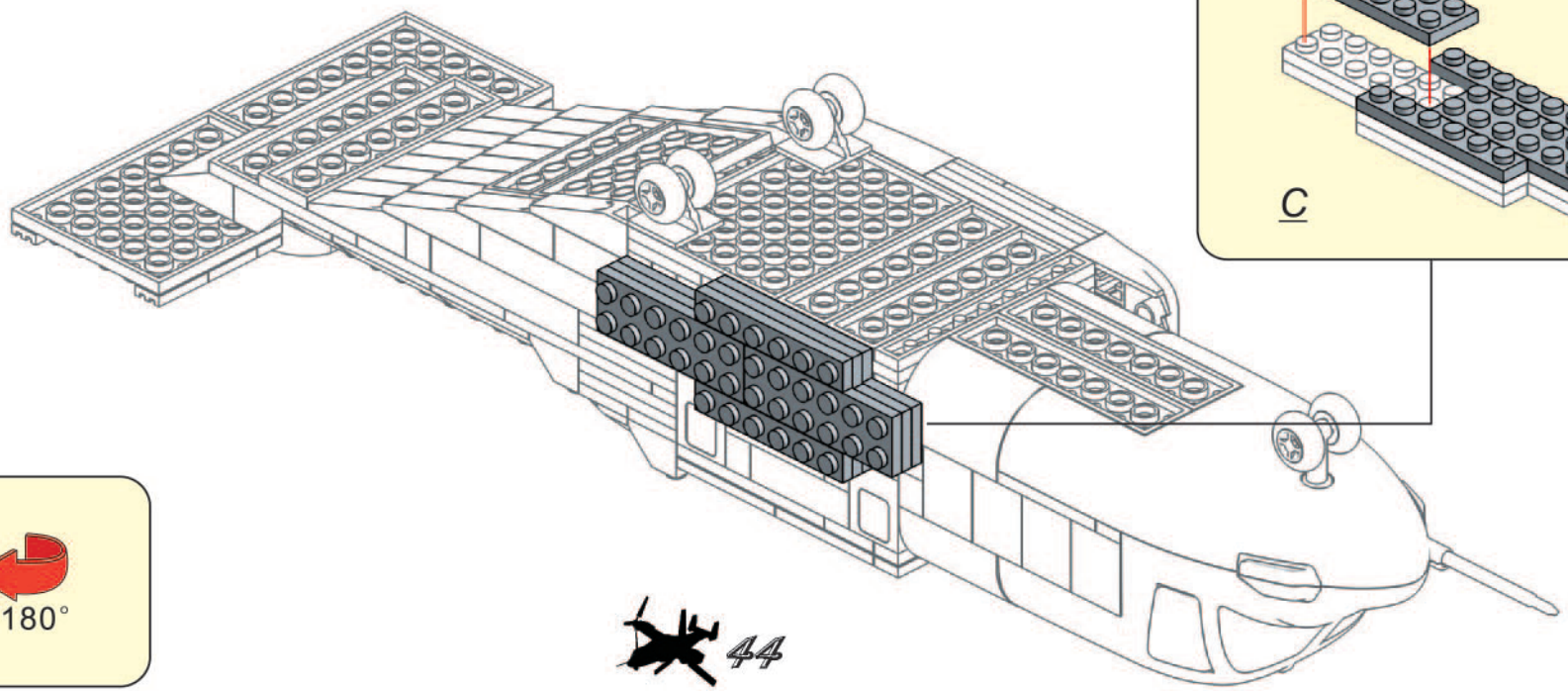

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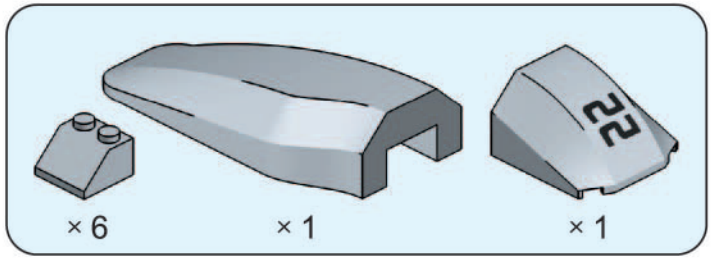
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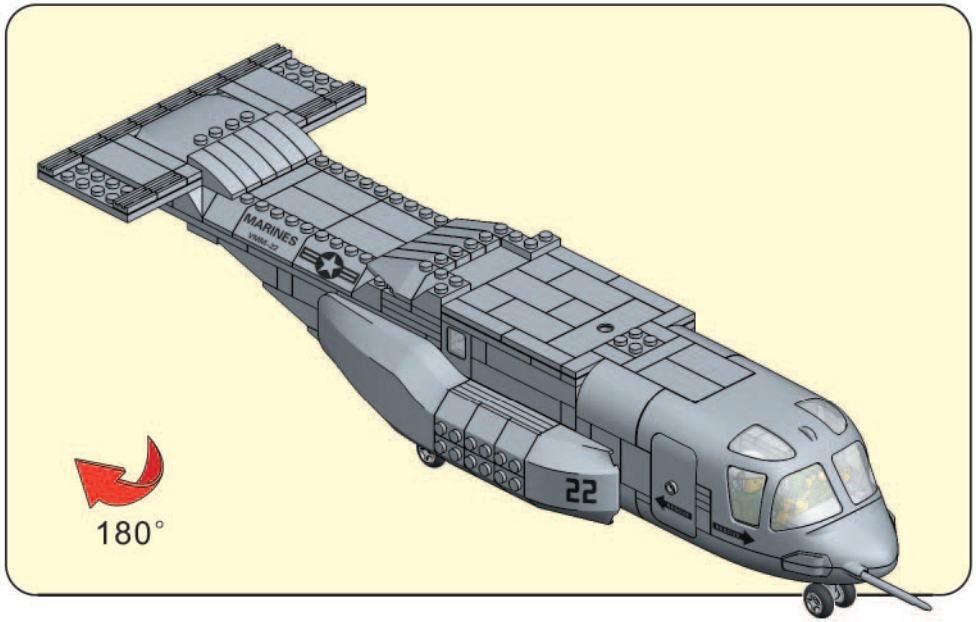
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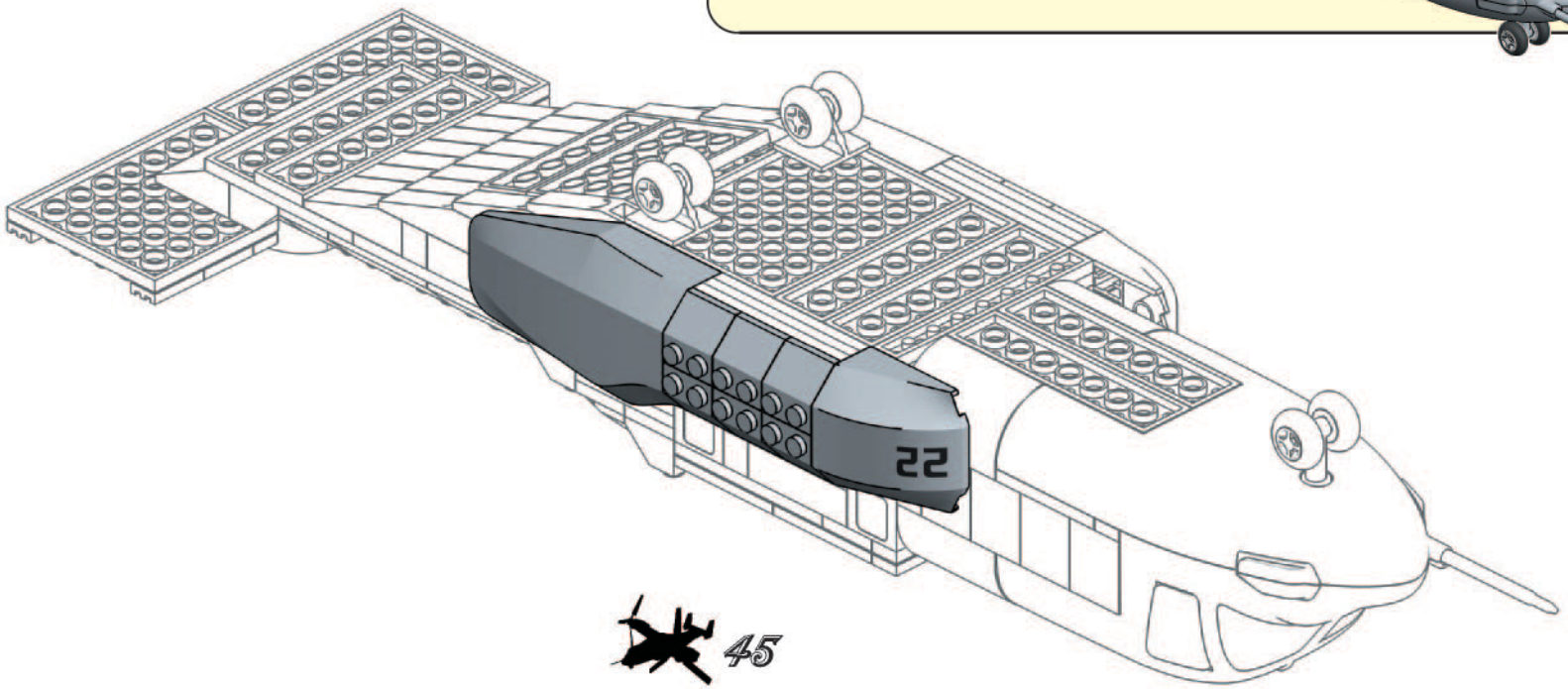
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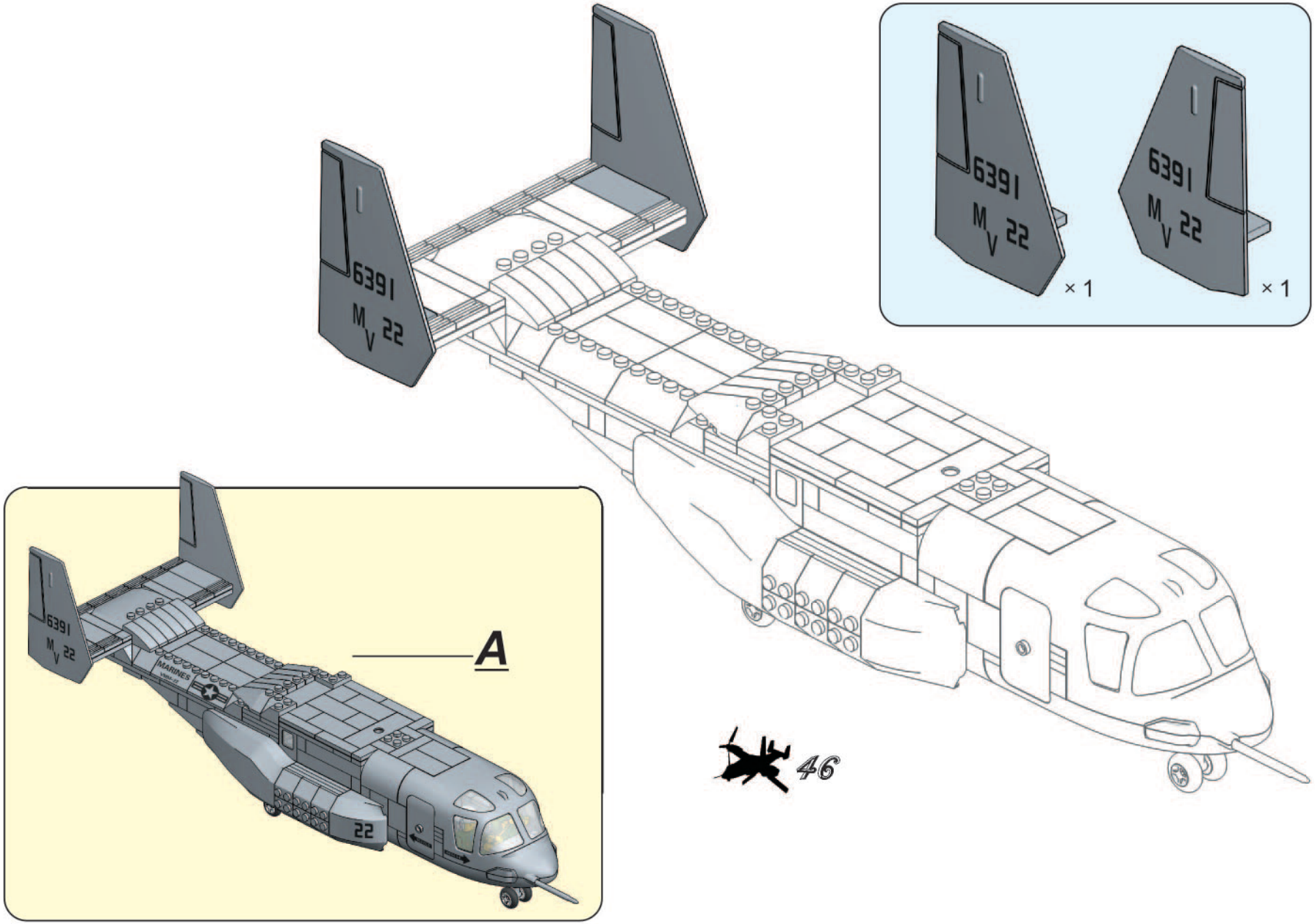
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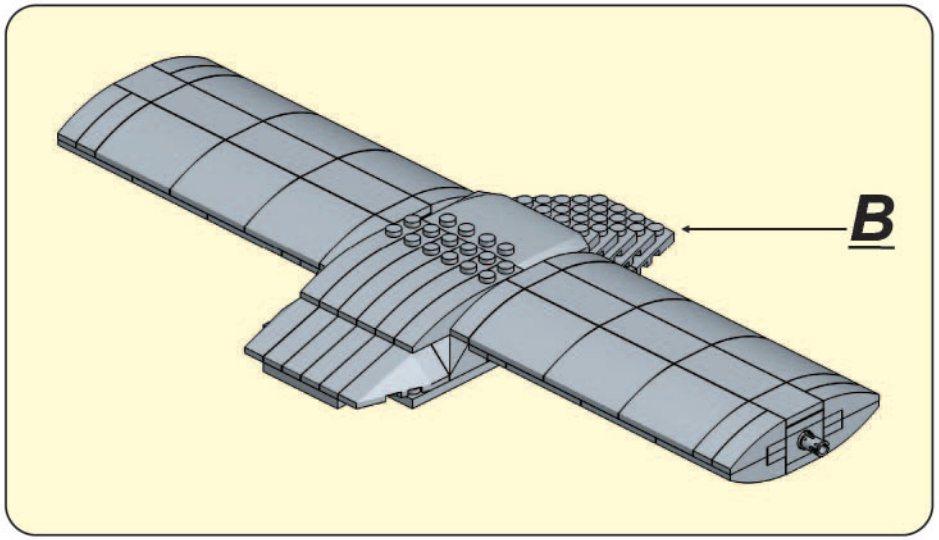

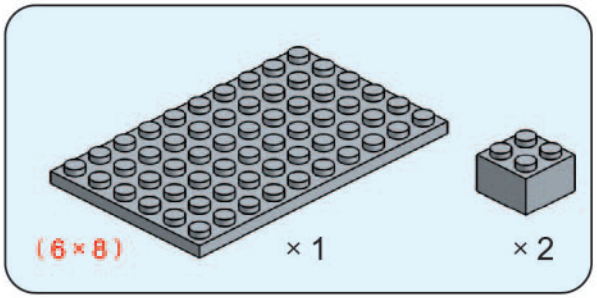

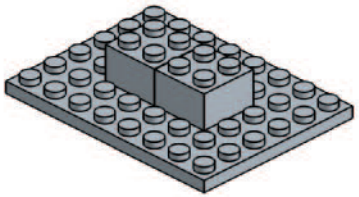

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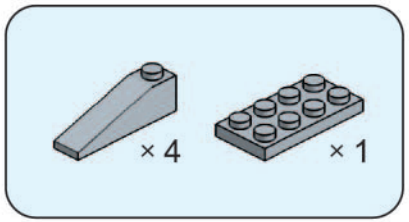

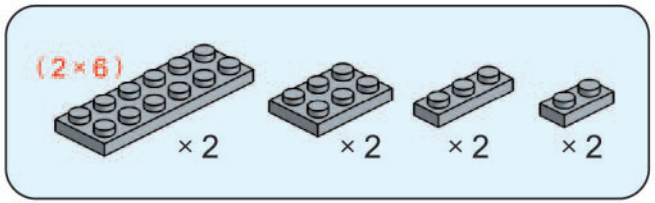

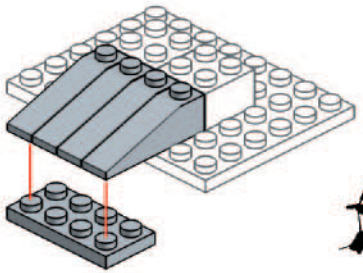

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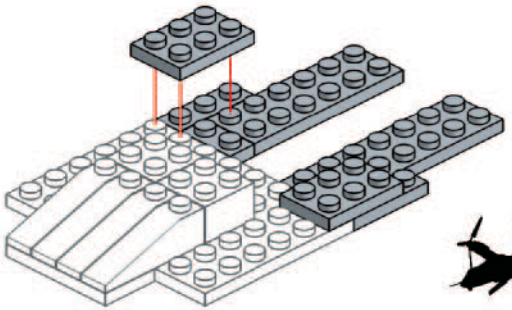

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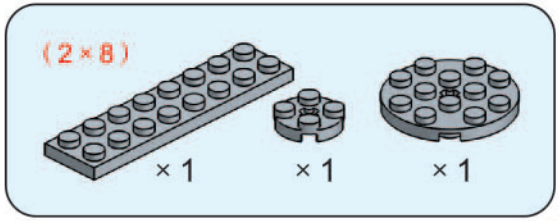

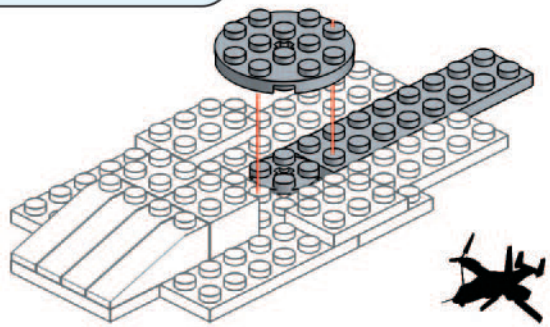

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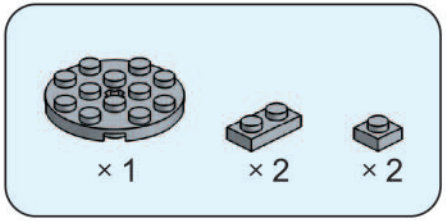

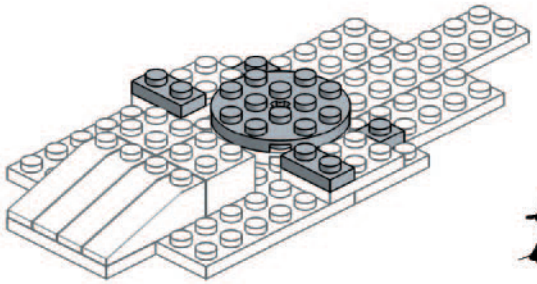

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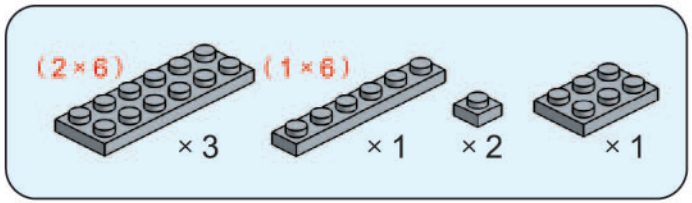

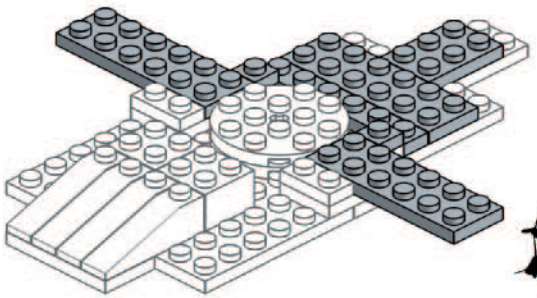

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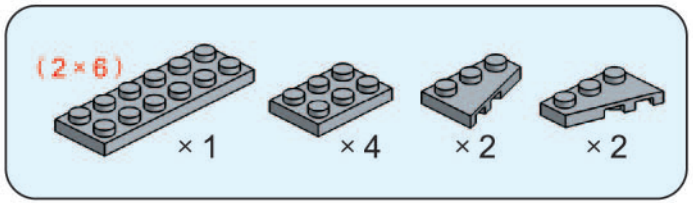

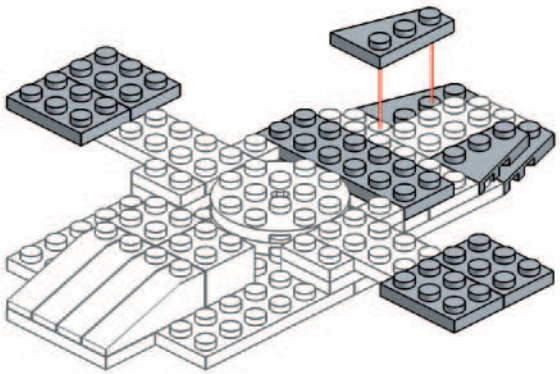

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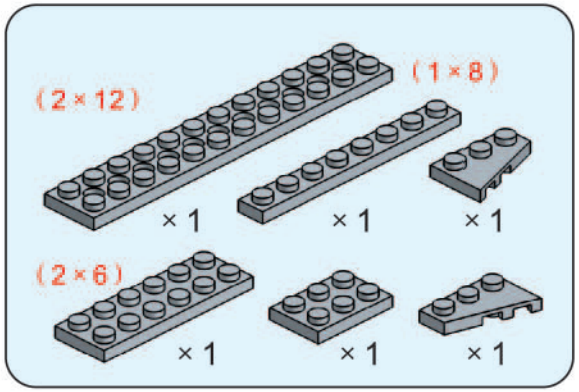

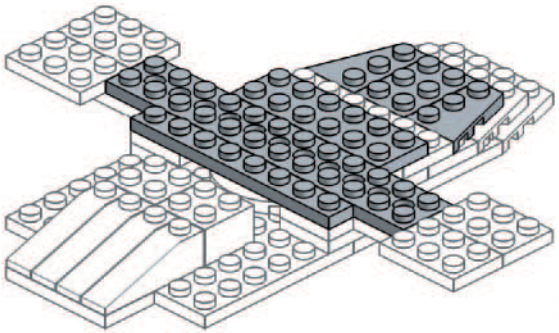

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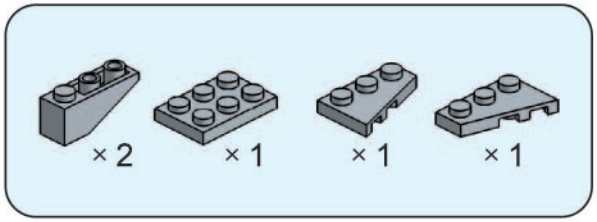

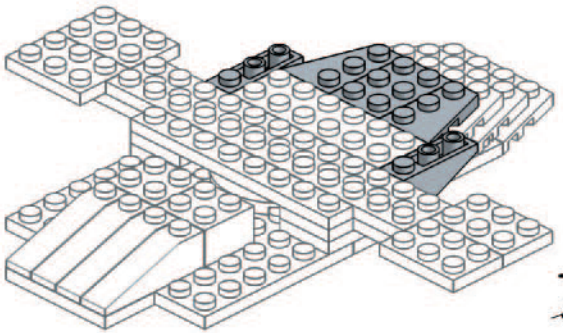

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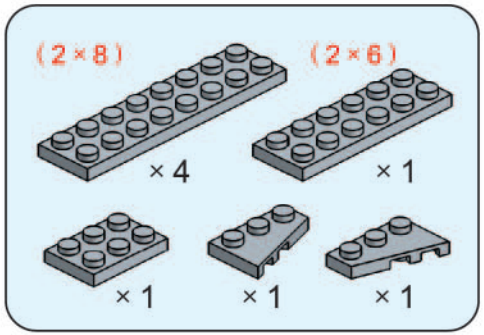

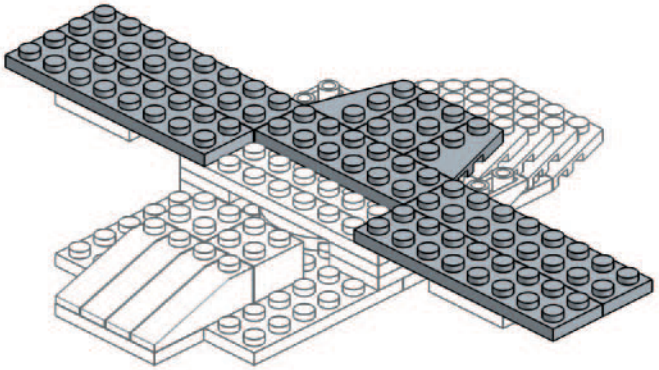

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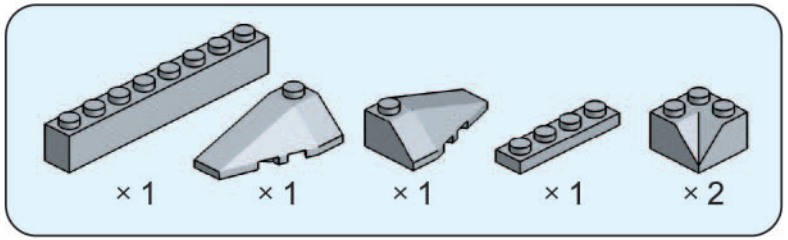

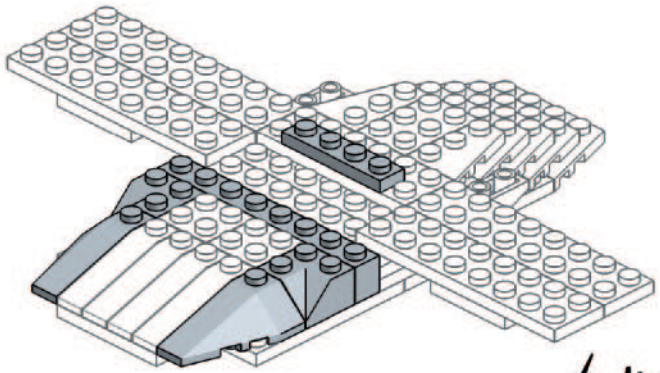

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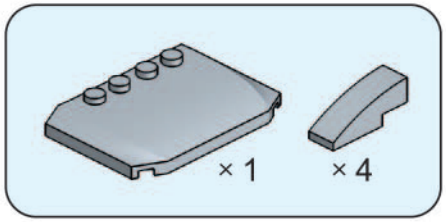

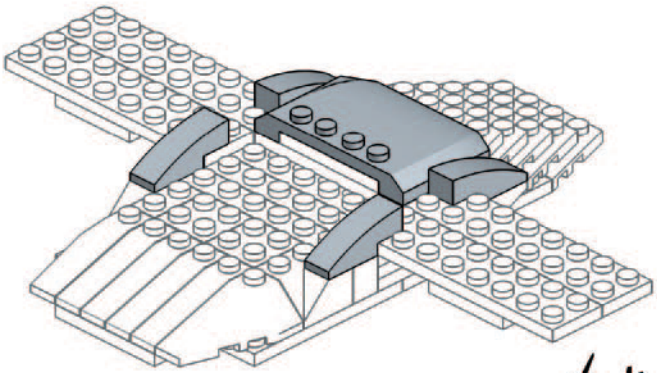

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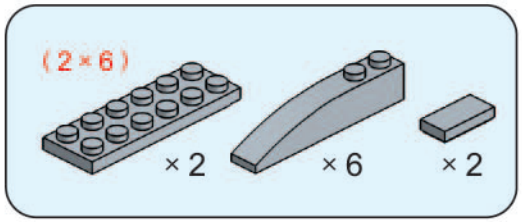

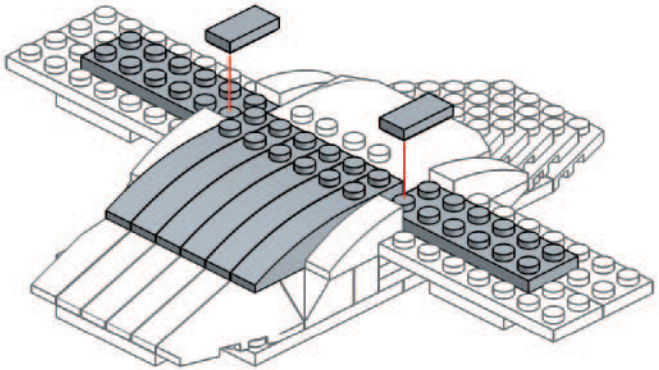

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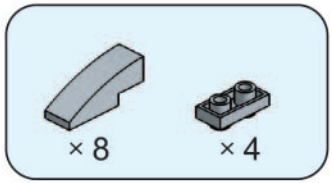

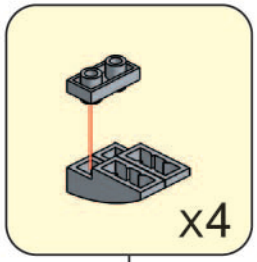

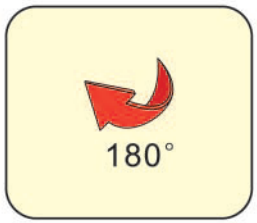

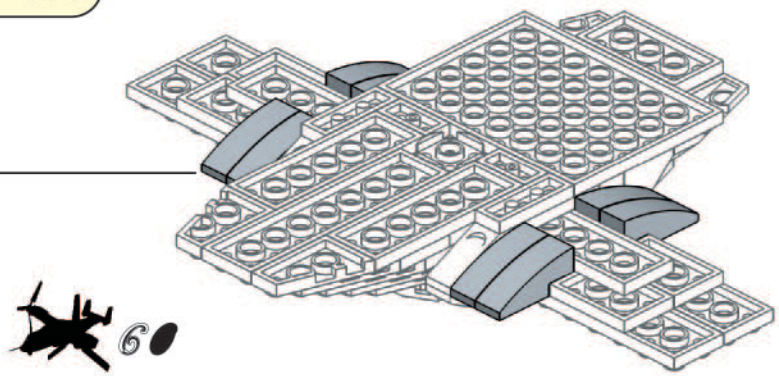

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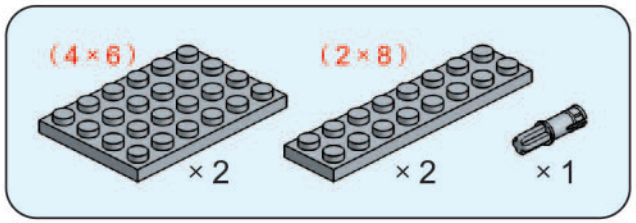

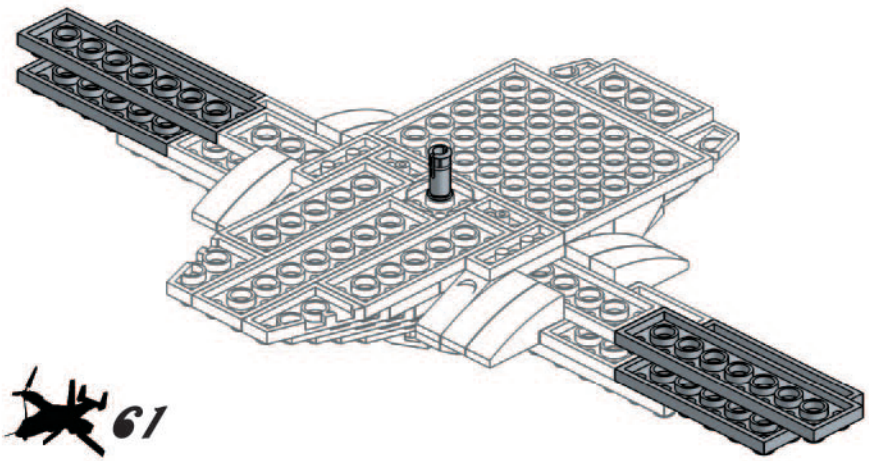

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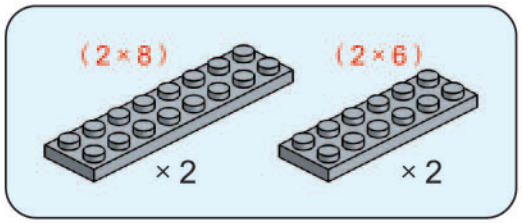

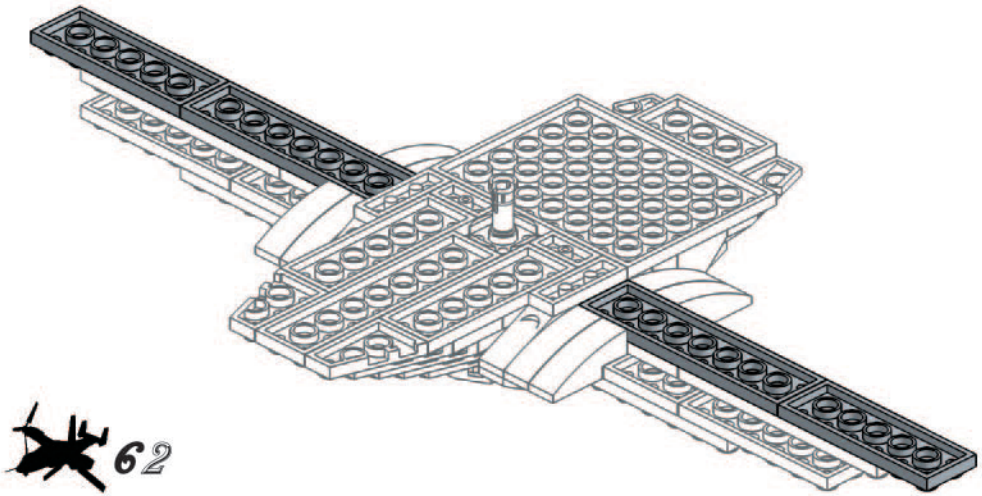

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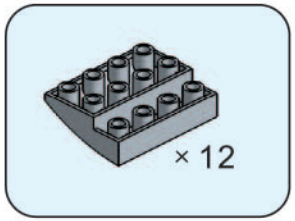

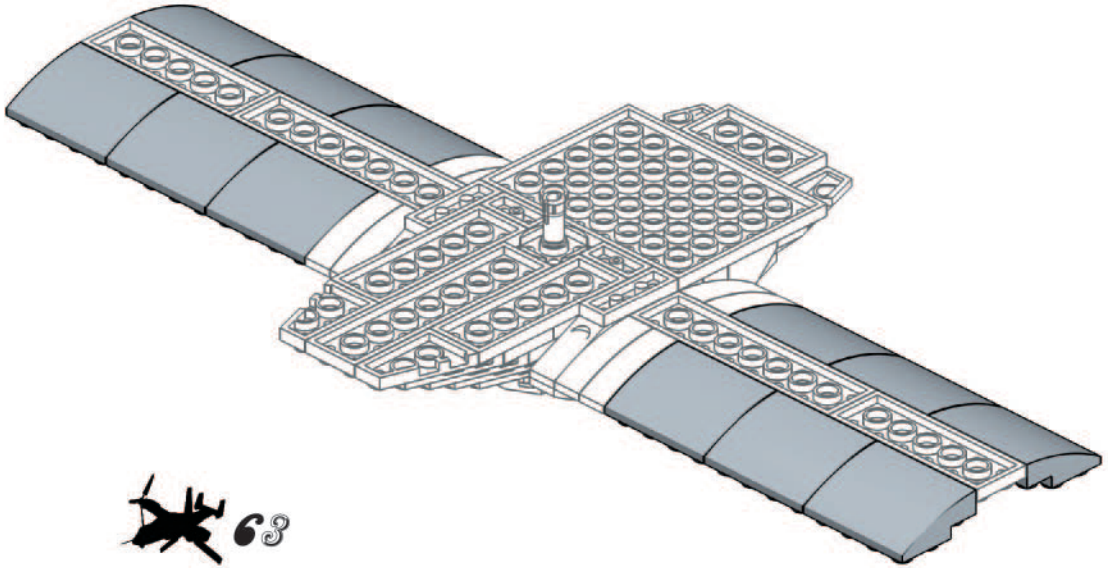

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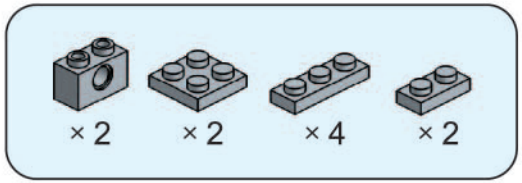

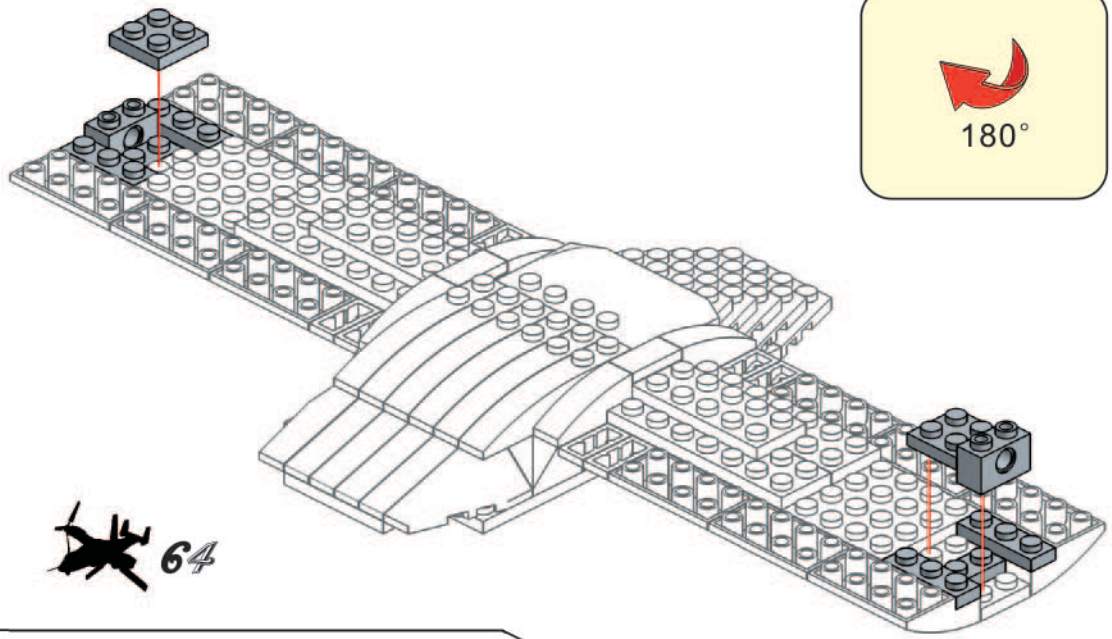

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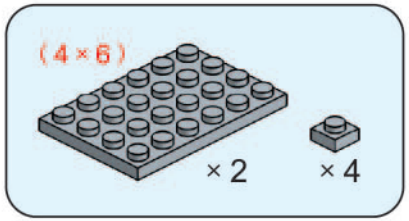

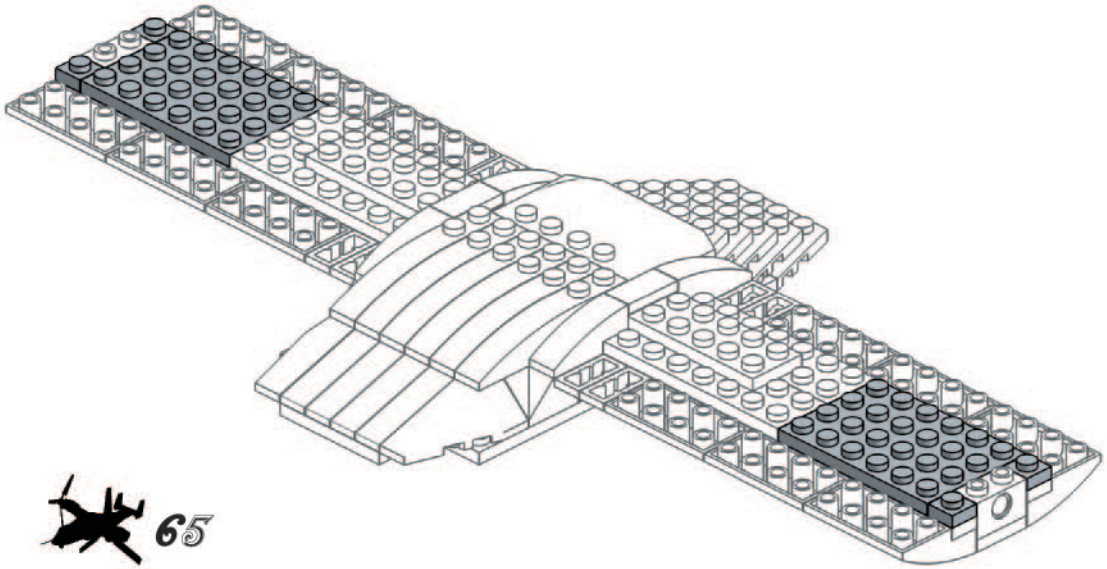

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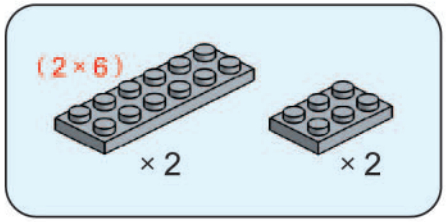

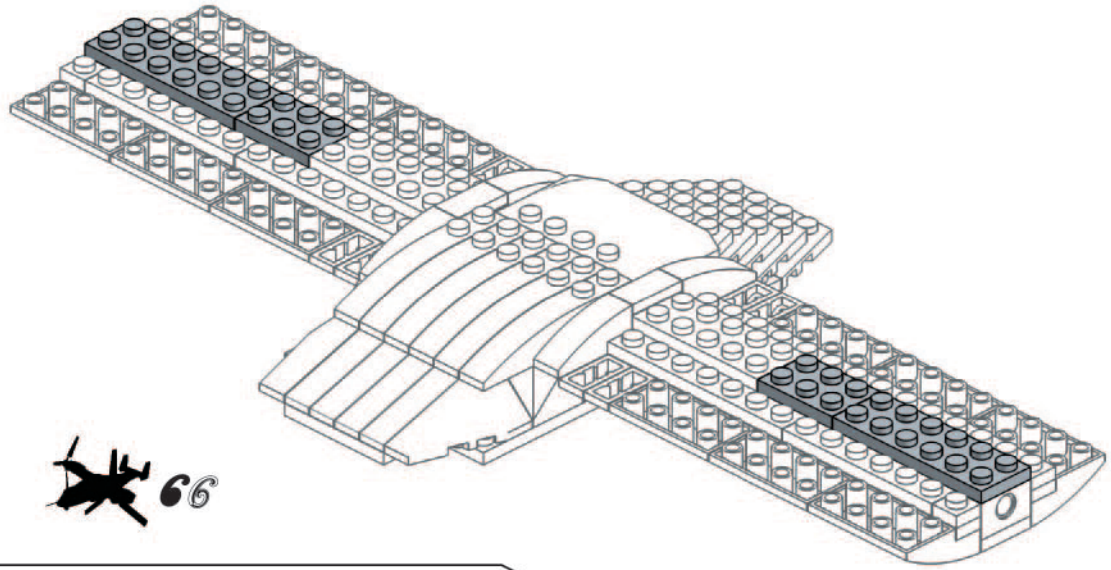

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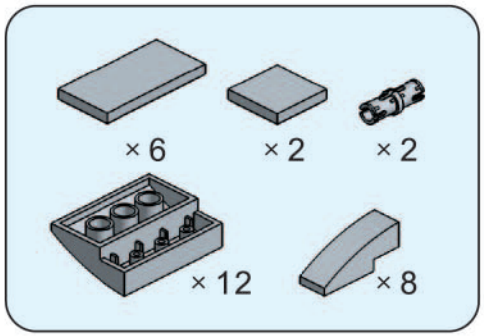

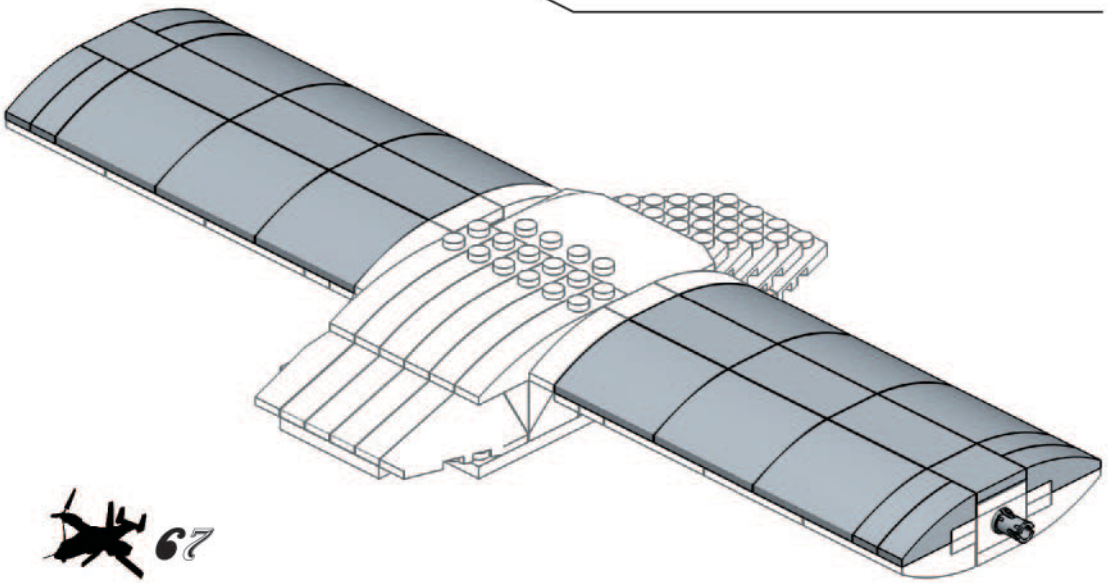

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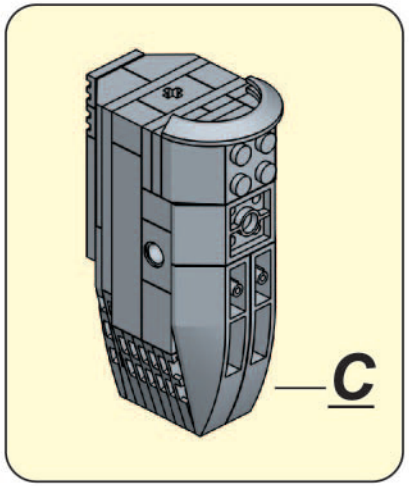
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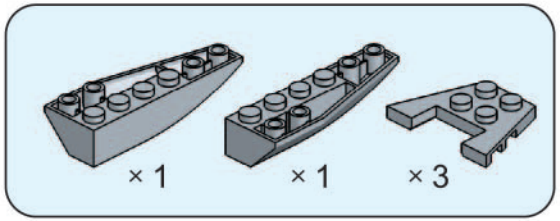
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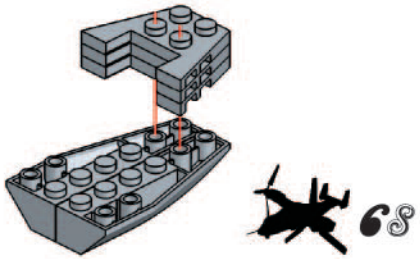
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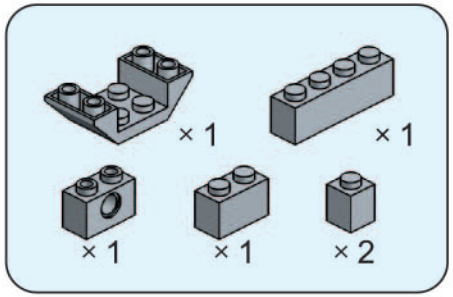
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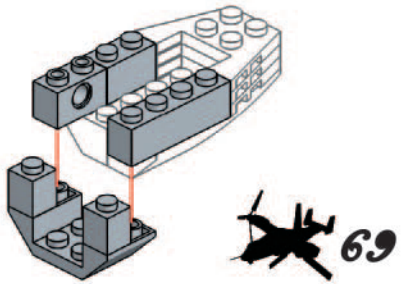
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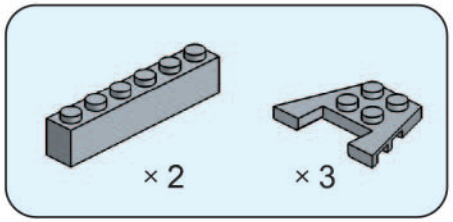
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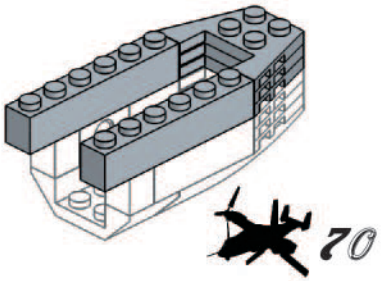
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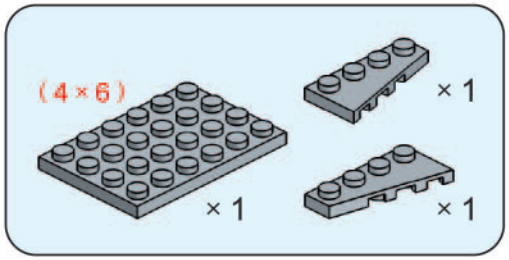
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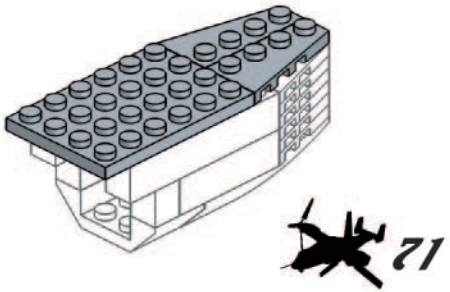
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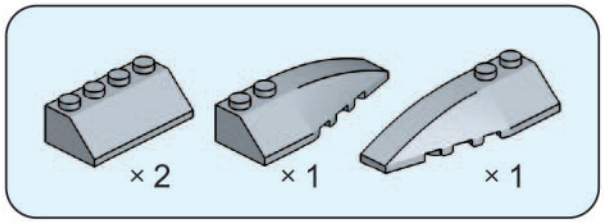
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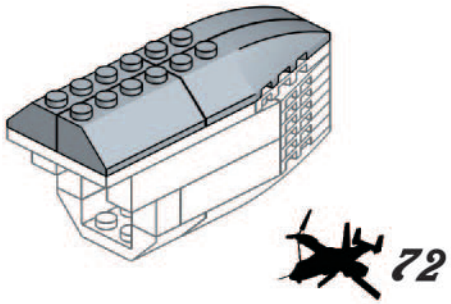
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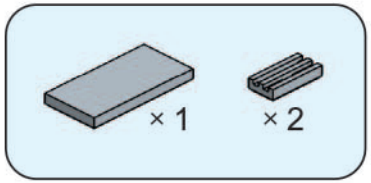
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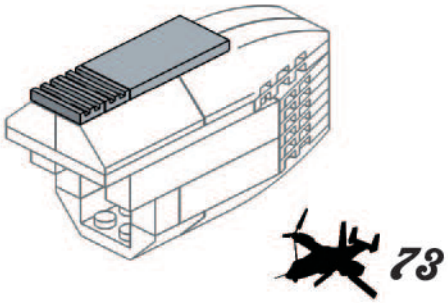
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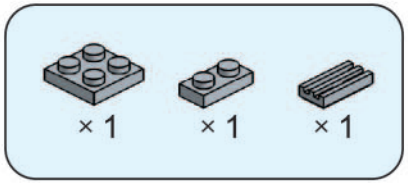
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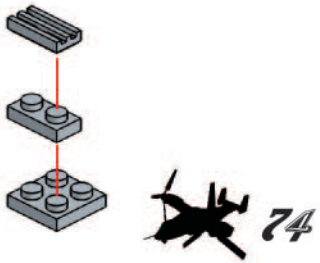
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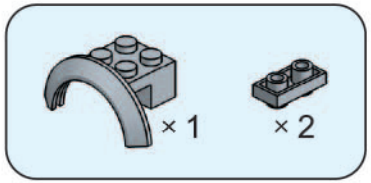
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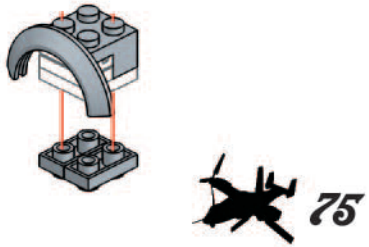
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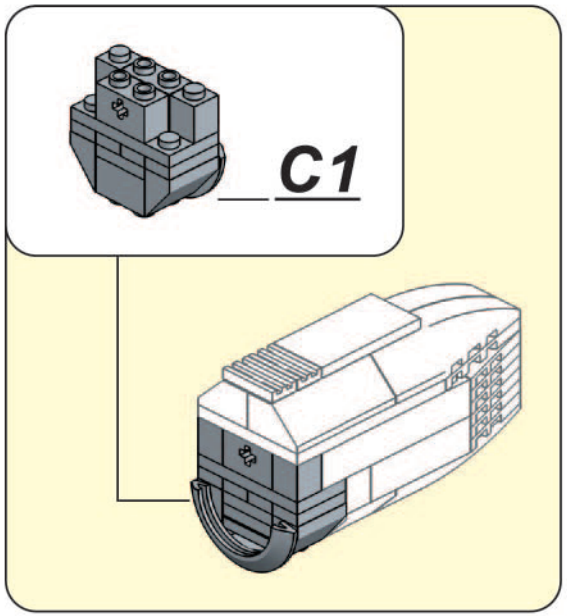
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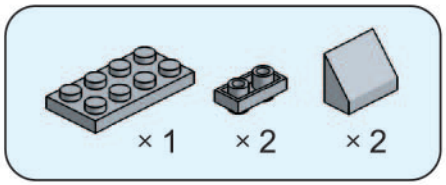
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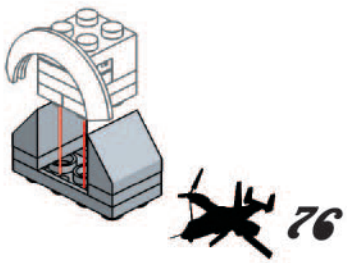
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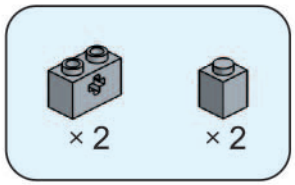
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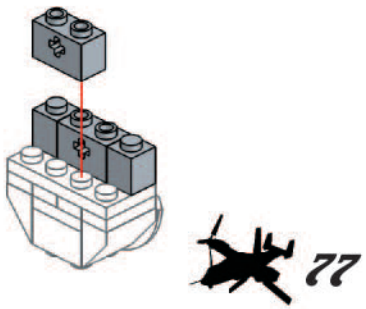
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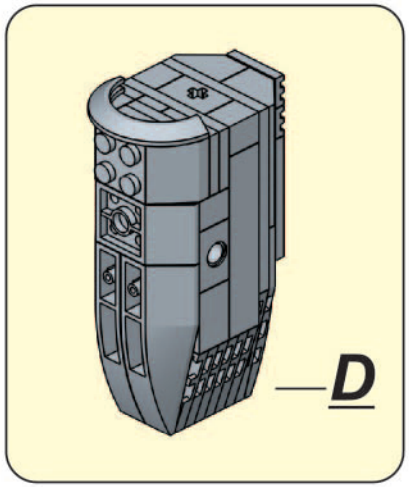
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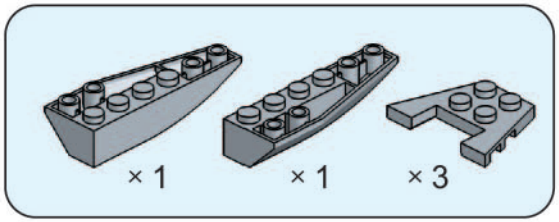
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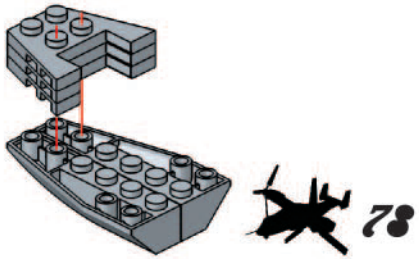
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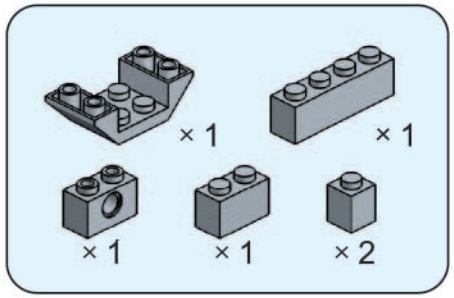
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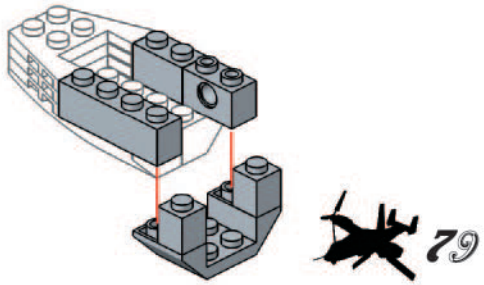
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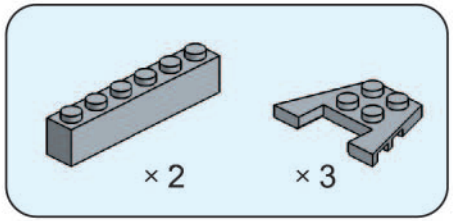
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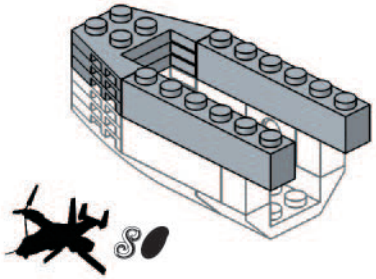
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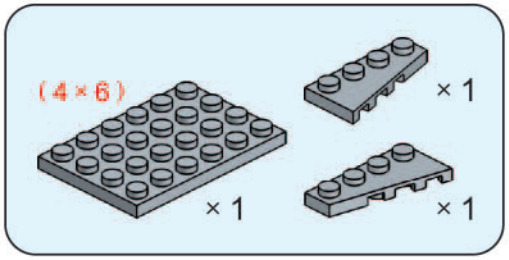
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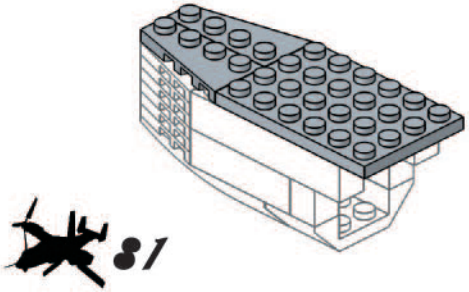
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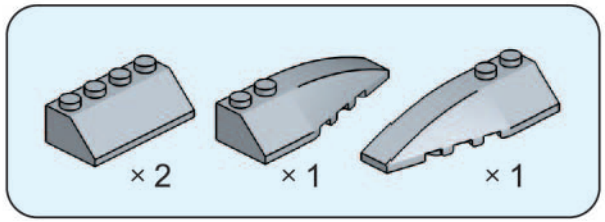
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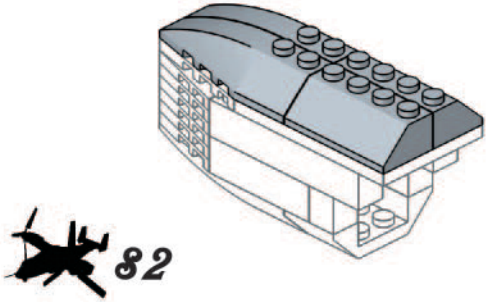
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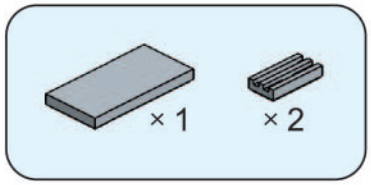

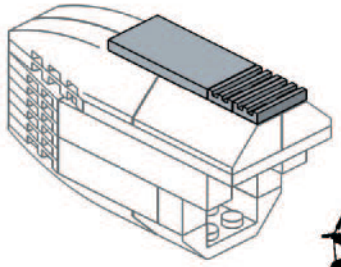

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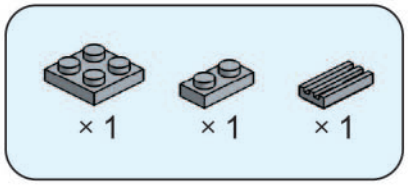

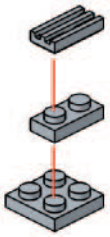

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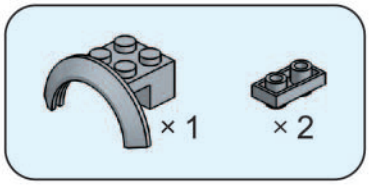

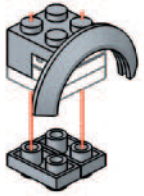

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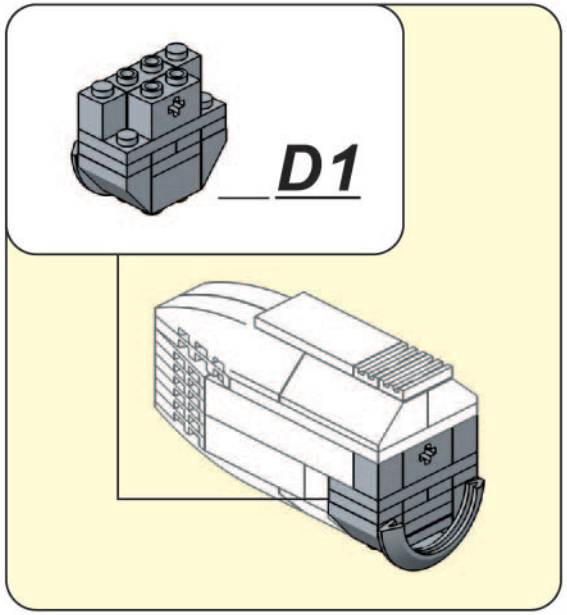

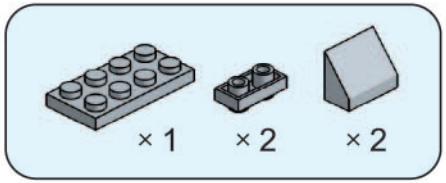

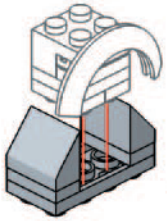

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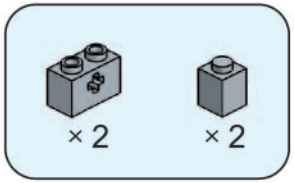

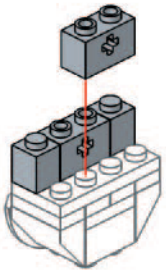

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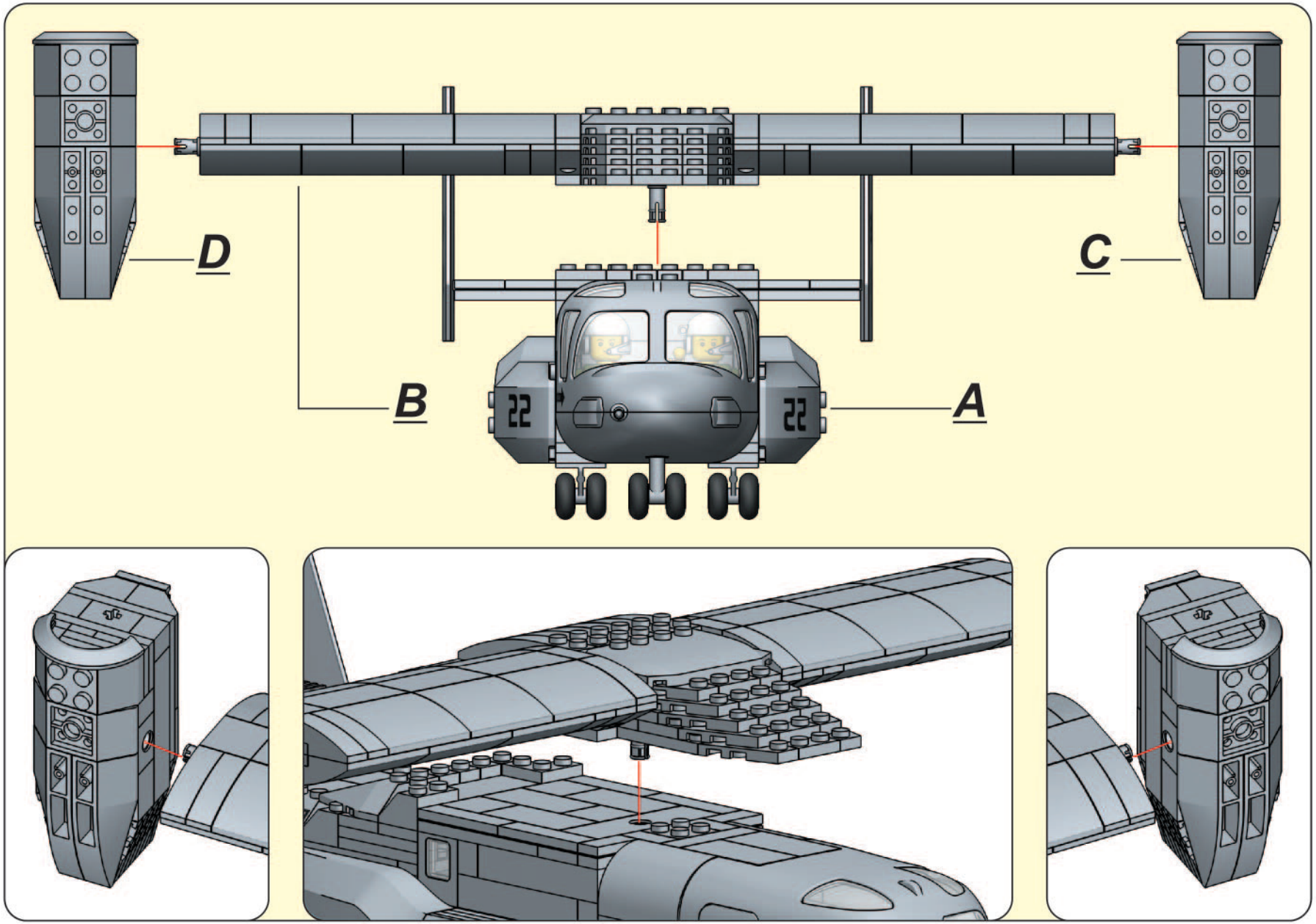
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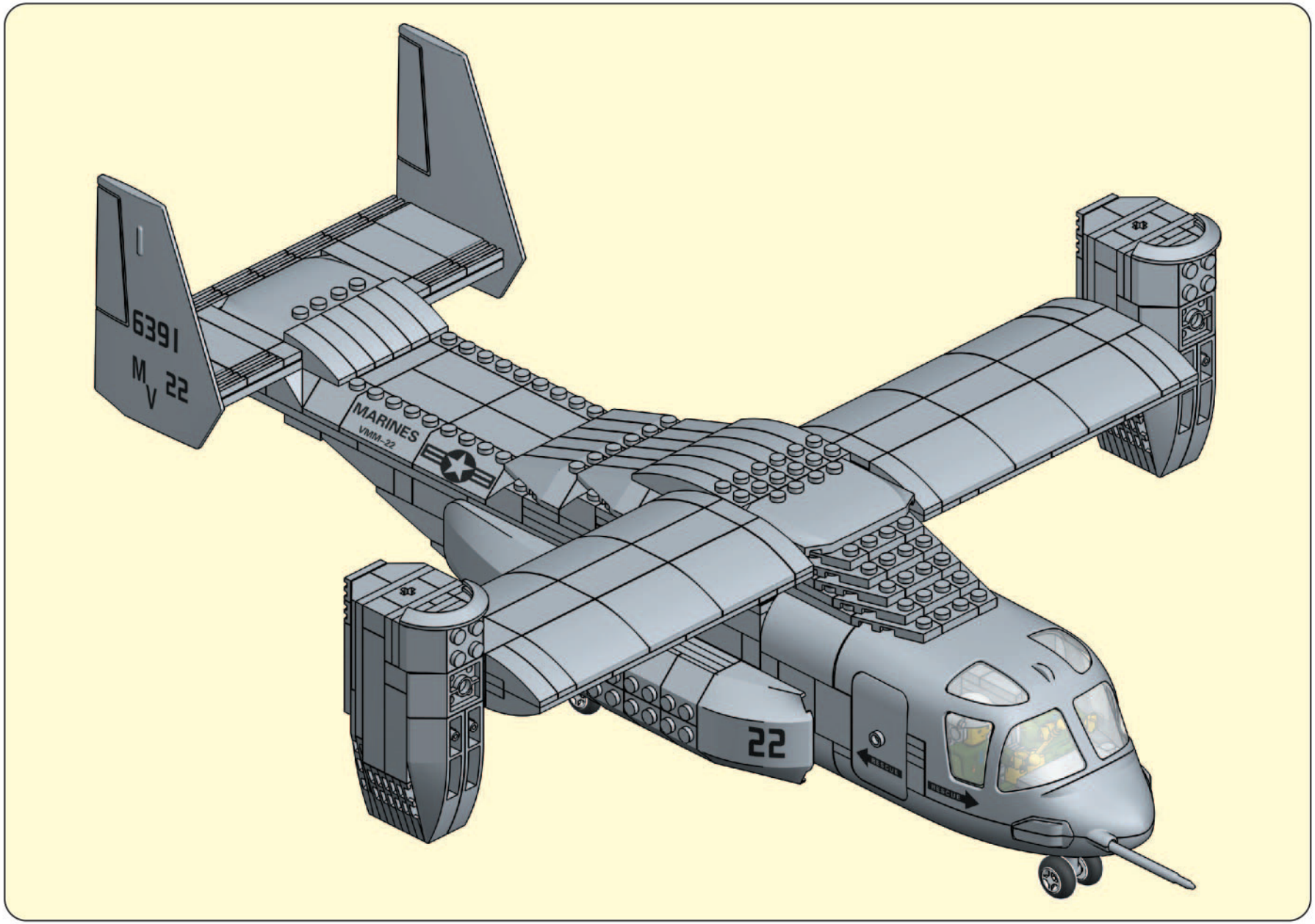
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MARINES
VMM-22
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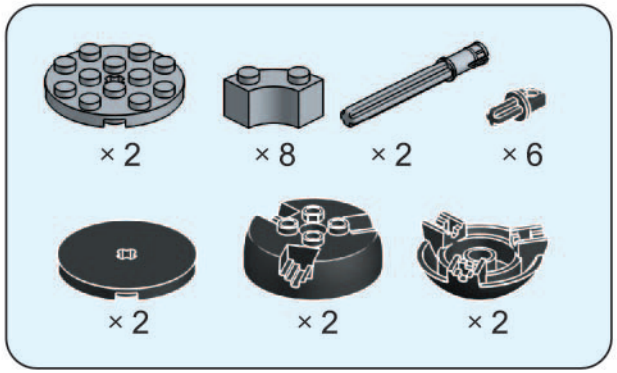
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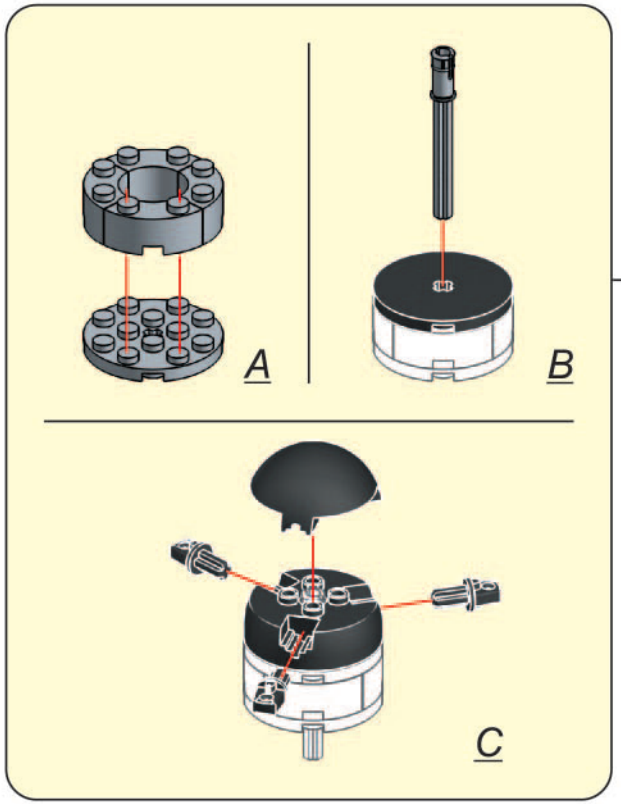
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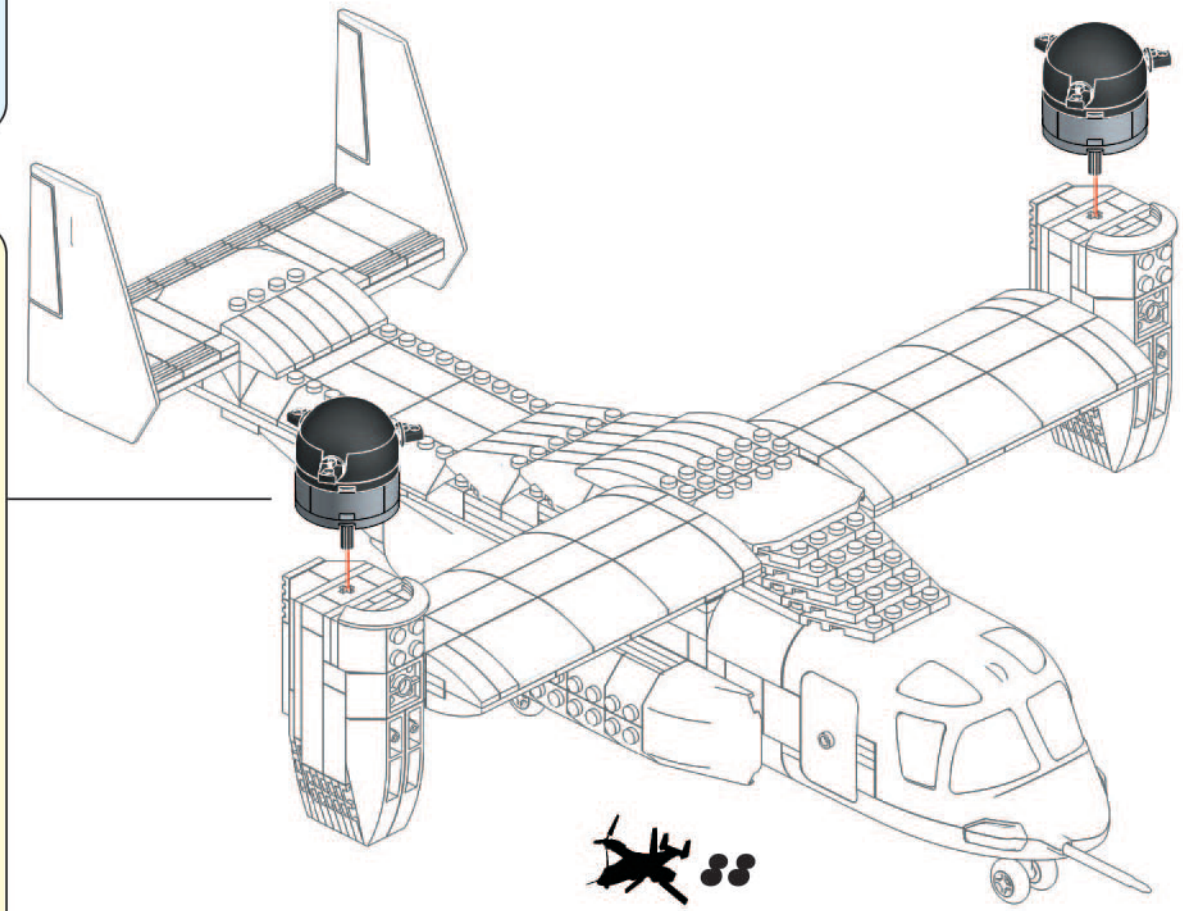

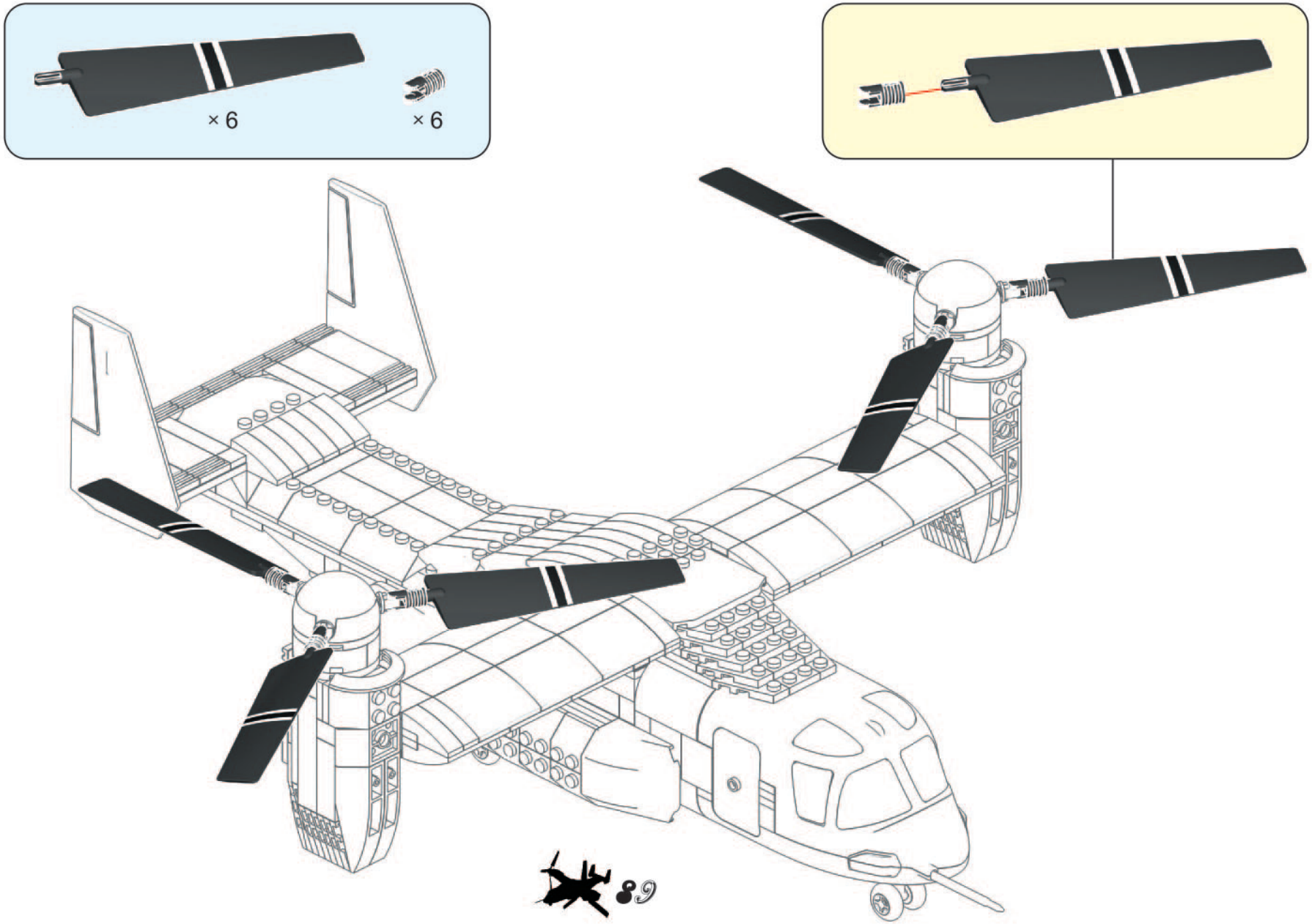
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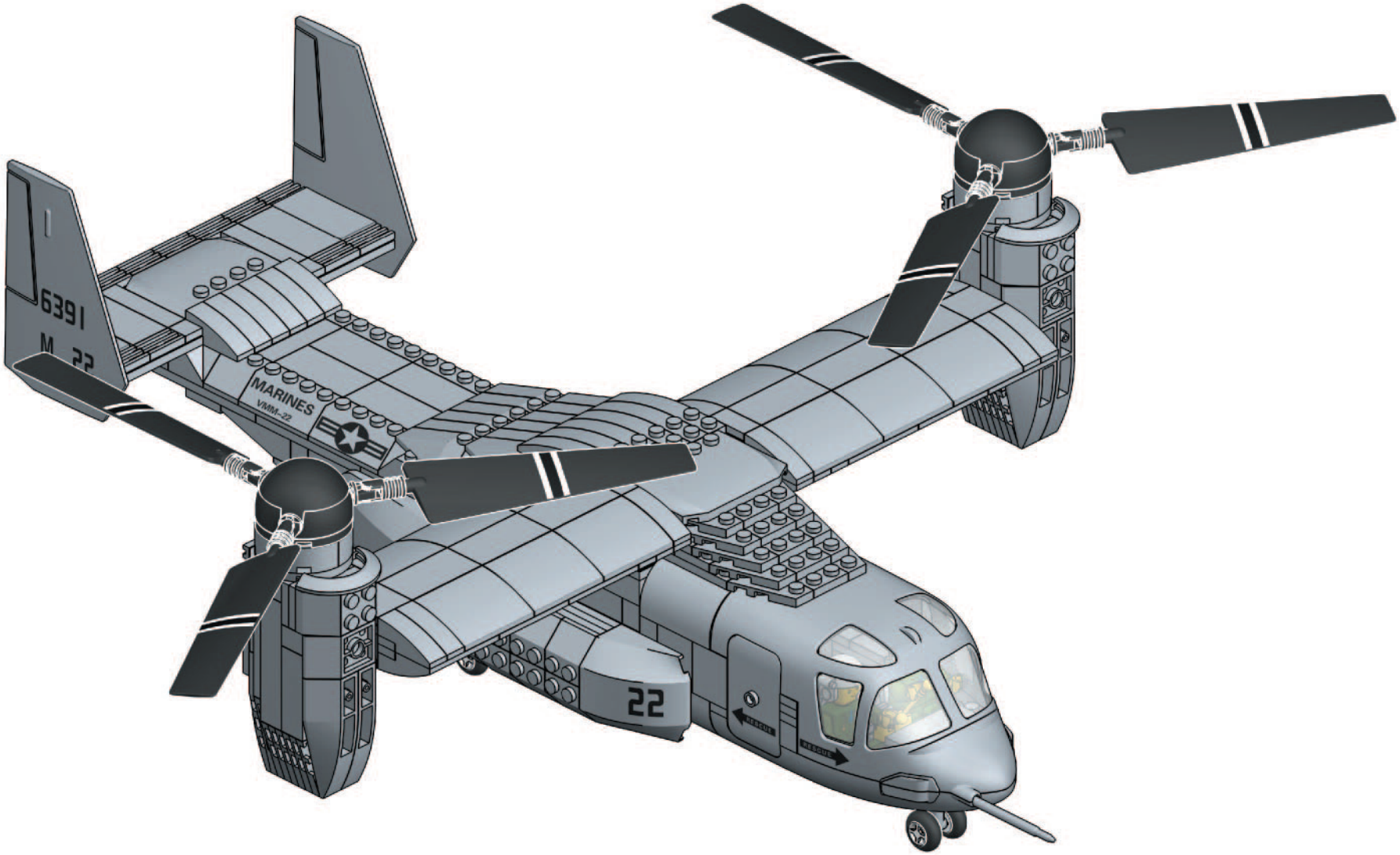
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MARINES
VMM-22
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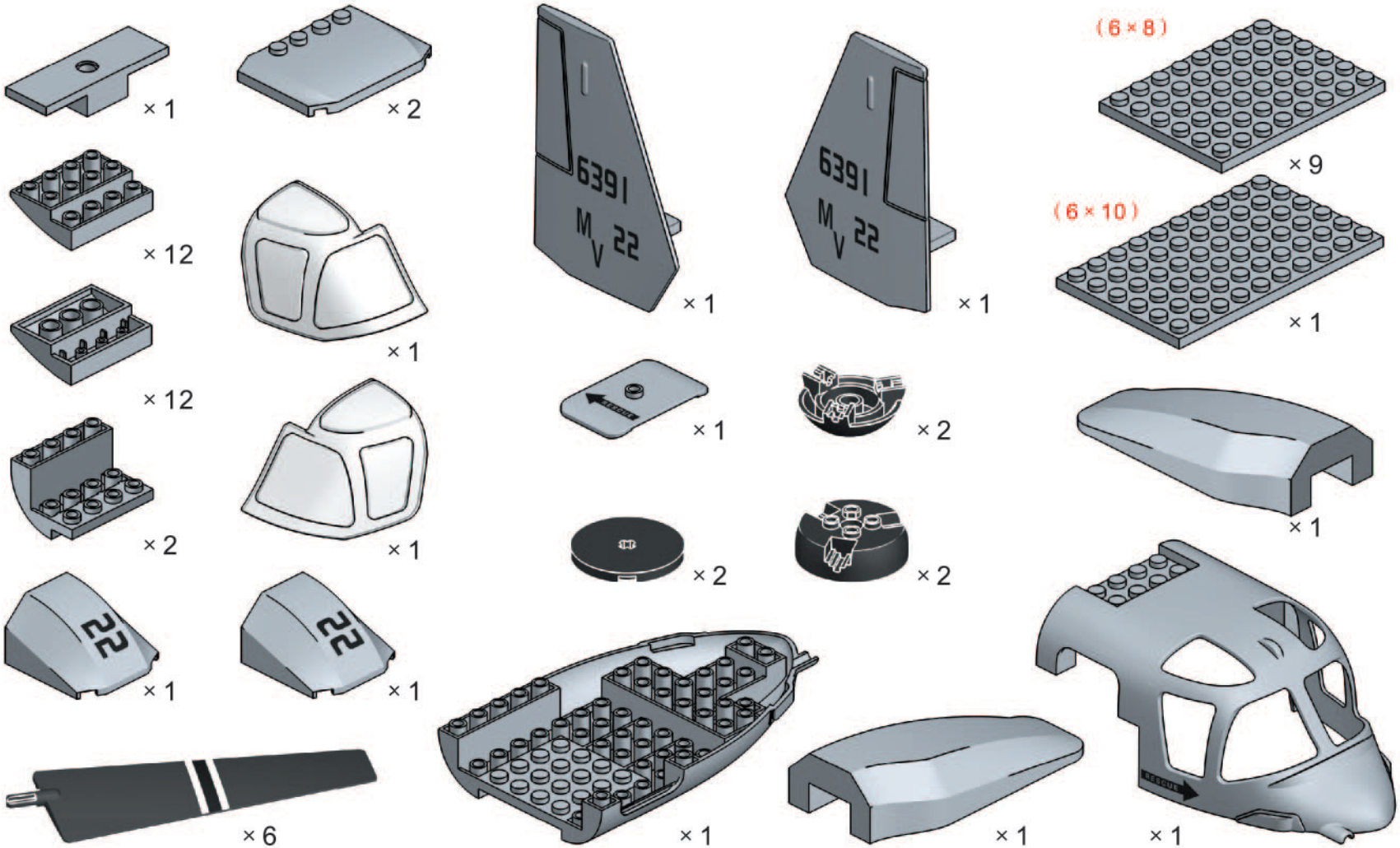
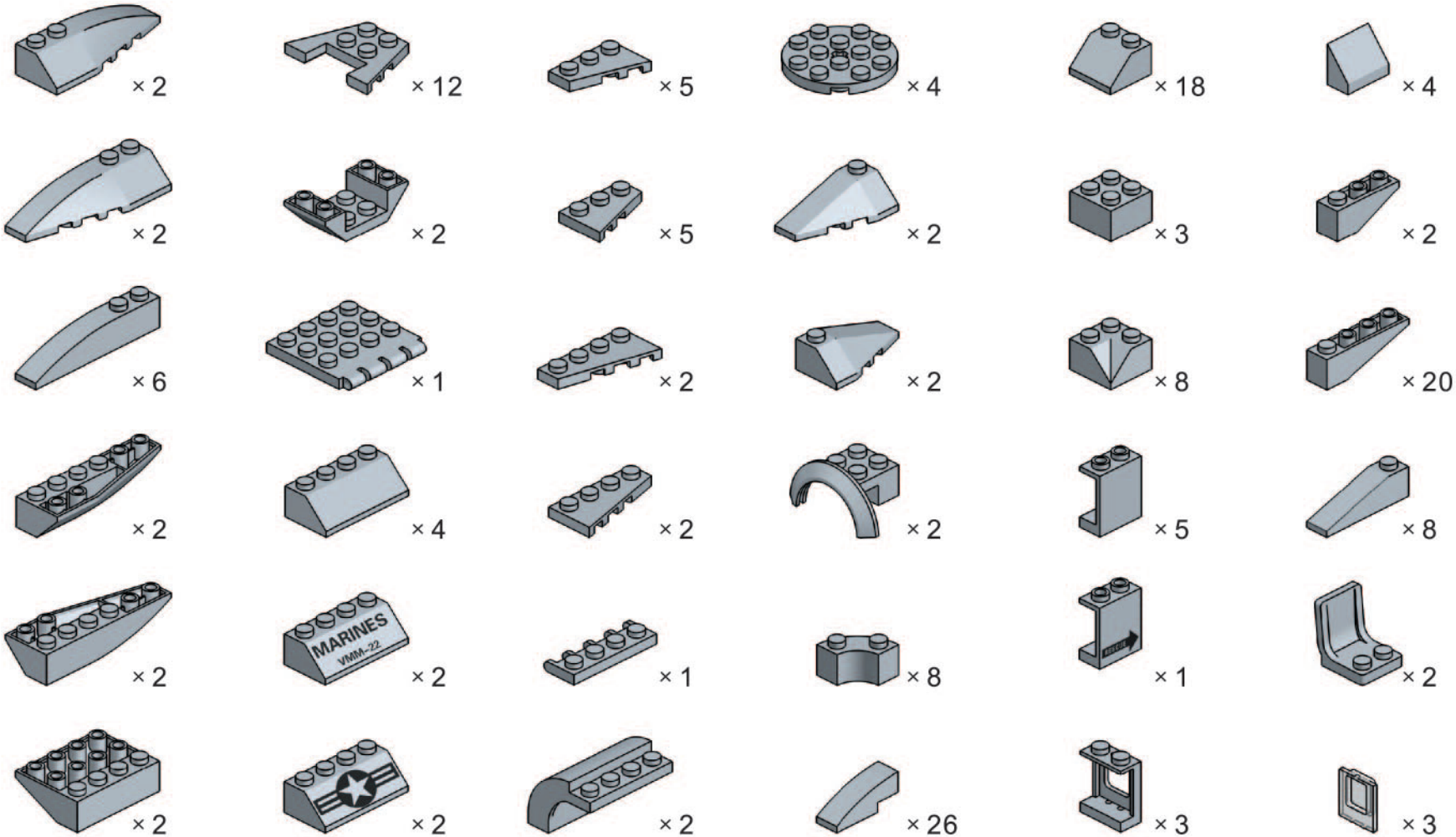
Accessories figures of the V-22 Osprey tiltrotor - 1 /
Image des accessoires de l'avion à rotors basculants V-22 Osprey - 1



Accessories figures of the V-22 Osprey tiltrotor - 2 /
Image des accessoires de l'avion à rotors basculants V-22 Osprey - 2

Accessories figures of the V-22 Osprey tiltrotor - 3 /
Image des accessoires de l'avion à rotors basculants V-22 Osprey - 3



THE V-22 OSPREY

TILTROTOR AIRCRAFT

LE V-22 OSPREY

AVION À ROTORS BASCULANTS

INTRODUCTION

The Bell Boeing V-22 Osprey is an American multi-mission, tiltrotor military aircraft with both vertical takeoff and landing (VTOL), and short takeoff and landing (STOL) capabilities. It is designed to combine the functionality of a conventional helicopter with the long-range, high-speed cruise performance of a turboprop aircraft. The failure of Operation Eagle Claw during the Iran hostage crisis in 1980 underscored the requirement for a new long-range, high-speed, vertical-takeoff aircraft for the United States Department of Defense. In response, the Joint-service Vertical take-off/landing Experimental (JVX) aircraft program started in 1981. A partnership between Bell Helicopter and Boeing Helicopters was awarded a development contract in 1983 for the V-22 tiltrotor aircraft. The Bell Boeing team jointly produce the aircraft.The V-22 first flew in 1989, and began flight testing and design alterations; the complexity and difficulties of being the first tiltrotor for military service led to many years of development. The United States Marine Corps began crew training for the Osprey in 2000, and fielded it in 2007; it supplemented and then replaced their Boeing Vertol CH-46 Sea Knights. The Osprey's other operator, the U.S. Air Force, fielded their version of the tiltrotor in 2009. Since entering service with the U.S. Marine Corps and Air Force, the Osprey has been deployed in transportation and medevac operations over Iraq, Afghanistan, Libya and Kuwait.

Le Boeing/Bell V-22 Osprey est un avion multimission américain. Ses rotors basculants lui permettent de faire des décollages et atterrissages verticaux, et des décollages et atterrissages courts (ADAC). Sa conception combine la fonctionnalité d'un hélicoptère conventionnel, mais avec les performances de vitesse et de plafond d'un avion. L'échec de l'Opération Eagle Claw en 1980, lors de la crise des otages en Iran, a mis en lumière la nécessité pour le United States Department of Defense (Département de la Défense des États-Unis) de concevoir un nouvel appareil pouvant décoller verticalement tout en ayant des performances en matière de grande vitesse et de longues distances. Un programme nommé Joint Advanced Vertical Lift Aircraft (JVX) est lancé en 1981. Les compagnies Bell Helicopter et Boeing Helicopters collaborent et se voient décerner un contrat de développement en 1983 pour l'avion V-22 à rotors basculants. L'avion est produit conjointement par l'équipe Bell Boeing. Le V-22 a fait son premier vol en 1989, et il s'en suit des essais en vol et des modifications de la conception. À cause de sa complexité et puisqu'il s'agissait du premier avion à rotors basculants, il a fallu plusieurs années de développement. Le United States Marine Corps commence l'entrainement de son personnel sur le MV-22B Osprey en 2000 et il est mis en service en 2007. Il complète d'abord le Boeing Vertol CH-46 Sea Knights puis le remplace. En 2009, la United States Air Force met sa version de l'avion à rotors basculants en service, le CV-22B. Depuis son entrée en service avec le United States Marine Corps et la United States Air Force, l'avion Osprey a été déployé dans des opérations de transports et d'évacuation en Iraq, en Afghanistan, en Libye et au Koweït.

ALSO AVAILABLE:
AUSSI DISPONIBLES:

THE WZ-10 GUNSHIP HELICOPTER
LE WZ-10 - HÉLICOPTÈRE ARMÉ

THE F-15 EAGLE FIGHTER
LE F-15 EAGLE – CHASSEUR

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